

4 (F) WING (RCAF)

Schwarzwald Flieger



VOLUME X • JULY 1963 • NUMBER 7

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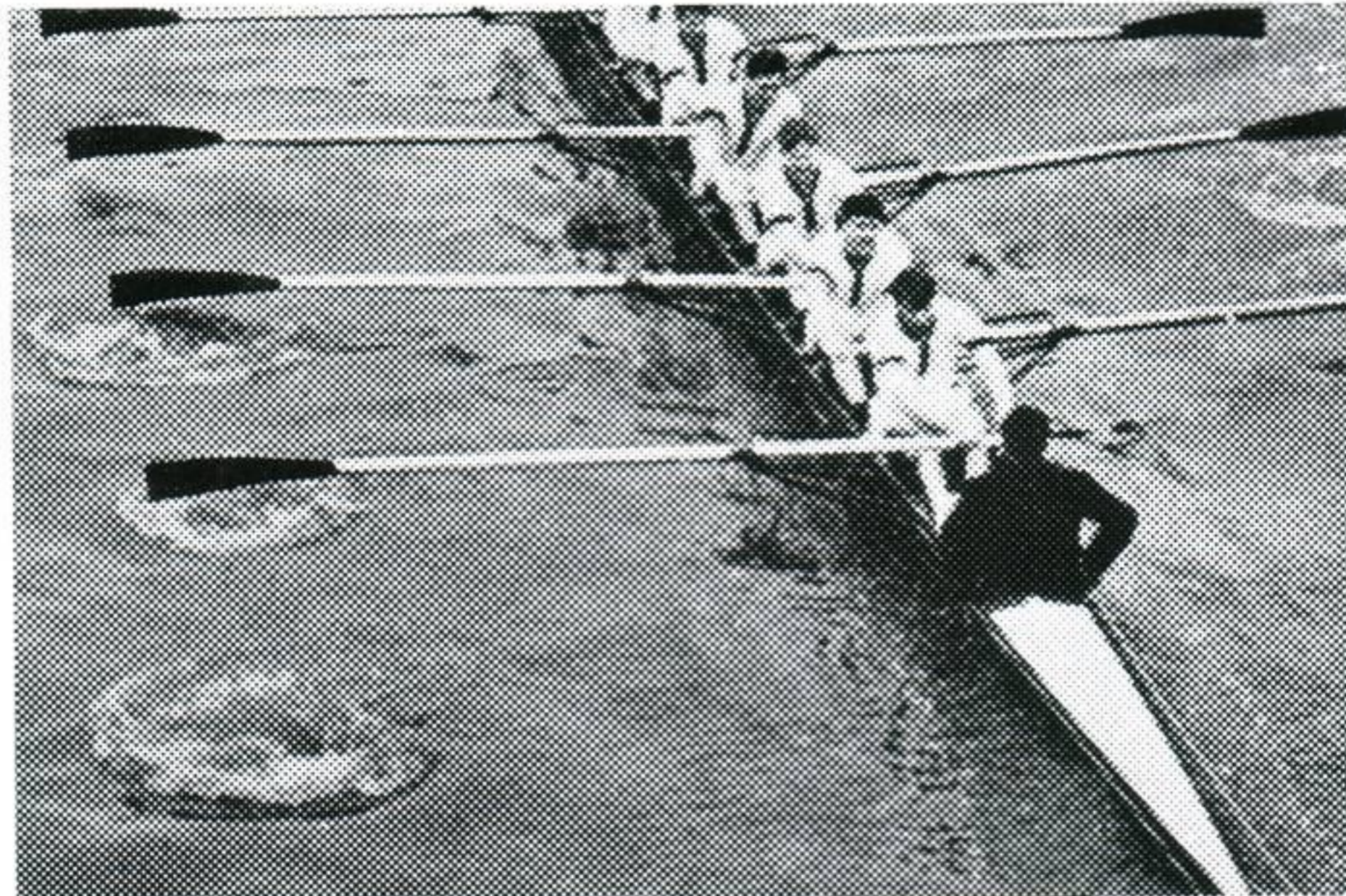
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The Black Forest

(COVER-STORY)

The picturesque, pine-covered mountain range stretching from Karlsruhe all the way down southern Germany to the Swiss border, is called the "Schwarzwald".

True to its name "Black Forest", the deep, narrow valleys, the dark blue lakes, encircled by high cliffs and torrents, roaring through ravines, suggest cool dusky forests.

It follows the romantic Rhine river for 140 miles as far as Basel in Switzerland, and extends 60 miles at its widest point. The highest peaks are the Feldberg, Belchen and Blauen with heights of approximately 6000 ft.; the Hornisgrinde near Baden and Bühl with 4680ft.; and the Kniebis near Freudenstadt 3900 ft.

Many legends and superstitions of the forest interweave truth with fiction. One of them is called "Der Titisee", which in fact is a lake situated high up near the Feldberg mountain. As the story goes, there was once a rich town with a monastery by the lake. The luxurious living of the inhabitants caused them to waste their bread, even to the extent of making sandals with the crusts. As a punishment the town was sunk into the ground, and the lake "Titisee" appeared in its place. On a clear day, it is said the spires of the monastery are visible in the unfathomable waters. One of these days, the legend has it, it will rise again. Long ago people tried in vain to measure the depth of the lake, until some plucky fellow rowed a boat to its centre and dropped a plummet, tied to an immense length of string. After many, many coils had disappeared and yet lots were still left over, a dreadful hollow voice roared from under the waves.

"If thou measurest me,
I shall swallow thee!"

Scared to death, the petrified man stopped abruptly. Ever since no one has dared explore the lake's depth.

Then there is the story of "Die Rübe im Schwarzwald" (The Black Forest Turnip). A seed merchant travelled back across the Rhine, previously having dropped one of the seeds into the Black Forest. Upon returning, he observed an enormous turnip, which had grown from that seed. It was so large that he could feed two large oxen with it. During the feeding, however, their horns grew to such a length, that when you blew into them it took six months until the sound was heard at the other end.

There are still quite a number of characteristic thatch-roofed Black Forest cottages nestling in sheltered places, where colourful national costumes, embroidered in gold and silver threads, are still worn on Sundays and Feastdays.

One of the oldest trades is still the making of the cuckoo-clocks, for which the forest is known the world over. Logging and the making of paper are the most important industries. Internationally famous are its ancient spas, (dating back to the old Romans), such as Baden-Baden, Badenweiler, Wildbad, Bad Dürkheim, Bad Mergentheim and many more. On the gently sloping hillsides grow the grapevines, which produce the grapes from which some of Germany's best wines are made.

4 WING PROMOTIONS

July 1963



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"THE ONLY R. C. A. F. MAGAZINE EAST OF THE RHINE"

Noorduyn Norseman

by WO Tate

The Noorduyn Aviation Ltd was formed in 1935. As Bob Noorduyn had worked for both Fokker and Belanca he had a very good idea of what the bush pilots were looking for. The Norseman had all of the characteristics desirable for a bush aeroplane and was equally at home with wheels, skis and floats. The first proto-type CF-NYO was started early in 1935 and became the Mk.1. It had a 420 hp Wright R. 775-E2 Whirlwind and was sold to Dominion Skyways January 1936.



MK. 4 Norseman

The next three Wright powered aircraft were Mk. 2 and as it was obvious that the aircraft was underpowered and so the decision was made to install the 550 hp Wasp SC-1 in Mk. 3's. It is a controversial point whether 3 or 4 Mk. 3 Norseman were built. The proto Mk. 4 was CF-BAU and the S3H1-R.1340 Wasp was installed. The aircraft was sold to Canadian Airways who installed a "C" Wasp reverting it back to a Mk. 3. The actual beginning of the Mk. 4 series seems to be CF-BAW, the ninth aircraft. The Mk. 4's take-off performance was improved with the S3H-1's 600 hp for take-off rating. Due to the increase in engine weight take-off time was shortened and the climb improved. In 1938 the first Norseman was built for the R.C.M.P. (CF-MPE) and also two contracts were placed by the RCAF for 4 aircraft each. The first contract was for a bomber trainer with bomb sights and light practice bombs. The second was for 4 navigational trainer versions. The first 4 aircraft were RCAF 678, 679, 680 and 681 and were production numbers 20 to 23. In May 1940 two more RCAF contracts were let for 47 Mk. 4's. These aircraft were for the B.C.A.T. Plan as navigational trainers. In 1941 the U.S. Army ordered three Mk. 4 for evaluation and they were designated YC-64 USAF



MK. 9 Norseman

and C 64 US Army. The next Mk built was the Mk. 6 as Bob Noorduyn felt the 5 should be post war or vee for Victory version. There were 767 Mk. 6 built of which 746 were UC-64A's for the USAF. Six UC-64B's were built for the USAF and delivered with floats. These were the only float equipped aircraft delivered to the USAF. The remaining 15 Mk. 6's were sold as high priority civilian aircraft for freighting (ie. CPA, Eldorado Mining and Refining Co.). The Mk. 6 had larger floats and an all up weight of 7450 lbs. After the war the Mk. 5 was built which was a civil version of the Mk. 6 with all the non essential military equipment removed. The gross weight was 7540 and disposal load 2920. In April 1946 the Noorduyn Company sold all rights to Can Car. Can Car designed the Mk. 7 of which one was built. In 1953 Noorduyn again took over control of the Norseman. In all the RCAF bought 101 Norseman aircraft and the Norseman was flown well into the 1950's when it was superseded by the D. H. Otter.

Data Norseman

Built by Noorduyn Aviation Ltd, Montreal. Mk's built 1 to 7. USAF — Mk. 4 YC64, Mk. 6 UC-64A and UC-64B.

Specifications — Seaplane

Span	51 ft 6 inches	Length	31 ft 8 inches
Height	10 ft 1 inch	Wing Area	325 sq. ft.
Construction — fuselage — steel tube fabric			

Weight Empty	Loaded	Pay load
Mk. 1	6050	
Mk. 2 & 3	6235	
Mk. 4	6450	2277
Mk. 5	7540	2920
Mk. 6	7540	2420

Engines

Mk. 1	Wright	R.975-E2	420 hp
Mk. 2	Wright	R.975-E2	420 hp
Mk. 3	P & W	SC-1	550 hp
Mk. 4	P & W	S3H-1	600 hp
Mk. 5	P & W	R-1340-AN1	600 hp
Mk. 6	P & W	R-1340-AN1	600 hp

Performance — Seaplane

Take-off Mk. 4 — 22 seconds.

Cruise 130 mph, Landing 68 mph, Service Ceiling 17,000ft, Rate of climb 760 ft/min., Range 1150 miles (land plane). RCAF Serials Mk. 4, 4M, Mk. 6—361—372, 491—499, 678—681, 691—698, 787—792, 2455—2496, 3522—3539. Total RCAF 101 aircraft. Total number of aircraft built 923.

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The Country

Surprisingly perhaps to Canadians, a glance at a world map will show that the whole of Norway is north of the more thickly populated areas of Canada. Its most southerly point is about the same latitude as Churchill, Manitoba, its northern tip is paralleling the most northerly shore of the Canadian mainland. More than a quarter of the country is situated north of the Arctic Circle.

The country is very narrow, only a few miles wide in parts of the north, but it has a coastline of more than 2,000 miles, excluding the coasts of the fjords which would add another 10,000 miles. Stretching along the coast, like the Queen Charlotte Islands along the coast of British Columbia, is the Oygarden, a word for which there is no direct English equivalent though it could mean „Island Fence“ (against the sea). Behind this string of island are the relatively calm waters known as the Leads, corresponding to the Inner Passage along Canada's west coast. These island and the Leads were well known to the Canadian squadrons in Coastal Command during the Second World War.

The fjords are water-filled continuations of inland valleys, the longer ones in some instances exceeding 100 miles in length. They make the coast of Norway resemble the serrated edge of the web blade on a cross-cut saw. Their sides are steep and the water is very blue and usually much deeper than the sea outside. The mountains on both sides of the fjords, the islands, the glaciers and waterfalls, the blossoms in the springtime and the midnight sun in summer give them a variety of scenery that Norwegians have fully exploited.

Inland the mountains rise in enormous masses. The plateaux above them only seem to lead to still higher mountains and more plateaux until they reach the Keel, a fitting name given by a sea-faring people to the range that separates Norway from Sweden. The highest mountains are grouped like a horseshoe round the Sognefjord that almost splits the southern bulge of the country into two parts. In this area more than 100 peaks reach up to over 5,000 feet. Incidentally, the mountain scenery in the vicinity of Bergen is strangely reminiscent of that around Vancouver.

The valleys have no fixed pattern but run between the mountains in every conceivable direction. They have had the effect of isolating the communities that have occupied them for untold centuries. Dialect, customs, traditions, dress and character are therefore as varied as those of the Yorkshire dales.

The four principle cities are set diamond-fashion in the southern bulge of the country. Oslo, with a population of nearly half a million, is encircled by wooded hills. It is the capital of the country and a great skiing centre. It has a long history but is one of the most up-to-date cities in Europe. Trondheim, which has upwards of 80,000 people, is the city where the Kings of Norway are crowned. It, too, has a thousand-year-old history and is the gateway to the „Land of the Midnight Sun“. Bergen (population 120,000) with its mountain backdrop and its red and yellow houses, is likewise an ancient place but it suffered heavily in the Second World War. It is a busy modern seaport with old traditions in trade and commerce. Stavanger, another combination of ancient and modern has 60,000 people and is the fourth largest city in Norway. It is famous for its fish-canning and ship-building industries.

Norway

Climate

Like the British, the Norwegians rely to a considerable extent on the Gulf Stream to keep them warm. They boast that for their latitude they have the warmest country in the world — at least 15° warmer than its distance from the Arctic suggests it ought to be. Except for the fact that the sea is not frozen in winter Canadians would hardly notice these 15 degrees of extra warmth. As with other countries bordering on the North Sea the weather is uncertain, winds are frequently high and there is an abundance of rain.

Inland the winters are long and hard with short days and long nights. They resemble Canadian winters with lots of snow and ice-bound streams and lakes. Norway, after all, is one of the pioneer countries in those winter sports that are known to all Canadians. It is a great country for skiing; in fact Norwegians were the first to develop skiing as a sport. A great international ski tournament takes place every year in February at Oslo and the Norwegian Derby draws the world's leading ski experts. So great is the reputation of the Norwegians that at one time 300 Norwegian skiers were engaged to carry the mail in relays across the Andes between Chile and Argentina during the winter months.

The summers are several degrees cooler than summers in Canada, average temperatures in July being mostly in the 50's and 60's. This is the time when foreigners take their vacations in Norway, sailing along the coast or up the fjords, fishing for salmon or trout, or swimming from the innumerable beaches that are sheltered from the harsh winds that blow from the North Sea. This is the time when they go to see the Midnight Sun. Norwegians, however, prefer a more strenuous way of life in the summer, making up as much as possible for the rigours of winter. If you are in Norway at the beginning of the summer season, you may wonder why people stand with their eyes closed and chins up near a wall with a southern exposure — they are not praying to the sun god but merely absorbing ultra-violet rays. Once this rite is completed they don the garb of the hiker and hie to the mountains where they tramp about all summer.



Oslo University

The People

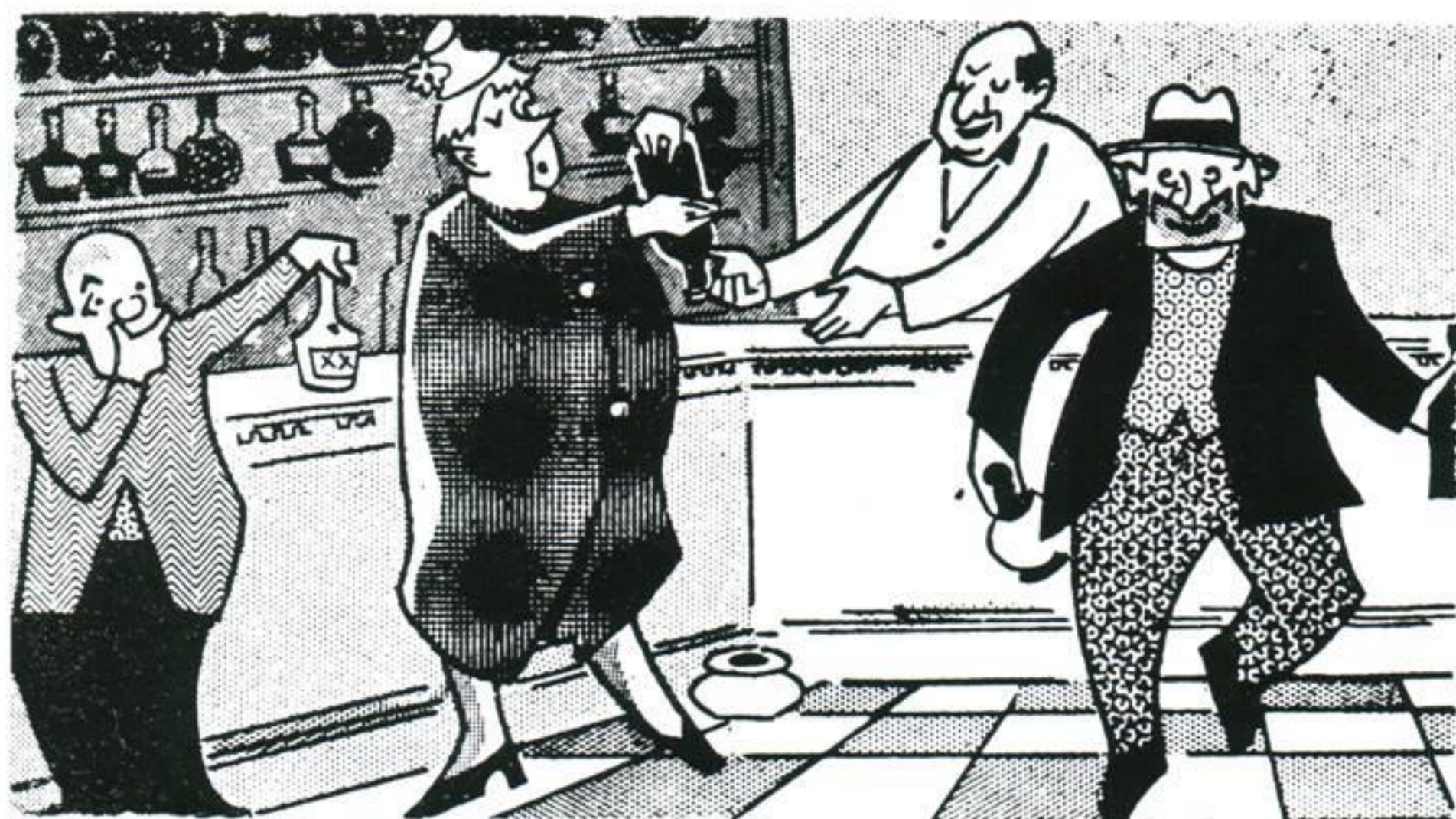
Norwegians are a complex people. There is no easy formula for understanding them. In their reserve they resemble the Maritimer but they can be gay when the occasion calls for it. On the one hand, they have a pride in their country that has been intensified since the war; on the other, they are among the first to criticize themselves. Their national pride you can accept but their self-criticism is not necessarily well-founded. They are by no means a warlike people but they fly their flag on the least provocation — they will do it merely because it is a fine day; they decorate their Christmas trees with it; they

put it on cakes. They like parades but the parades on their great national holiday, May 17th, are dominated by marching groups of school children.

Their history is long and interesting. They do not stress the Viking period when they were independent: on the other hand, they study the long period when they were ruled by the kings of other Scandinavian nations. Proud of their independence, they look upon their fellow-Scandinavians as partners in an association somewhat after the manner that Canada and other members of the Commonwealth look upon their relationship with one another. They are a humanitarian people. After the war Norwegian communities took as many as they could of the lame, the sick and the blind from the D.P. camps of Europe and the Government transported them from Germany to Norway. This they did despite the fact that Norway was one of the countries that was hardest hit by the war.

They are extremely fond of flowers and you will find a flower shop in every block. Tired businessmen, going home from the office with the inevitable bread and milk under their arms, invariably stop to purchase a bouquet that expresses something of what they wish to convey in their thoughts — not just a bunch of flowers but a selection of varieties that blend well together. Whenever you are invited to a Norwegian home you should do the same thing, especially if you are going there for the first time.

Politeness takes, to our way of thinking, some peculiar forms. The word for "thank you" is "takk" but they use the same word for "please". When you leave a house you say, "Thank you for this evening". This, however, is not the end of it. If you meet your host or hostess the next day you should say "Thank you for yesterday". If you do not meet them for several months and you have forgotten when it was that you visited them you say, "Thank you for the last time". Should you be in Norway over New Year's you should learn the phrase for "Thank you for the old year" — you will hear it at every turn. This naturally leads to the subject of food and drink.



You must produce an empty bottle

Food and Drink

Norwegian food tends, from the Canadian point of view, to be somewhat monotonous. It places considerable emphasis on fish. This is understandable among a seafaring people. They can, however, do things with fish that will astonish you, e. g., fresh salmon with whipped sour-cream sauce is not encountered every day even where salmon abounds in Canada. You can get smoked salmon too, as you can in Canada, and their lobsters are the equal of those you find in the Maritimes. About cod they are connoisseurs and can tell merely by looking at it whether it comes from Bergen or Oslo.

Meat bears the same relationship to fish as fish does to meat in Canada. We put meat in soup: they put haddock. We make our main dish out of meat: they prefer halibut steak. In the country they seem to have an inordinate love of pork; but this is true of country people nearly everywhere.

Their diet is long on carrots and short on fresh fruit and vegetables. In winter they rely to a considerable extent on root crops.

Generally you will find meals are cheap except in the high-class hotels where, possibly because there is no table d'hôte, all food is expensive. Once in your life, however, you ought to try Norwegian "kaldtbord" in a good hotel — it corresponds to the smorgasbord you may have already encountered in the cities of the North American continent.

For breakfast you can have pickled herring and cheese or you can get the equivalent of a Canadian breakfast minus the cereal. In some parts of the country they do not serve bacon but you are sure to get a boiled egg. You wash it down with milk or coffee — remember, however, that coffee was rationed until recently and you cannot reasonably expect to get it at every meal.

Lunch is very light and most businessmen and office workers take it on the run — they are allowed only 20 or 30 minutes to get it — or they eat it at their desks while getting on with the job. If you take lunch at a snackbar you will encounter that universal Scandinavian institution "smorbrod", an ingeniously concocted open-faced sandwich containing eggs, fish and other things. It requires a knife and fork.

The real meal of the day is called "middag" which is served anytime after 4 p. m. Again you will find that the dominant theme is fish. Dessert runs to cake and whipped cream ("blotake"). Sometimes you get "smorgrot" which is a kind of porridge made with butter and deluged with cream. You take a siesta after this meal in preparation for the evening's social activities. If you lead a quiet life, however, there is still supper ("aftens") which comes about 10 p. m. It is a mere snack, designed to prevent "night starvation" and may consist of tea and biscuits.

The sale of liquor in Norway is controlled in much the same way as it is in Ontario. In addition you must produce an empty bottle at the liquor store before you can get a refill. As a result, drinking is mainly confined to the home but cafes and restaurants serve drinks with meals. Tourist hotels in the mountains do not serve liquor at all but small parties patronizing these hotels frequently take a bottle along and keep it discreetly hidden.

Parties at which liquor is served are somewhat formal. Usually, a table is set up with sandwiches and small glasses for akevitt and larger ones for ale. The customary procedure is to take an aperitif and then go to the table where, with a sandwich, you take a dram ("akevitt") and follow it with a chaser of beer ("ol"). Whatever you do, do not drink alone. Before each drink you catch the eye of someone in the party and say "skaal". He or she will return the compliment and drink to you in the same way. This is done, however, only if there are not more than eight in the party. "One over the eight" is an expression of real significance in Norway. The celebration, if that is what the party is — and it usually is — ends with cognac and the usual expression of "Thanks for the evening".

One kind of party is worthy of special mention. On St. John's Eve, June 23rd. Norwegians sail down the fiords and as the bonfires on the hills burst into flame at midnight, they sail home again. This is an occasion which Canadians of French origin in particular should appreciate since it is all done in honour of St. Jean Baptiste, though originally the celebration was probably in honour of some heathen god or just the summer.

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Moving About

There are various ways of getting from place to place in this mountainous and fjord-pierced country.

The railway system, which is nationalized, is centred on Oslo, the capital. There are second class and third class but no first. At night you sleep two or three to a compartment cross-wise in the car, but you must get your berth before you board the train. Because most of the system is single-track and trains can only pass at stations, there are various periods of waiting along the line. Station restaurants do a thriving business in these waiting periods with coffee, milk, beer and open-faced sandwiches — but get there first. On all major runs there is a dining-car in which you can get breakfast, dinner or supper, the first of which is always cold and the last served only a la carte. The chief thing to know is at what time the dining-car is disconnected. A good thing to have along with you is the "Rutebook" or "Railway Guide": it not merely tips you off about things like dining-cars but is a regular mine of information about all things Norwegian.

If you are going to see Norway by car there are good road maps available. Signs are roughly the same as those you encounter elsewhere in Europe and traffic tends to keep to the right — native drivers, however, frequently take the path of least resistance with resulting confusion to those unaccustomed to Norwegian folkways.

Taxis present the same problem they do anywhere else. They are never there when you want them or, if they are, too many people want them at the same time. This calls for the same kind of ingenuity you use in Montreal, Vancouver, Toronto, Halifax, Paris, London or New York. It is better to take a philosophical attitude, assume a manly pose and walk. Incidentally, taxi-fares are 45 per cent higher than the amount shown on the meter and the driver charges for the distance he travels before he picks you up.

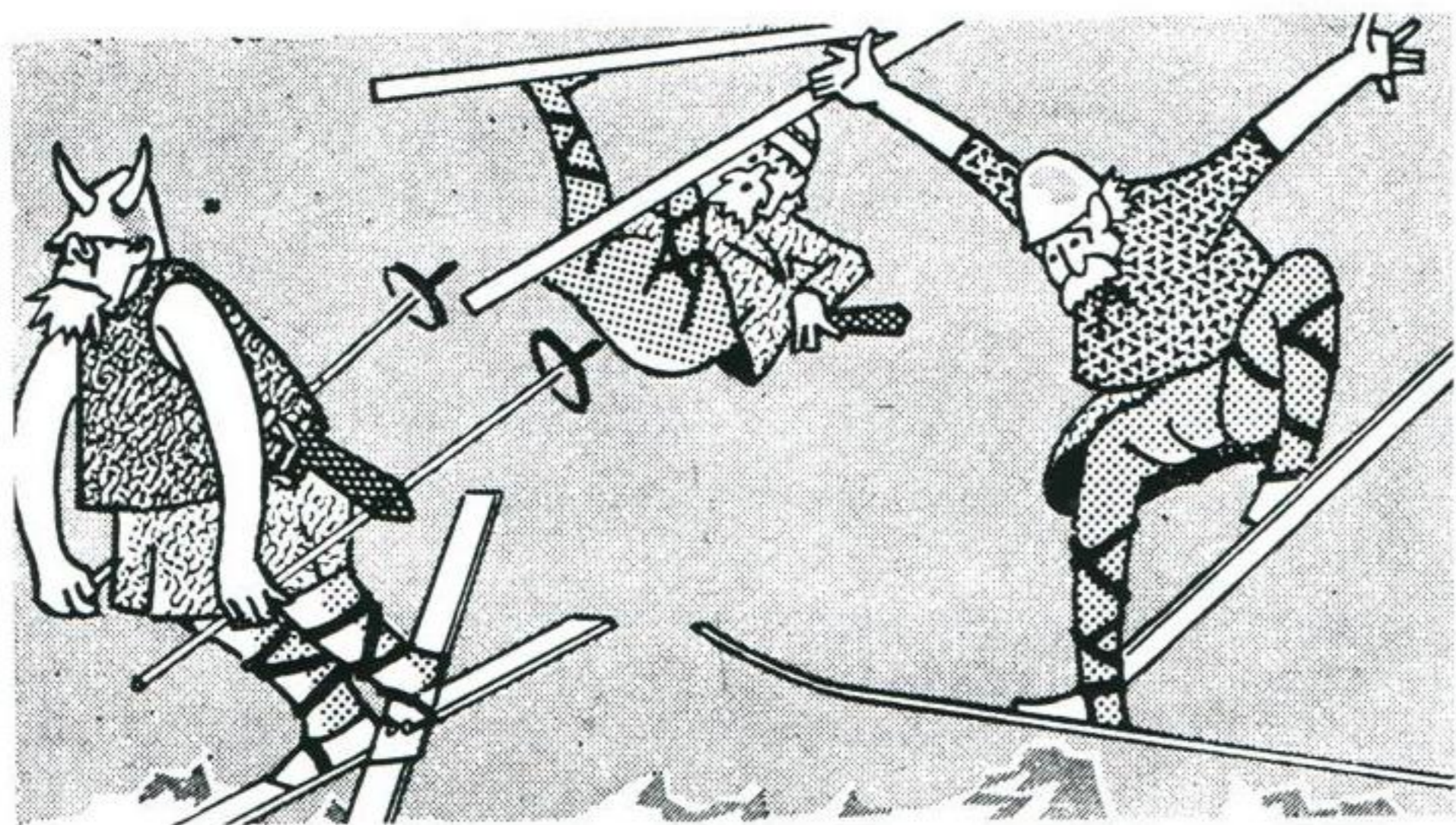
One of the best ways of getting about in Norway is to use skis but remember, however expert you may think you are, that they invented skiing.

Walking is not a Norwegian monopoly though they practise it to an incredible degree and with an intensity that is almost unbelievable. Both men and women equip themselves with rucksacks, special shoes and woollen underwear. If you expect to survive in a Norwegian hiking party you should train before going there by walking at least an extra ten miles at the end of a day's route marching.

Vertical mechanical locomotion exists in the cities. Elevators are simple enough to operate except when you want to go down to the ground floor. The button marked "Ned", which means "Down", does not take you down and you are wasting your time when you push it. Instead, you push the one marked "Hit" which means "Here" and a well-trained Norwegian elevator will respond by taking you where you want to go.

Places to Visit

In general there is no part of Norway that, from a scenic point of view, is not worth a visit. Its mountains, waterfalls, forests, glaciers, valleys, fjords, bays and islands make ideal vacation country.



A Pioneer in Winter Sports



They Decorate their Christmas Trees with the Flag

Norway is not a land of great sprawling cities but some of its leading towns make excellent bases from which to explore the surrounding country and each of these towns has attractions of its own. Among these towns are:

Oslo: Known as Christiania until 1925, Oslo is the capital of Norway and has the governmental offices, courts, Parliament building, a university, national theatre and museums. Karl Johans Gate is the main street on which is the royal palace. Across the harbour lie the Fram (Nansen's ship used in Arctic exploration), the Kontiki of later fame, the work room of the dramatist Ibsen and a museum. Oslo also has garden suburbs and very modern apartment buildings. Nearby Holmenkollen is the site of the world-famous ski jump.

Bergen: A number of historic fires have played havoc with ancient Bergen and the bombing of 1940 laid the city low. There are still some ancient buildings such as the Church of St. Mary, the cathedral, a couple of medieval towers, and the Hanseatic Museum and there are, as might be expected, some modern housing projects. The mountain railway to Finse and Oslo takes you through some first-class scenery and Sognefjord is the longest fjord in Norway.

Trondheim: What Westminster Abbey is to the British, Trondheim Cathedral is to the Norwegians. It is the finest cathedral in the country and the place where the coronations of Norway's rulers take place. Trondheim is the natural gateway to the "Land of the Midnight Sun".

Stavanger: One of the oldest towns in Norway is Stavanger but it has all the appearances of a modern city. Its medieval cathedral church of St. Swithun, however, was founded by an English bishop in the eleventh century. Stavanger makes an excellent jumping-off point for the Ryfylke Fjords which can be seen in comfort from the decks of any of the ships of the White Fleet.

Money and Tips

Like the rest of mankind the Norwegians use money, like the rest of us they do not get enough of it and its purchasing power, especially since the devaluation of two years ago, is not what it used to be.

The basic unit is the crown or krone which is a nickel coin about the same in value as an English shilling or 15 cents in Canadian money. They have a nickel or zinc coin worth about 7½ cents which they call 50 ore. There are also 25, 10, 5, 2 and 1 ore pieces.

The smallest coin in size is the ore but it is the most important for without it you cannot make a telephone call.

Hotels add service charges to their bills and you should not tip the bell-hop. The porter is the equivalent of the Canadian desk clerk, but, if you use his services in obtaining information, getting reservations or tickets or for any other purpose, you should tip him when you leave. The tip should be to the nearest krone. In restaurants, even though a service charge is added, no harm is done if you show a little extra appreciation of what the waitress does for you.

THE STEERING COLUMN

Speed control

Passing is one of the most hazardous manoeuvres in everyday driving. Not only do you risk a head-on collision with an approaching vehicle but also you can run equal risk of three sideswipes. You can sideswipe the car passed, a car behind you can overtake and sideswipe you as you are about to overtake the car ahead. And if you fail to overtake and drop back, you can again sideswipe the car behind. In addition, every time you overtake on the average two-lane highway, you spend a perilous 6-8 seconds in the oncoming traffic lane and if you do a lot of overtaking, it adds up to long hours spent in deadly danger.

So before going into the technique of correct passing, let's see how we can reduce the number of times we have to pass in the first place. Naturally, there are some slow vehicles you'll have to pass but if you are passing more cars than there are cars passing you, you're running a useless risk. For the average driver tries to adjust his speed to the fastest pace he can maintain with reasonable safety. If you are passing a great many cars, you are obviously going too fast for safety and spending much more time in that hazardous oncoming traffic lane than you need.

Just how much time do you really save by passing? On the autobahns and super highways you can often get ahead by passing and maintain a steady speed almost equal to that shown on the speedometer. But it can't be done elsewhere. Every time you get behind another car, you have to slow down to its speed while watching for a gap in the oncoming traffic where you can pass. When you get round that car, it's all got to be repeated when you reach the next car. Then comes a city and you have to slow to 25 mph. Meanwhile, a few hundred yards behind, the cars you have just passed come steadily on at the same 25 mph, and if you have to stop for a traffic light, chances are you'll see them right in line behind.

To prove how useless frequent passing is, a test was held over a regular 295-mile highway course in which one car was driven at a top speed of 65 and another at a top speed of 50. The faster car passed 126 others and registered an average speed of 46 mph. The slower car made an average speed of 43 mph and passed only 62 other vehicles. The fast car made the distance in 6 hours 25 minutes, the slower car in 6 hours 50 minutes. The faster car used 11% more gas, 50% more oil, gave heavy wear to tires and engine, and, although the report doesn't say so, probably added a few more gray hair to the driver's head. All that trouble and expense saved 25 minutes. So don't be fooled into thinking that constant passing will get you anywhere appreciably faster. It won't.

When you do have to pass, however, there's a basic habit that can take at least a third of the risk away. It concerns use of the rear view mirror. By glancing in it three times you can see:

- (1) What traffic is behind you in your lane before passing.
- (2) Whether another car behind is already in the left hand lane in the act of overtaking you.
- (3) After passing the car ahead, you can see whether or not you're clear of it and it's safe to pull over into your own lane again.

Vacation Driving Tips

Now that you have decided when, where and how your vacation will be spent, it's time for a little planning by both you and your family. The following simple but vital points are but a few of the things to be considered if your trip is to be trouble free.

Before take-off

- (1) Your car must be mechanically safe to see you safely through your trip.
- (2) Prepare an emergency kit of the following desirable items: first aid, minor repairs (include a tow rope), red reflector or triangle.
- (3) Select maps of the area in which you will travel that will give you the best possible information.
- (4) Ensure that Identification, Passports, Insurance (Green Card) and International Driver's License are all in order.
- (5) Load your car carefully so that rear view and passenger comfort is not obstructed by baggage.
- (6) Schedule your trip, for rests and stops, according to your children's ages and family needs.

On the road

- (1) Start early and avoid heavy traffic hours in cities. Be prepared for sudden hazards on unfamiliar highways. Drivers sometimes have a tendency to ride the centreline on high crowned roads and sharp curves, so stay well within your own lane.
- (2) Caution your children on the danger of untimely disturbance on their part that could distract or take your eyes from the road.
- (3) Do not admire scenery while driving or crawling along at a snail's pace — pull over and get out!

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PALMA DE MALLORCA

Planning a leave? Here are some interesting details about a Mediterranean Paradise



This largest of the Balearic Islands, washed on all sides by the perpetually blue Mediterranean really is a paradise. It has just about everything for an enjoyable holiday. There are wide open spaces with innumerable windmills, hillsides where fruit trees such as oranges, lemons, almonds and apricots grow, mountains as high as the Black Forest, caves and huge grottos with illuminated lakes and lots of smaller and larger bays. Mallorca offers all this, although its size is only about 70 x 70 km.

Getting there can be an enjoyable part of your leave. You drive via Strassbourg through beautiful Burgundy to Lyons, Nimes and the Spanish border. You pass delightful almond, apricot and cherry-orchards, lots of typically French cafés, (mostly situated next to gaily coloured gas-stations) and go through many small villages which you will remember by their extremely narrow roads and heavy traffic. If you have time at your disposal, it is well worth while to look at the remains of the Roman temples at Vienne, Valence and Montelimar. In Montelimar you cannot resist buying "nougat", on account of all the inviting and eye catching advertisements, even before you enter the town. Besides, Montelimar seems to consist solely of "nougat" shops. I had to search a long time for a grocery-store. Pressing on farther south, where it is warmer, you find excellent roads and you can really step on the gas. If on your way to the Sunny South, you take the right turn, at the "Pont d'Esprit", you get to Nimes directly, thereby saving 40 km. Thus you pass the famous aqueduct "Pont du Gard", built by the Romans more than 2000 years ago. You will be amazed to find the arena in Nimes in a much better condition than the Rome Colosseum, and bull fights still take place there, although the latter will be more entertaining to watch in Barcelona. From Nimes to the border of Spain I would recommend the Southern Route from Montpellier to Sète on Sea, via Agde, and Route National 9 to Perpignon. Here you have the choice of either driving over the Pyrenees or along the coast via Venres. In the meantime you have actually arrived in Spain.

The hotels are all very expensive and I would advise you to stay for the night in one of the many nice small inns, called "Auberge". From lunch time till 4 p. m. is "Siesta" time, which means an afternoon nap, and you had better make it so, because during those 4 hours no one will fix your car or even fill her up with gas. Incidentally, this is much cheaper in Spain than in France. There is an excellent road leading from Figueras via Gerona to Barcelona, and the distance is approximately 15 km. Near Malgrat the road leads right along the sea and offers an opportunity for a swim. You will also have ample chances for picturesque scenes for colour photography. You drive beside the sea now all the way to Barcelona, a large city in the southern style with more than a million inhabitants. Change your driving habits quickly

here, because the traffic laws are not at all strict and you will soon notice that everyone overtakes on the right or left, wherever there is a chance; cars enter the main road from side turnings without paying any special attention. So watch out, drive fast, carefully, and look out for pedestrians, because they have the right of way. The heavy traffic seems like an anthill, but there are surprisingly few accidents. If you wish to travel to Palma it is advisable to leave your car in Barcelona. Should you intend going out in the evening in Barcelona, I would suggest you visit the Rambla for a truly Spanish evening. It is situated on a gigantic promenade, which is impossible to describe, you have to see it for yourself.

Should you decide to go to Palma by boat, I advise you to get your tickets at the "Campania Mediterania", Via Layetana, opposite the Main Post Office at the Harbour. You might be offered tickets on the black market, so be careful. The boat trip takes 10 hours, and meals may be taken on board. Departure is 2100 hrs. If you want the help of porters do not forget to ask in advance how much they are going to charge. Should you arrive in Barcelona in the late afternoon, you will hardly catch the boat for Mallorca. In this case it is advisable to stay at the Hotel MIRAMAR, a 10 km drive to Badalona. It is near the shopping centre by the famous promenade, where one can also shop in the evening.

The trip is a pleasant one; the sea is usually calm, the sunrise at sea is a sight to behold and well worth getting up for, and the boat, travelling close in shore for 3 hours gives you a splendid view of the island. It is good to know the name of your hotel in advance, because you will be stormed by hotel porters when arriving in Palma harbour.

You can also travel by plane from Barcelona. It only takes 50 minutes and the charge is six dollars.

At Mallorca I would suggest you do not take rooms in the suburbs, since the driving conditions are not good; and do not stay at the beach all day long as the sun is too hot. People usually bathe in the morning only. Deep sea fishing is a very welcome pastime, and complete diving outfits and well equipped boats are available. Palma is considered the metropole of the Mediterranean for this sport. Of course there are abundant opportunities for swimming and the best spots are the smaller bays that have sandy beaches. The water is warm and clear. The town itself has 150 000 inhabitants and interesting shopping centres. Terreno, an old fishing-village, just below Fort Bellver, is nowadays the spot to meet the international "monde". The centre of interest is the Plaza Gomila, where people meet for an afternoon cup of coffee. This is an ideal holiday centre for honeymooners. Prices are reasonable all around, and drinks are cheap. There is music and dancing and many good tours are available. Items worth buying are textiles.

Fire Prevention Education

Fire Prevention Education should continue to be included in the total pattern of experiences offered by the school. This aspect of education should be a continuous one, woven into the school and the community experiences of boys and girls.

The Choice and Sequence of Topics rests with the school itself. The outline of suggestions that follow are those contained in subject matter areas of the total curriculum. They are highlighted here to emphasize the fire prevention education program.

The Needs of individual children for fire safety instruction differ from community to community, as well as from child to child. The suggestions given here may need adaptation to meet local needs.

The Positive Approach or what to do rather than what not to do, is the most effective one. However, in matters dealing with health and safety, what not to do cannot always be left entirely to chance.

The Goals of fire prevention education should be attained without arousing unnecessary fears. The approach to this entire program might well be to secure fire safety through developing knowledge and respect for fire.

The Correlation of this Program with other parts of the curriculum is recommended whenever the opportunity presents itself for logical integration.

In the School and Home.

Knows that careful habits prevent fires. Careless use of matches is a principal cause of fires and fire fatalities involving young children.

Matches should be kept in a safe place out of reach of younger children.

Older boys and girls or adults should take charge of matches.

Knows that a clean, orderly school or home is less apt to catch fire, and helps to keep this orderly; that rubbish, especially oily rubbish, catches fire easily.

Fires do not happen; they are caused.

Attics, cellars and closets, if not kept clean and neat, provide conditions suitable for a fire.

Rags soaked in grease, oil or paint should be disposed of immediately or kept in metal covered containers.

Enjoys an orderly environment and is co-operative in keeping school and home in order.

Places should be provided for storage of materials in the home and school.

Desks and tables in school should be kept tidy, free from unnecessary papers.

In the Home and Neighbourhood

Knows the dangers connected with matches, an open fire, scalding liquids or any hot materials.

In the case of an accident, a child should immediately seek help.

Understands that matches, electrical outlets and cords, fireworks, stoves, lanterns or lighted candles may be a source of danger.

Matches should be kept in metal containers away from heat.

Lamps, candles and open flames of any kind require very careful handling.

Candles in paper lanterns invite disaster.

Candles when used should be placed in substantial candlesticks, out of drafts and closets, and away from curtains.

Electrical equipment, cords and outlets can cause electrical shock.

Keeps away from hot stoves, bonfires and other open fires. Open fires and stoves can be dangerous.

Fires should be started only in a properly prepared place and completely extinguished before leaving.

Open fires should be carefully supervised by an experienced older person.

Permission of parents or other adults should be obtained before even the older children start any fire.

Keeps away containers of hot liquids and willingly refrains from handling anything that can burn or scald him or cause a fire.

Knows the importance of obtaining the help of an older person and calls one in case of fire.

There are fire alarm boxes in the school and neighbourhood. Children should know how they are operated.

An adult should be summoned personally if available or the telephone can be used to summon help.

Knows what to do in case his or another person's clothing catches fire and practices correct procedure in dramatic play.

Persons should never run if their clothing catches fire. Instead, they should smother the flames with a blanket or coat. If such action is not possible, the person should lie down on the ground and smother the flames by rolling over and over.

If someone is burned, even slightly, he should receive medical attention at once.

Realizes the importance of keeping level-headed, dependable and reasonably unafraid in a fire emergency.

When the fire alarm sounds, or when it is realized a building is on fire, everyone should keep calm and act quickly.

If in school, everyone should proceed according to fire drill instructions.

Persons should walk quietly without crowding to the nearest exit.

Everyone should try to use the fire escapes or wait near a window for the firemen if regular exits are not available.

One should jump from an upper story window only as a last resort.

Understands the benefits of fire when properly used.

Fire is used to cook our food. Fire is used to keep us warm.

Fire has helped our community in many ways to make our lives more comfortable.

Understands the functions and benefits of the local fire department.

Turning in a fire alarm summons the local fire department. The local fire hall is a friendly and interesting place to visit.



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Tues. 16th. "THE ALAMO" starring John Wayne, Richard Widmark and Laurence Harvey. Brilliantly photographed in Todd-AO and Technicolor, it tells the true life story of the one hundred and eighty-five men who earned undying fame by preventing Texas from becoming Mexico's vassal during the turbulent 1800's. (U)

Wed. 17th. & Thur. 18th. "THE MIND BENDERS" featuring Dirk Bogarde, Mary Ure and John Clements is a deep, disturbing and intriguing psychological melodrama, superimposed on a domestic backdrop. Inspired by recent American research, it deals with an egghead who voluntarily undergoes brainwashing to establish the innocence of a dead colleague, a suspected traitor. (X) Adults only.

Fri. 19th. & Sat. 20th. "THE JOLSON STORY" starring Larry Parks, Evelyn Keyes and William Demarest in glorious Technicolor is based on the heart-warming story of the world's greatest entertainer, the incomparable Al Jolson, and emerges as a spectacular cavalcade of his music, his magic and his times. (U)

Sat. 20th. Children's Matinee. "THE PHANTOM HORSEMAN" starring Bill Edwards and Maria Hart plus "GREY GHOSTS" (short subject)

Sun. 21st. & Mon. 22nd. "PERIOD OF ADJUSTMENT" starring Tony Franciosa, Jane Fonda and Jim Hutton is a marital comedy drama based on a Tennessee Williams play concerning two American married couples who set about curing each other's connubial ills. (A)

Tues. 23rd. "SOUTH PACIFIC" featuring Mitzi Gaynor, Rosano Brazzi and John Kerr is a marvellous marathon Technicolor musical inspired by the phenomenal Broadway and London stage success, written and composed by Richard Rogers and Oscar Hammerstein II. Its story revolves around romantic attachments formed during operations in the South Pacific. (U)

Wed. 24th. & Thur. 25th. "MANIAC" starring Kerwin Mathews, Nadia Gray and Donald Houston. Lurid horrific, artfully served with French dressing. It vividly illustrates the machinations of a comely married woman and her lover who collaborate in a "perfect murder". (X) Adults only.

Fri. 26th. & Sat. 27th. "IN SEARCH OF CASTAWAYS" starring Hayley Mills, Maurice Chevalier and Wilfred Hyde White. A spectacular Technicolor adventure comedy melodrama, based on Jules Verne's "Captain Grants Children", telling of a global expedition in search of two youngster's missing sea captain father. (U)

Sat. 27th. Children's Matinee. "LAND OF HUNTED MEN" starring Ray Corrigan and Max Terhune plus "BUNTY WINS A PUP" (short subject)

Sun. 28th. & Mon. 29th. "THE FAST LADY" starring James Robertson Justice, Stanley Baxter and Julie Christie. An outdoor comedy, finely photographed in Eastman Color. It tells how a vintage Bentley sports car plays Cupid to a not-so-canny Scot and a irascible tycoon's spirited daughter without completely blowing its top. (A)

Tues. 30th. & Wed. 31st. "LIVE NOW PAY LATER" starring Ian Hendry, June Richie and John Gregson is a down-to-earth British working class melodrama. It concerns a brash door-to-door salesman who pressurizes wives into buying what they can't afford and follows up the awkward situations that follow. (X)

Thur. 1st. & Fri. 2nd. Aug. "THE HOOK" featuring Kirk Douglas, Robert Walker and Nick Adams is a provocative and challenging Korean War melodrama. It deals with three American soldiers who learn the hard way how difficult it is to kill except in the heat of Battle. (A)

Sat. 3rd. Children's Matinee. "HERCULES" starring Steve Reeves and Sylba Koscina plus "BILLY MAYERL ENTERTAINS" (musical short)

Sat. 3rd. "MURDER SHE SAID" starring Margaret Rutherford, Arthur Kennedy and James Robertson Justice. An ingenious "who dunnit" presented in Metroscope. Adapted from Agatha Christi's novel, "4.50 from Paddington", it's about an eccentric old girl who witnesses a woman's murder on a train, fails to convince the authorities that she's not imagining things, but proves she's right by personally solving the mystery. (U)



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STARRING

CHARLTON HESTON - JACK HAWKINS - HAYA HARAREET - STEPHEN BOYD
HUGH GRIFFITH - MARTHA SCOTT - CATHY O'DONNELL - SAM JAFFE

DIRECTED BY
WILLIAM WYLER

SCREEN PLAY BY
KARL TUNBERG

PRODUCED BY
SAM ZIMBALIST

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SUNDAY 4th AUGUST
2.30 PM & 7.30 PM

MONDAY 5th AUGUST
7.30 PM

TUESDAY 6th AUGUST
7.30 PM

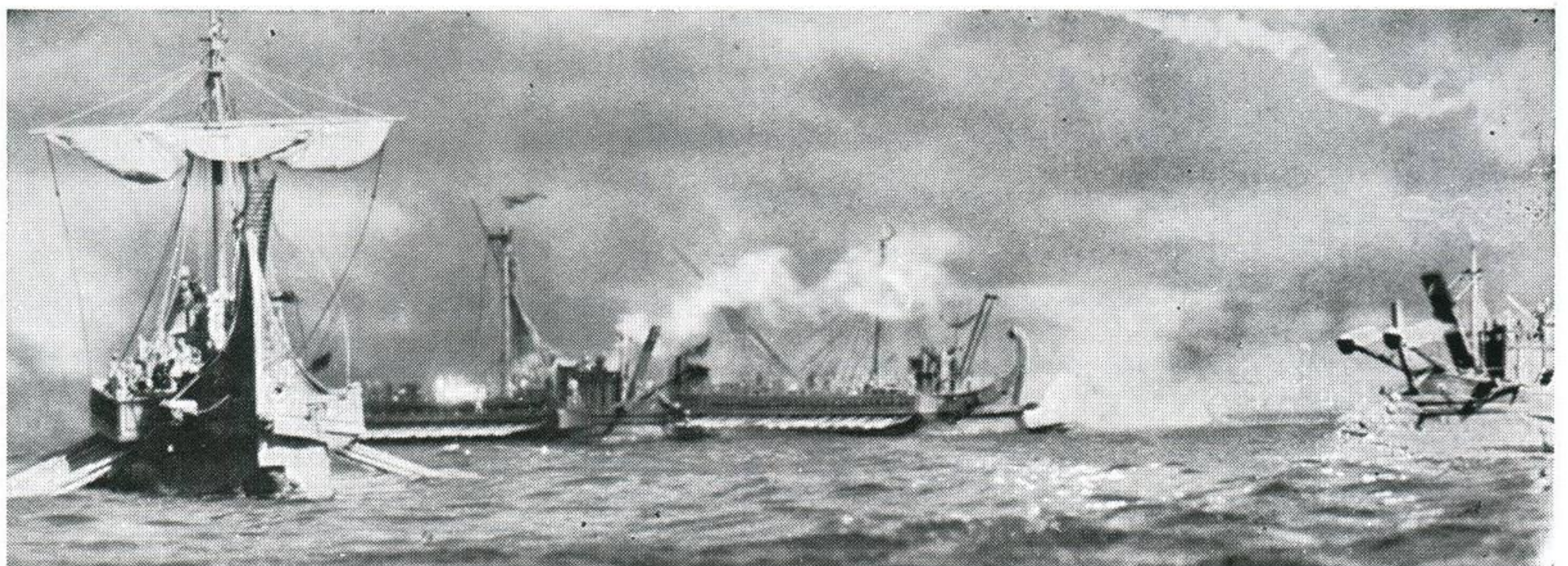
PRICES OF ADMISSION

85 cents Adults

40 cents Children

(No Advance Bookings)

The great Roman fleet meets the attack of pirate ships in one of the spectacular scenes of Metro-Goldwyn-Mayer's Academy Awardwinning "Ben-Hur". Filmed at a cost of 15 000 000 Dollars the William Wyler presentation has a cast of 496 speaking roles and thousands of extras, headed by Charlton Heston in the title role. It was filmed in Italy and other locales in MGM Camera 65 and in colour by Technicolor.





**Girl
of
the
Month**

The charming girl of the month Haya Harareet is also our star of the month who plays Esther in the picture of the year "BEN HUR"

Haya Harareet

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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate on Wednesday afternoons.



Recommended Library Reading

A SHADE OF DIFFERENCE

Allen Drury

In this sequel to *Advise and Consent*, Allen Drury moves from Washington to the United Nations, to carry forward the lives and careers of many of the characters who figured in his first, Pulitzer Prizewinning novel of politics.

The reader again finds himself swept up in the lives of such vivid people as Senator Seabright B. Cooley of South Carolina and Secretary of State Orrin Knox. In addition, he meets many colourful new characters, including:

Representative Cullee Hamilton of California, a young, honest, troubled, Negro Congressman who finds himself caught in the middle of the conflict between the races; His Royal highness Terence Ajkaje, the M'bulu of Mbuele — "Terrible Terry" — who, in seeking independence for his native Gorotoland, tries to stir up as much trouble as he can for the United States; Ambassador Felix Labaiye-Sofra of Panama, dedicated to that same aim.

The novel begins when "Terrible Terry" comes to the United States to plead Gorotoland's cause before the U.N. During his visit he is the guest at a luncheon in South Carolina. There he injects himself into the racial problems and is involved in a riot that brings worldwide attention and an immediate anti-American uproar in the United Nations.

Allen Drury has woven the second of his major tapestries of our times, crowded with vitally alive characters who try, with all human imperfections, idealism and uncertainties, to grapple with two of the most serious issues of the Twentieth Century — the conflict between the white and the coloured races, both in America and around the globe and the future of a United Nations possessed of a great potential but increasingly torn by the bitter passions of its member states.

BILLIARDS AT HALF PAST NINE

Heinrich Boll

Billiards at Half-past Nine is the most recent novel of one of the most distinguished contemporary German writers. An ambitious work, the book deals with the fate of Germany as symbolised by the lives and vicissitudes of one family observed through three generations, blown up by the second and rebuilt by the still hopeful third generation, the new abbey rises from the wreckage of Germany just as the people themselves do.

The name of Heinrich Boll is one which dominates the arid scene of postwar German literature today, and his work reaches the highest level of creative originality and stylistic perfection. A narrative writer, master of the short story and the novel, he is in the great tradition of Thomas Mann, and yet strikes out on his own. Modern in the sense that he goes into great psychological depth in description and analysis of his characters, he is at the same time a wonderful storyteller. Aged 44, he went through the war and the Nazi regime, and having spent his formative years under the Hitler dictatorship he has evolved his own humanist philosophy. In this finely constructed and moving novel with very real literary quality he reasserts his reputation, now spreading beyond Germany. His is the first German name that springs to mind when talking of contemporary literature.

FAIL SAFE

Eugene Burdick and Harvey Wheeler

This powerful and controversial novel tells the almost unbearably gripping story of several hours today, tomorrow, or next year, in which life, as we know it on earth, hangs in precarious balance and only a few very important people can do anything about it.

The problem confronting the two leading statesmen of the world is this: a squadron of bombers of Strategic Air Command is headed for Moscow with their 20-megaton bomb loads, pledged to destruction and beyond recall. And this tragedy is about to strike the world, not because of some savage misunderstanding between great powers, but because of a mechanical failure. The fail-safe mechanism, designed to make it impossible for a nuclear war to break out by accident, has itself failed at the crucial moment.

On the international phone connecting the White House with the Kremlin, the young, wise but helpless president must explain what has happened to an incredulous Premier Khrushchev and persuade him that it is indeed an accident. But what is to be done? This is the problem which the two statesmen argue out to its inexorable conclusion while the war-rooms of both countries hover on the edge of action from which there can be no retreat, and while scientists and air force generals watch the drama being played out on their radar screens. All the time the fearful interplay of attack and defence goes relentlessly on, until the climax, terrifying but emotionally convincing, brings home to the reader, with uncanny and poignant accuracy, the whole extraordinary dilemma of our age.

Fail-Safe is a first-rate story, told with masterful suspense and tremendous skill.



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ADAC and AvD Automobile Clubs in Germany

Motorization in the Federal Republic of Germany is increasing at a terrific pace. The number of cars and new drivers rises rapidly every day. This development is dramatically illustrated by the membership figures of ADAC, the country's largest automobile association, which was refounded in 1946:

January 1, 1948:	7,235 members
January 1, 1952:	111,968 members
January 1, 1960:	452,430 members
January 1, 1963:	700,000 members (approx.)

There are two large German automobile clubs which, since the beginning of the motor age, have been active in the interests of German motorists. They are the "Allgemeiner Deutscher Automobil-Club" (ADAC) and the "Automobil-Club von Deutschland" (AvD).

The ADAC is the third largest automobile club in the world, ranking in the number of its members behind the American and the British Automobile Associations. It was founded in 1903 — exactly 60 years ago — and in 1911 it already had some 25,000 members. First contacts with foreign countries were established early; meanwhile, these contacts have been considerably developed and extended.

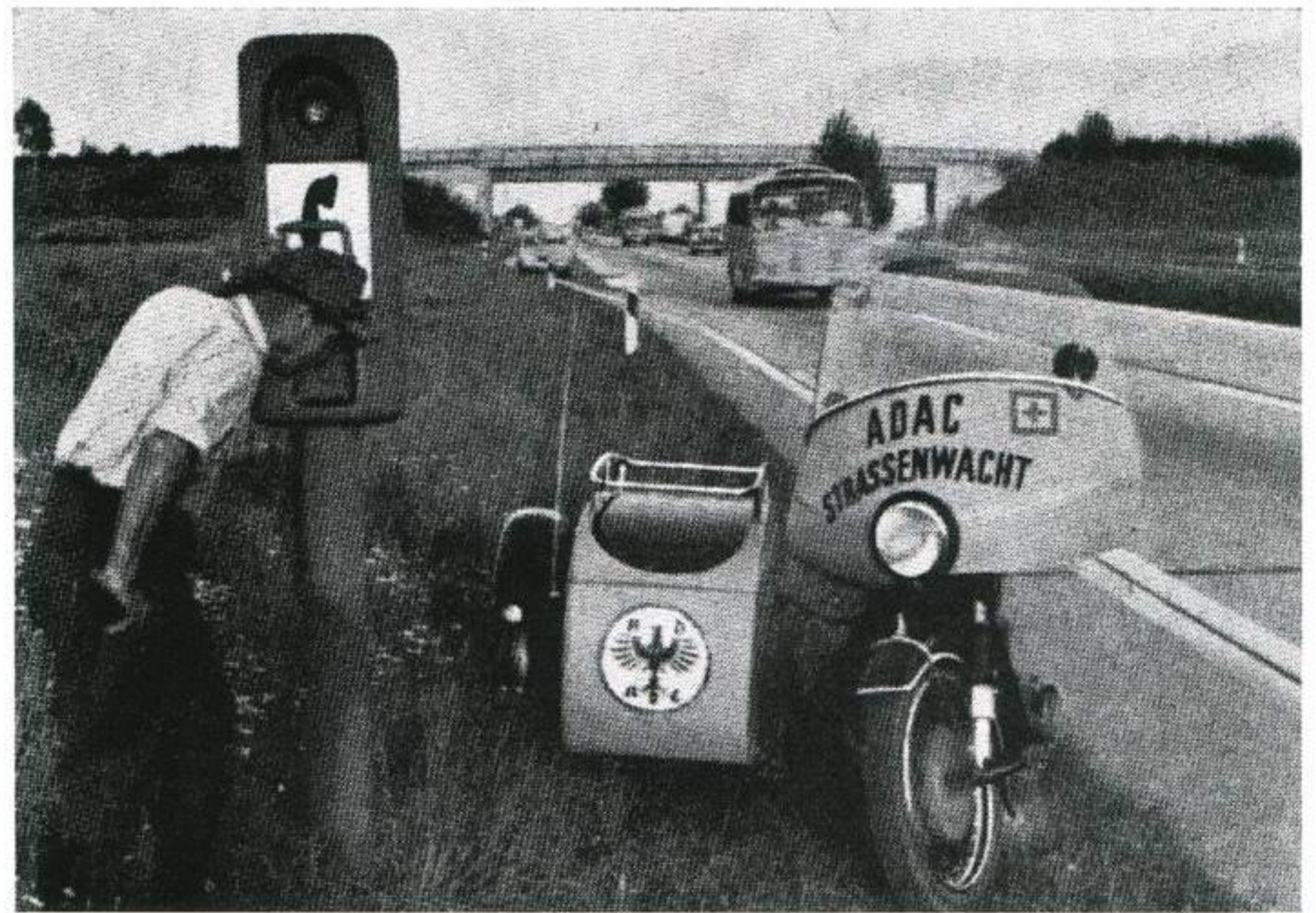
ADAC has its headquarters in Munich and branch offices in all major cities. The club advises and assists its members with any problems or questions they might have regarding their cars or driving in general — be it technical advice, provision of spare parts for and return of cars broken down abroad, information about road conditions and local traffic restrictions, touring advice, camping, translation of drivers' licenses, legal advice, insurance problems, and many more things which cannot be described in this short space. On account of its large membership, ADAC also has an important voice in representing German drivers in national and international traffic commissions and in discussing road and traffic problems with local, state or federal authorities.

The best known of ADAC's services probably is its road patrol (Straßenwacht). Its 240 drivers patrol daily, including Sundays, from 8 a. m. until noon and from 2 to 6:30 p. m. on more than 3,300 miles of Autobahn and federal highways. Their yellow motorcycles are an everyday sight on German roads. Gradually, they are now being exchanged for Volkswagens. These cars carry many things with them to help motorists in trouble: compressed air bottles, jacks, tools, four cans of gas and diesel, filling nozzles, light-reflecting rubber cones, sealed boxes for surgical instruments and blood plasma, ambulance boxes, fire extinguishers, and other practical things. They are also able to supply current for the battery, and they have a receiver for radio signals. The patrol drivers are all professional car mechanics and trained in first aid. Up to now they have helped in approximately two-and-a-half-million cases, driving more than 47 million kilometers. They assist any motorist, but of course first of all ADAC members, free of charge (only expenses incurred for spare parts and gas must be paid).

ADAC has road patrol stations and information offices in Berlin, Bonn, Bremen, Darmstadt, Hamburg, Cologne, Mannheim, Hanover, Frankfurt, Dortmund and Munich. They not only help drivers in breakdowns and accidents but they also provide information about hotel accommodations, itineraries and road maps, detours and customs documents.

More than 35,000 members of ADAC belong to the "Voluntary Assistance Service", having pledged themselves to help in any case of need on the road; they have a special badge on their cars and are equipped with the necessary first-aid material.

A special breakdown service for those roads not covered by road patrols provides more than 3,000 emergency stations, all equipped with tow trucks. This service is now being introduced also in the big cities, combined with a guide service for tourists who cannot find their way through on their own.



The yellow motorcycles of the ADAC road patrol are a familiar sight on German roads. The drivers, trained car mechanics, help all motorists in trouble.

The club also grants financial assistance in case of accidents involving injuries or fatalities and damage caused by collisions with game. For trips to foreign countries, it issues a special letter of credit, which has proved helpful in more than 200,000 cases. Legal assistance abroad is given through the legal departments of 145 foreign clubs working together with ADAC.

In 1,036 local clubs, members of the ADAC can meet socially for a variety of events. This, by the way, also might be an opportunity for Canadians stationed in Germany who are interested in meeting Germans.

Race fans know that the ADAC is very active in organizing many of the big German motor sports events — road and speedway races, rallies and also all sorts of events testing driving ability.

The AvD, the second largest German automobile association, is known as the guardian of the "Grand Prix" tradition in German motor sports. This is the only German club which organizes world championship races for formula racing cars.

AvD, too, has a long tradition. It was founded in 1899 under the name of "Deutscher Automobil-Club". In 1905, through a decree by the Kaiser, it was renamed "Kaiserlicher Automobil-Club". It got its present name after World War I. The club aims at bringing together all those interested in furthering the cause of automobile traffic, motor sports, tourism, traffic safety and friendly international relations.

The "Automobil-Club von Deutschland" has its seat in Frankfurt-on-Main and branch offices in many other German towns. It has considerably fewer members than ADAC, but the services it offers are of a similar nature. AvD, too, gives financial, technical and legal assistance and advice in case of breakdowns and accidents, be it in Germany or abroad. It also has a road patrol service ("SOS Straßenhilfsdienst") whose well-known red vehicles help all members free of charge. It offers its own tourist information service which helps in the planning of trips and provision of necessary documents.

One can see from all the services mentioned above that both German automobile clubs, to the best of their financial abilities, fully live up to their tasks. Incidentally, Canadians are welcome members.

Ladies and Gentlemen!

This is to advise you that we moved to Barrack Block No. 16 A.

We offer good service with the latest equipment, and at reasonable prices.

Your Barbershop



Touring our Flugplatz

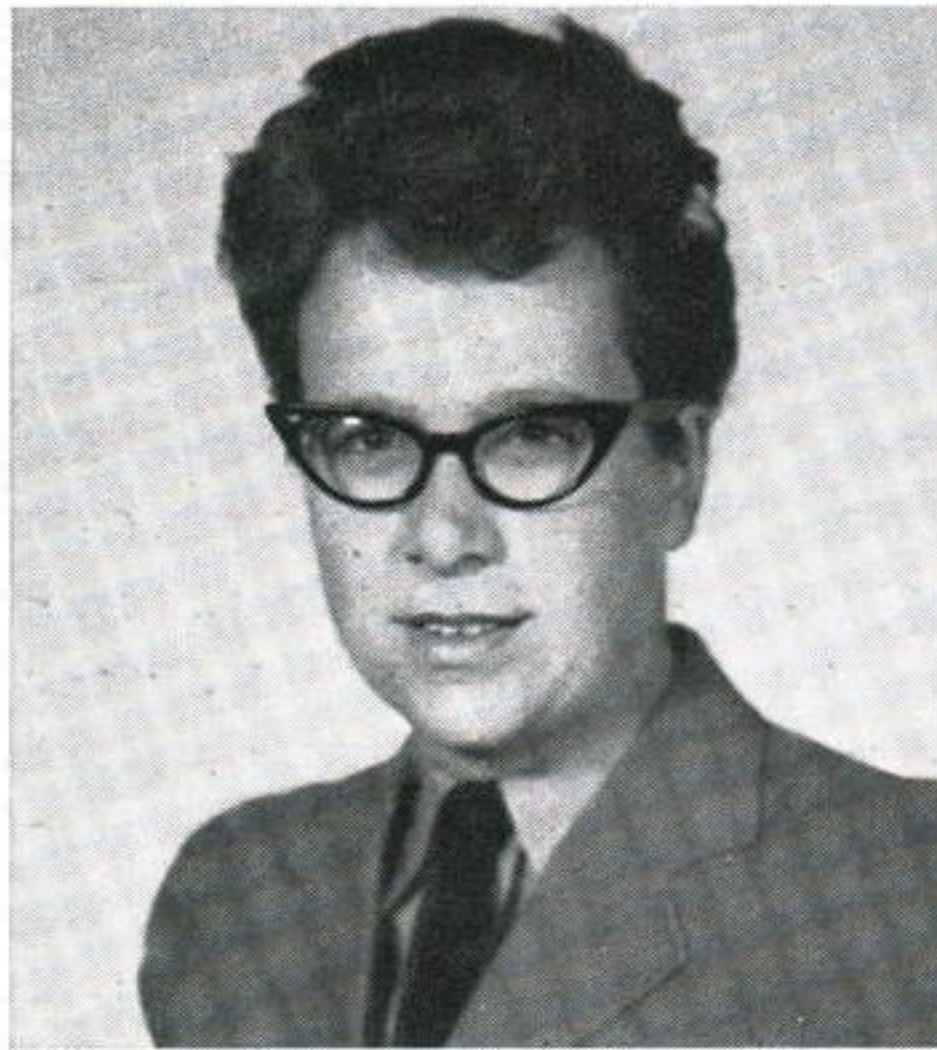


"Telecom Tidbits" by Scottie

After frequent reminders, to "have the article ready by next week", and a few queries by the WTe10, as to when the "Cpl" will have the Flieger Article ready for submission, I think it's time I made an effort to do just that.

The personnel situation in Telecom is becoming more stable, so it is now possible to recognize faces and personalities, names we don't worry about, they are easily recognized by a little blue tag over the right breast pocket.

Our new arrivals to date are LAW Carol Harris and LAC DuJohn. Here's hoping their stay at 4 Wing is a pleasant one. Also a belated welcome to Cpl Jack Ziebart and his wife, Francis, who arrived approx 6 weeks ago from 1 Wing. Jack promises an article next month as to the differences in the band spread and frequency ranges assigned to European and American radio channels, and how they affect the buyer of a European made Radio or Hi Fi Eqpt. We think this article should be an informative and interesting one. Mrs. Ziebart works in the Radio department of the PX, and the answers will be given to a few queries she has received while serving the customers in that establishment.



LAW HARRIS



CPL ZIEBART

Coffee and Cheese have done it again? I'm sure quite a few of the older residents of the Wing remember the radio programme. This time congratulations to George and Tex for bringing their Peewee ball team through the pennant race, to capture the big prize.

George has finally got the Lincoln going and except for a broken window, he was puzzled about, he thinks he'll manage to get his brood out west, to Edmonton. Hope you make it, George. F/L Hermiston, I THINK managed to get back from Canada after his TD there, had an enjoyable stay, and instead of taking loot over, brought loot back, I'm not sure (!) but I think they were some sort of PA kits he hopes to sell to the ComTechs for their own rigs.

F/L Manson returned from his vacation in the United Kingdom, he was surprised that bed and breakfast was more than two shillings and sixpence (2/6d) but he enjoyed his stay, especially in Edinborough. "One of the finest cities he's ever seen." He says! F/O Cook also left us for a couple of weeks, his sojourn was south east, through Yugoslavia and Greece. He didn't have too many comments, but he was around "showing off" a wonderful suntan. He overloaded his carrier a bit and did a little damage to the Karman Ghia, but a welding job will set it right, and it will be as good as new, for his return to Canada.

The jalopy referred to in last month's article has been giving our F/C good service mechanically, but weather-wise UH UH! Witw masking tape, friction tape, junk and bandaids, it will stay water proof until August. WE HOPE.

LAC Johnston RV (F. B. I.) is at present basking in the sun down Italy way. I hope the "creepy crawlies" are not giving his wife "Carmel" an unpleasant time, its their first attempt at camping.

This being about all for this month, here is a rhyme that I'm sure will be appreciated by all Radio Ops, Sparks or Sparkers who still retain fond memories of their trade.

"SHORT RECORD"

A Nondescript Nonentity, a limb of the oppressed,
I wear no badges on my arm, No medals on my chest,
But though my past is colourful, my future dim and bleak,
I cherish a distinction which is probably unique.

Of all the mass of traffic through the tortured ether hurled,
By all the busy tels of all the navies of the world,
No morse of mine impinged upon a fellow sparker's ear,
I never sent a signal in the whole of my career.

I used to wonder meekly when control would let me in,
To add my little quota to universal din,
Then realized my destiny, surrendered to my fate,
Eternally to sit and serve by being told to wait.

But once and only once I found my baser self constrained,
To break the wireless silence I so rigidly maintained,
My weary watch was over, my relief was overdue,
I gently, briefly pressed the key to see what it would do.

I often sit and wonder where that blameless dot has gone,
As still through endless time and space it hurries bravely on,
Disowned by its creator and dismissed by Parent Ship,
Unauthorized, attenuated lonely little pip.

But though beyond our universe, It's travels may extend,
It still will bear my fingerprints on reaching journey's end,
And beings in some unknown world may trace it back to me,
As surely as the Flagship did in 1943.

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104 Re-Assembly

by Sgt KL Davis

F/O Corbett, FS Guile and crew are leaving to assist others with their much appreciated knowledge and experience which has been displayed at 4 Wing during the past few weeks.

The MRP party also moved into this Wing to carry out the mod programme and we lost Sgt Norman and Cpl Bracuk to this party to act as service representatives.

We are welcoming new additions to this section, both off course and from Canada. These people are Cpl Watier, LAC's Boran, Lee, Mason, Duffy and MacManaman. Glad to have you with us. Your help is greatly appreciated.

Just received word our boss is leaving us for 1 Wing. We are sorry to see F/L Williams go and wish him all the best at his new unit. Taking his place is F/O Grant and from all of us "Welcome aboard".

We would like to welcome back to our fold LAC La Grange who took a trip to Canada and brought back a bride with him. Guess those Canadian girls have something that the German frauleins and French mademoiselles haven't. Cpl Brown has been hospitalized. Sorry to hear about your illness and hope your stay in hospital is brief. A word of caution to all you athletes who are getting in condition. Take note of what can happen if overdone — just take a look at Pat Burke and his cast.

On 17th June Sgt Bill Ratcliffe kindly arranged a band concert at the Lahr Orphanage. Members of the Training Command Band took time off to make the trip to the orphanage and entertain 73 children plus the staff. The Wing Maintenance canteen fund paid for ice cream and cookies for the children after the concert. The happy faces of the children who came out to thank the band members made it all worth while.

With just a few more aircraft to come, this should be the last entry from the section known as reassembly. Our association has been brief but pleasant. Hope we haven't bored you too much. From all of us to all of you — Auf Wiedersehen.

(Note from F/O Grant, ARO) — Good-bye Sgt Davis, but you had better show up to work in Wing Maintenance when assembly closes, or gives a trip to the moon.)

An English Teacher was discussing the fact that Louisa M. Alcott, in writing about herself, stated that she tried to sell stories to keep the wolf from the door. "What do you think Miss Alcott meant by saying she was trying to keep the wolf from the door?" the teacher asked one of the 10 year olds in the class. "I suppose", was the prompt reply, "she just didn't want the guy bothering her".



CFN SOELLINGEN

On the Move

"A Nine is a Niner and a Five is a Five", with these words Ron Cawood brought about the final chapter of the CFNS Monster Bingo. A capacity crowd was on hand to try their luck at winning the many fine prizes that were offered. A lot of behind the scenes hard work went into our Bingo, and without the help of the CFNS Staff and numerous Volunteers it would have never even left the ground. The reason for holding the Bingo was to enable us to raise money, the money thus raised will be used to purchase Records for CFNS. At the present time, we have in our Record Library, 400 LP's and 300 45's. You can see from these figures that it isn't too long before all our Records have been played a few times. The Net Profit of the Bingo was \$ 600.00, and without the support of all those who attended we would have never reached our objective. Let us, at this time, thank all who came and made the Bingo a huge success. Also our thanks to those who pitched in and helped when we needed it most.

Mike Kelly, has among other things, become a brand new father for the third time on June 15th. Kimberley Ann arrived at 16:30 after 10 months and 4 days of waiting. Better late than never. Congratulations Mike and Rene from all the Staff. — Mike has changed the format of the morning show this past month, some changes in brief, the show is now called Wake Up Easy and features, Down Homer Time at 07:00, Concert in Miniature at 07:15, CBC News at 07:30 and the Early Bird Sports Show at 07:45. The Sports portion features Major League Scores and the daily 4 Wing Sports Roundup. At 08:00 it's Teener Time which features music for the 19's and the "30"—19's. Mike has also decided to bring Wake Up Easy to the air on Saturday morning at 06:45 through until 10:00.

Some locally produced 15 minute shows, suitable for taping are now featured Monday through Thursday 7.15 to 7.30. On Tuesday it's Pick a Polka, Wednesday Folk Fest. Thursday Light and Latin, And Friday Waltz Time. On Monday evening it's World Scout Jamboree Diary, a program of interest to all interested in scouting. Remember during the summer months: Keep Germany green. Use your car ashtray!

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School News

Senior School Awards

An Awards Assembly was held in the school auditorium on Thursday, June 27th. Following is a list of awards presented to students from grade four to grade twelve.

Student Council Officers' Pins

Linda Tate, President
Barbara Ross, Vice-President
Frank Slauenwhite, Secretary
Sharon Manion, Treasurer

Class Representatives

Evelyn Fraser, Jim Nicholson, Susan Lagacé, Bill Tuele,
Linda Lindsay, Richard Cottrell.

Junior Council Pins

John Ritchie, President
Penny Crockett, Sec.- Treasurer

Academic Awards;

presented to the students with the highest average in their respective grades.

Grade 12	Evelyn Fraser	Diane Crichton
Grade 11	Jim Nicholson	Frank Hardy
Grade 10	Marilyn Mackey	Kerry Brown
Grade 9	Lynne Poechman	Pamela Bookham
Grade 8	Nord Campbell	Bob Kidd
Grade 7	Gaylene Murray	Charlotte Mould
Grade 6	Bill Campbell	Mary Clark
Grade 5	Andrea Stampley	Carol Geiger
Grade 4	Diane Bennett	Donald Cuccio

Boys' Athletic Awards

Flash Awards to Individual Wrestling Champs;

"A" Division — N. Brown, D. Perry, D. Bennett, K. Geiger,
W. Tuele, W. Barnes, J. Kaufman.

"B" Division — R. Hunter, D. Snell, D. Hudson, D. Chaplin,
K. Kaufman.

Special House Awards

Senior Tabloid Trophy Winner — J. Kaufman.
Intermediate Tabloid Trophy Winner — P. Greive.
Junior Tabloid Trophy Winner — S. Roffe.

House Trophy and Medallions

J. Kaufman for Löwen House.

Best Athlete Trophy

J. Kaufman.

Inter-Wing Volleyball Champs Crests

J. Kaufman, captain, F. Slauenwhite, Frank Hardy,
Terry Hudson, Ronald Ritchie, W. Irwin, W. Cartwright,
Nick Tuele, B. Dennis, W. Vail.

Girls' Athletic Awards

Individual Track and Field Trophies

Juniors — Shelly Lagacé, Nancy Ross
Intermediates — Penny Crockett
Seniors — Hilary Crockett

Inter-Wing Volleyball Champs Crests

Penny Crockett, Hilary Crockett, Marilyn Mackey, Pat Newal (c), Pam Bookham, Barbara Ross, Shirley Potts, Carol Proulx, Jackie Campbell.

Best Athlete Trophy

Hilary Crockett

House Trophy and Bars

Jackie Crockett for West House.



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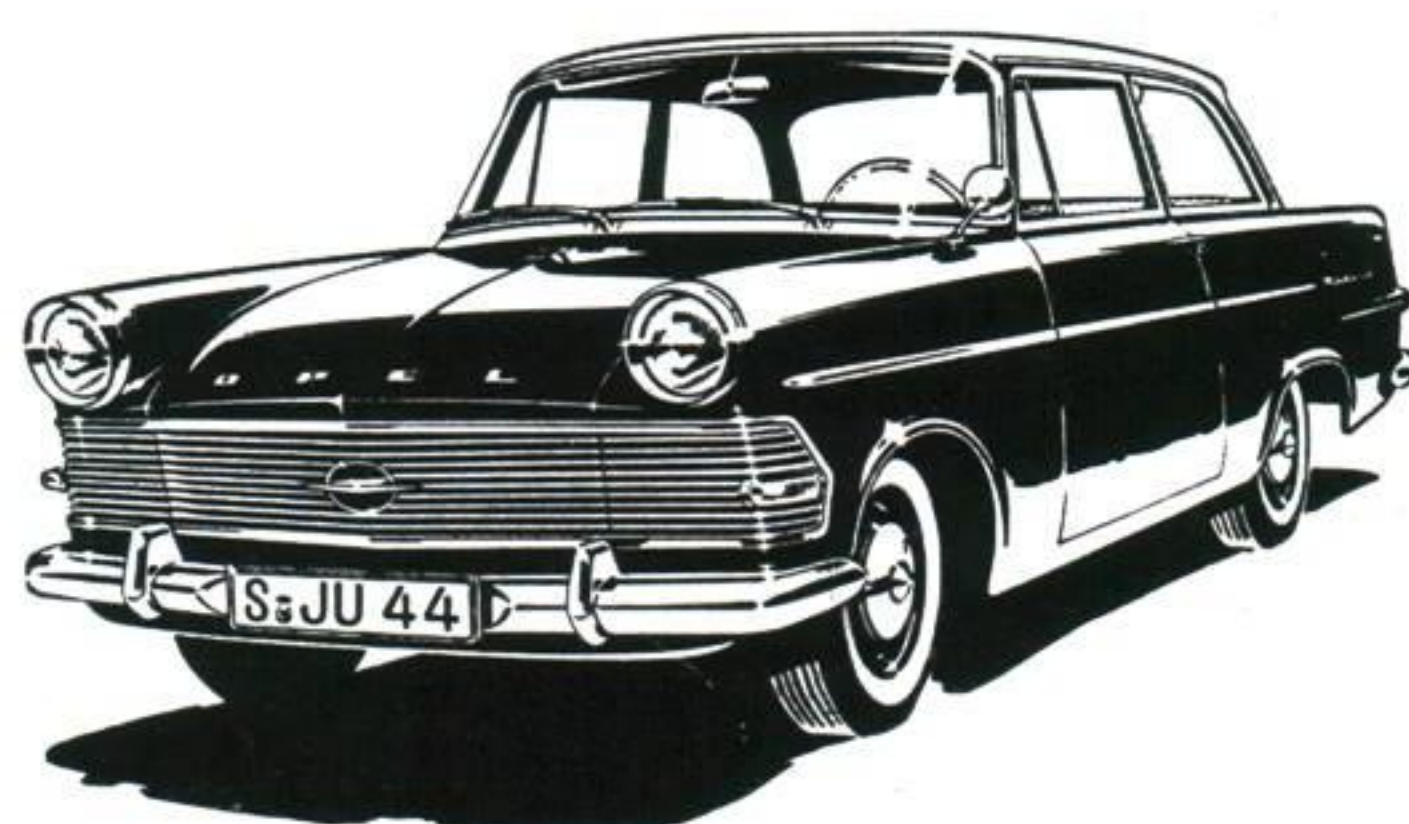
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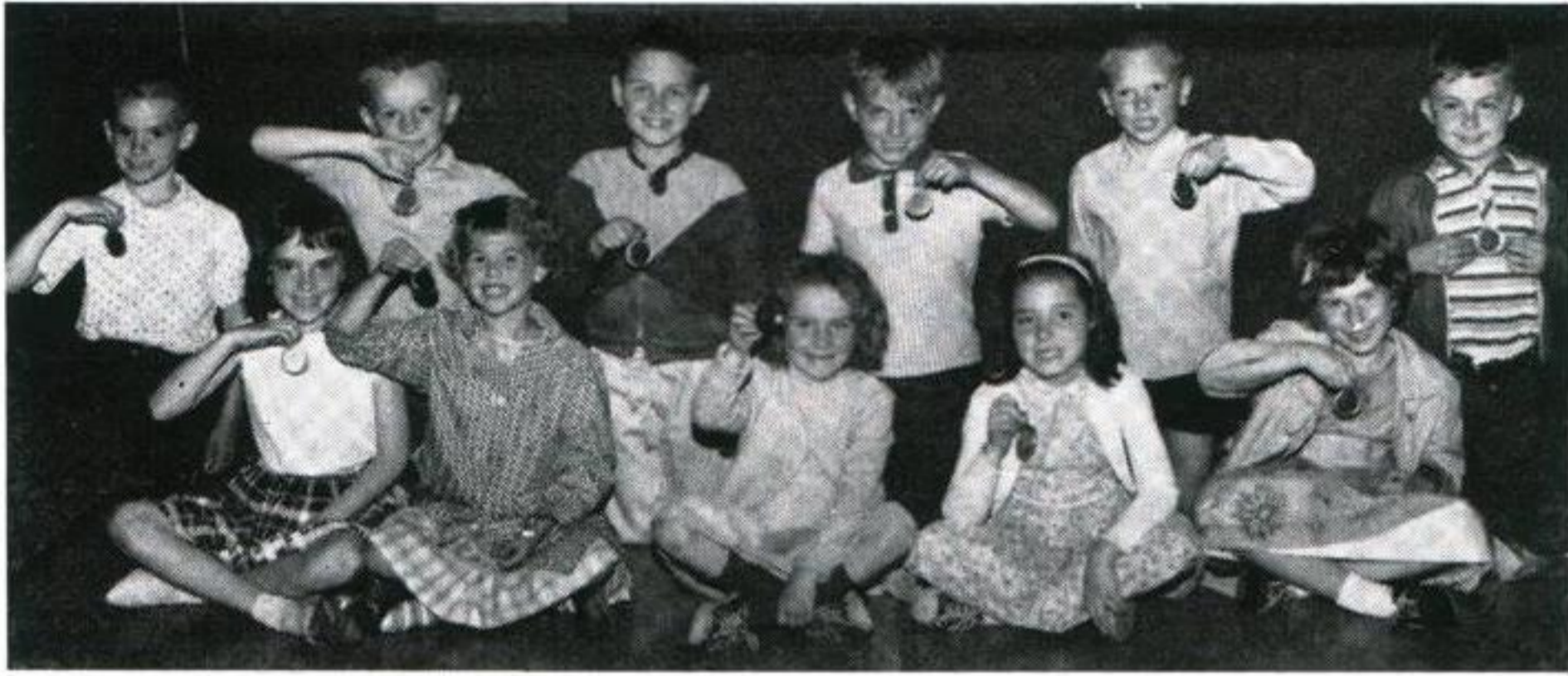
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Junior School Awards

Award Day was held at the Junior School on Wednesday, June 26. Awards were presented to the pupils in each classroom who attained the "Highest Marks" and to those pupils who showed the "Most Improvement" throughout the year. Congratulations must go to the following winners: —



Highest Marks

Miss Murray's	Room	— Raymond Stouffer
Mrs. Métivier's	"	— Dan Bracuk
		— Leslie Craven
Mrs. Dodds'	"	— David Stampley
Miss Kiff's	"	— Debby Johnson
Miss Rutherford's	"	— Sharon Pridding
Miss Pick's	"	— Paula Wintink
Miss Bachlet's	"	— Rory Kilburn
Miss Kleinwort's	"	— Clive Dadds
Miss Brimage's	"	— Kathleen Broughton
Miss Gilker's	"	— Louise Mould
Miss Livingstone's	"	— Nancy Campbell
Miss Edney's	"	— Gary Duffield
Miss Jodoin's	"	— Marcel Gervais

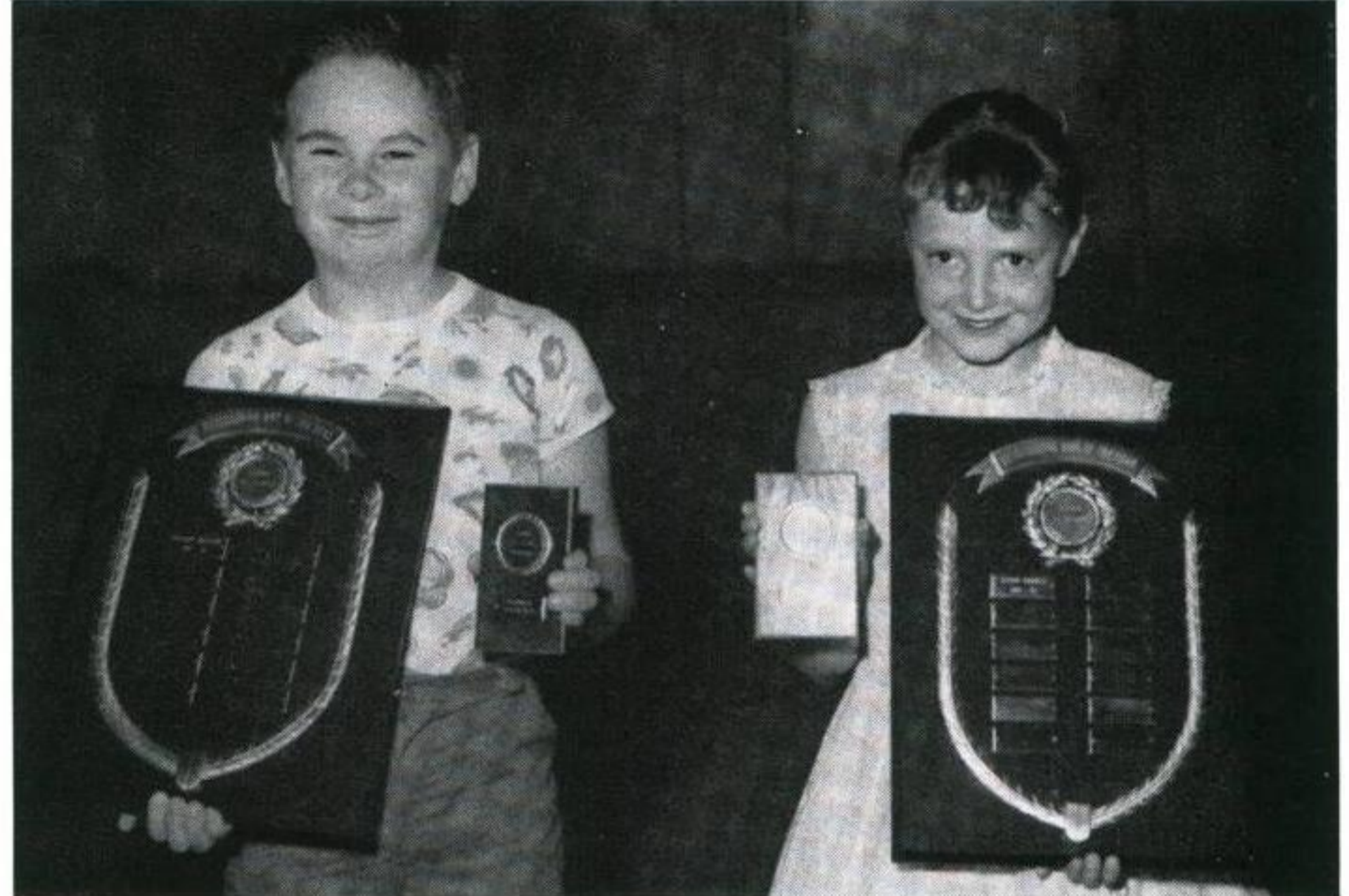


Most Improvement

Miss Murray's	Room	— Chris Kehoe
Mrs. Métivier's	"	— Patricia Ledgard
Mrs. Dodds'	"	— Wendy Craig
Miss Kiff's	"	— Claudette Barriault
Miss Rutherford's	"	— Jessy Weistra
Miss Pick's	"	— Sharon Geldart
Miss Bachlet's	"	— Robin Anderson

Miss Kleinwort's	"	— Joanne Roop
Miss Brimage's	"	— Glenda Bengston
Miss Gilker's	"	— Stephen Delaney
Miss Livingstone's	"	— Donald Haley
Miss Edney's	"	— Rose-Marie Howard
Miss Jodoin's	"	— Lynda Cluett

The girl and boy at the Junior School who displayed the highest overall qualities throughout the year were presented with the Outstanding Girl-of-the-Year and the Outstanding Boy-of-the-Year Awards. Following nominations and voting by the pupils and teachers, Karen Campbell and John McIlwaine were the deserving recipients of these awards. Karen and John are to be congratulated.

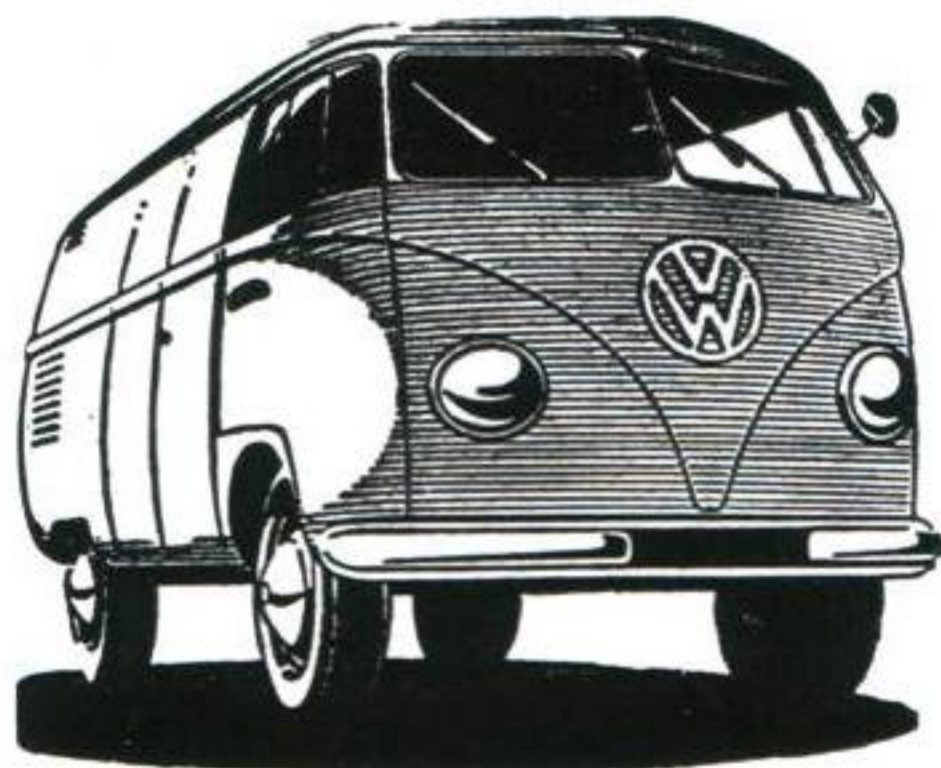


Outstanding Boy and Girl of the Year

This year, Miss Livingstone's pupils forwarded an art display to the Canadian National Exhibition in Toronto. Word was received last week that Deborah Barnes' picture had won a cash prize and would be on display to the thousands of visitors to the CNE.



Deborah Barnes Receiving Cash Award

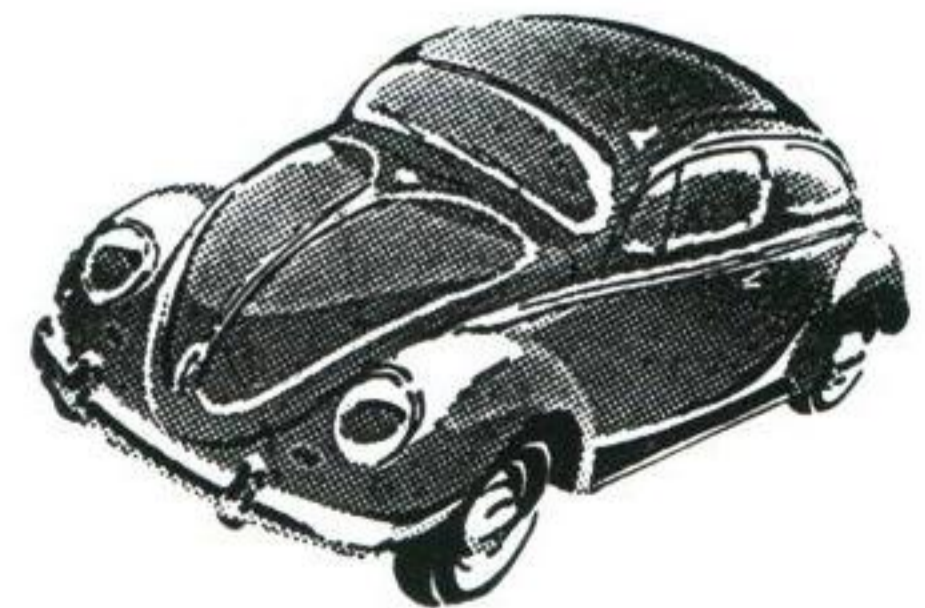


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Sports and RECREATION

Swimming for survival

Swimming is easy to the seven officers and six airmen who instruct in the RCAF's Survival Training School at RCAF Station Namao, near Edmonton. They teach non-swimming adults to swim 25 yards with only three hours instruction and are so convinced of the value of swimming that they spend many of their off-duty hours encouraging others to improve their ability in the water.

After training more than 9,200 men since 1948 in the technique of survival in uninhabited terrain, the RCAF realizes that the student's self-confidence is all-important in handling the natural reaction of fear, normal to anyone facing an emergency situation. Swimming was added to the two-week summer and winter bush courses in 1952 as basic conditioning for the rigorous bush survival which students undertake for ten days and as form of survival training, particularly for those who dread water.

In what is thought to be the shortest swimming course in Canada, the RCAF has adopted the "drownproof" method which was introduced here by Professor Murray Smith of the University of Alberta. Making use of the fact that only five per cent of people are unable to float, the method adapts body buoyancy to a travel stroke, in which the swimmer propels himself forward in order to keep his head out of the water. The method's success is best illustrated by the case of a 50-year old non-swimmer who fell overboard from a boat last year and, after recalling a one-time viewing of the method on television, propelled himself 60 feet to safety.



Although drownproofing is designed to teach adults to swim one mile with ten hours instruction, the Survival School has the students for only three days of classroom instruction at Namao so the RCAF employs the system's three-hour instruction on basic points and practice under close supervision to enable the airmen to swim 25 yards. Seventy-five per cent of the students are adequate swimmers on arrival at the school and, on being examined for RCAF Level II (Red Cross Junior) on the third day, ninety per cent pass, including the non-swimmers who completed the "rush" course. Usually those who fail do so because of the inability to float.

Students are given an indication of their swimming limitations on arrival at RCAF Station Namao's splendid pool which was paid for with canteen profits. Under the close supervision of highly qualified lifeguards, each student swims to the maximum of his endurance. For most, it is their first awareness of a basic survival rule — know your limitations.

They are given a bare knowledge of most strokes and endeavour to polish their swimming by emphasis on resting strokes such as the elementary backstroke, the side stroke and the breast stroke which enable the swimmer to cover long distances with minimum effort. Instructors, like Flight Lieutenant Phil Montgomery of North Bay, Ontario, a pilot who has attained the highest RCAF swimming level, teach by demonstrations, in and out of the water, and supervise the students in the practical application of the exercise.

In survival situations different swimming methods are required, e. g. to get away from the area of a sinking aircraft or a rolling boat speed swimming is required. The Survival School teaches that the Australian Crawl and Trudgeon are the fastest methods but require tremendous energy. In the event that surface swimming is not possible because of burning oil slicks, the danger scene must be vacated by underwater swimming. Students are taught to splash heavily on the surface to clear the oil away, take a deep breath and go under again, swimming under-water to a safer area. Sometimes it may be necessary to jump from heights so students are taught to observe the precautions of keeping their arms tucked in against the body and doubling-up on entry into the water. Practising from 14-foot diving boards, they learn that the precautions prevent arm injuries and halve the depths to which they will sink.

An important phase of the three one-hour classes, stretched over three days, is instruction in "shirt-tail-life-saving". The object is to save yourself — not others. By using trousers knotted near the cuffs, the student can trap air in the legs and use them as water-wings. Wearing flying-suits, students enter the water as if an emergency situation exists. Keeping themselves afloat, they remove the suits and knot the legs. Next, they grasp the suits at the waist and, from a position behind them, they pull the suits through the air overhead,

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scooping air into the suit-legs. By holding the suits at their own waist level, they remain afloat and conserve precious energy. It is necessary to repeat the air-trapping procedure after much of the air has seeped through the flying-suit. The method may be used even more successfully with trousers or slacks which do not have zippered leg closures.

The Survival Training School graduates 600 students each year. In addition to their instruction duties at the bush and Arctic survival camps, the instructors manage to find time to assist in RCAF Station Namao's swimming program. In the youngsters' program alone, the station has an enrolment of 1200, three times that of any other Air Force unit. Excellent liaison is maintained with the University of Alberta, the Red Cross and the Royal Life-Saving Society. RCAF Station Namao personnel, for example, do approximately 15 per cent of the examining for Red Cross swimming instructors' badges and the Royal Life-Saving Society in the Edmonton Area.



JUDO NEWS

By Mrs Helen Griffith

This month we'll feature the Dependant's (Junior) Judo Club Instructors, LAC "Bob" Debling and LAC "Harvey" Allen.

Bob comes from Toronto, Ontario; he joined the Air Force in 1959. Having done his Basic Training at St. Jeans PQ and served at Colt Lake and Downsview he arrived at 4 Wing in April 62.

Shortly after his arrival here he joined the Judo Club. Having had some previous Judo training in Canada he obtained his Yellow Belt on 27 May 62 in a club grading; his Orange Belt on the 25 Sept. 62 also in a club grading. On the 20 Jan 63 he earned his Green Belt in an Air Division Grading in 2 Wing and of course his Blue Belt on the 7 Apr 63 in a Senior Belt Air Div Grading in Metz.



Harvey hails from Vancouver B. C. He joined the Air Force in 1958. He did his Basic Training in St. Jeans PQ and

after training in Clinton and Borden he was stationed at Sea Island and came to 4 Wing in June 62.

In July 62 he joined the Judo Club as a white belt. In a Club Grading on the 27 Sept. 62 he obtained his Yellow Belt; and in a Club Tournament on the 7 Feb 63 his Orange Belt.

Thanks to you two for a job being well done.

Now to say a belated farewell to the following Judoka who have been repatriated in recent months.

Cpl Bob Jones	7 June 63	Cold Lake Alta
LAC Guy Boucher	27 May 63	Chatham NB
LAC Al Poirier	7 June 63	Bagotville PQ
LAC Ron Abbot	27 Apr 63	1 Wing

Also to the following members of the Junior Judo Club who have or will be leaving: Marlene Senft, Tommy Cornish, Linda Cornish, Mike McCabe and David Poole.


Our Sensei "Mas" Takahashi is at present in Tokyo, Japan, for six weeks advanced Judo training. We are all looking forward to his return around the end of June. "Look out boys" he'll have some surprizes for you on the mat.

As we are being repatriated on the 29th of this month, this will be my last article for the Club. I would like to take this opportunity to thank everyone that has helped me especially Mrs June Takahashi.

Auf Wiedersehen 4 Wing Judoka, keep up your good record!

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Soellingen Swingers *The 4 Wing Square Dance Club*

Hello again, Square Dancers of 4 Wing. Our Wind-Up Dance held on 1st June was a resounding success with over 125 square dancers attending. Of this total, ninety-three were visitors representing the following Square Dance Clubs: Sq'Air Divs from Metz, 1 Wing Squares from Marville, The Wagon Wheels from Zweibrücken, the Karlsruhe Kut-Ups — both Senior and Teen-age clubs, the Happy Pairs Teen-age Club from Heidelberg and the Heidelberg Hoe Downers. We also had two couples from the United States, Mr & Mrs Grove from Seattle, Washington, and Mr & Mrs Mismuke from Santa Barbara, California. The Groves had dropped in on one of our regular Thursday evening dances in May and had promised to return with their friends from Santa Barbara for the Wind-Up Dance. The evening was another fine example of the friendships, the enthusiasm and the fun that is Square Dancing today both in Europe and North America.

A big vote of thanks goes to all the Soellingen Swingers who worked hard to make the dance a success. Special thanks to Ivy Laurin, our club caller, who did most of the calling and who arranged the program. Thanks also to Bud Hickson, our other club caller and Matt Matychowiak from the Heidelberg Hoe Downers for their part in the program.

Unfortunately the pictures taken at the Wind-Up Dance were not available at press time but shown below is the group of Soellingen Swingers who attended the Spring Jamboree at Stuttgart on April 20th.

The regular Thursday evening square dances have been discontinued for the summer months, however, a bigger and better club program is planned for the fall season. The club is hoping for increased membership next season so all newcomers to 4 Wing who have square dancing interests are welcomed to come out and start swinging with the Soellingen Swingers in September.

BEGINNERS CLASSES

The Soellingen Swingers will be sponsoring beginners classes commencing in September. Present plans call for fifteen or twenty weeks of instruction to be given on Monday evenings in the Social Center. Our club callers, Ivy Laurin and Bud Hickson will be handling the beginners classes and both are well qualified for the job. If you are interested in learning square dancing you are urged to watch in Recreation News and listen to CFNS in August when final plans will be announced regarding the beginners classes. These classes will be open to interested teenagers as well as adults. Families with teenagers are urged to come out and learn the fun of square dancing together. Square dancers who might be a bit rusty are also welcomed to come out to the beginners classes to brush up.

Thats all for now — see you in September.



PEUGEOT

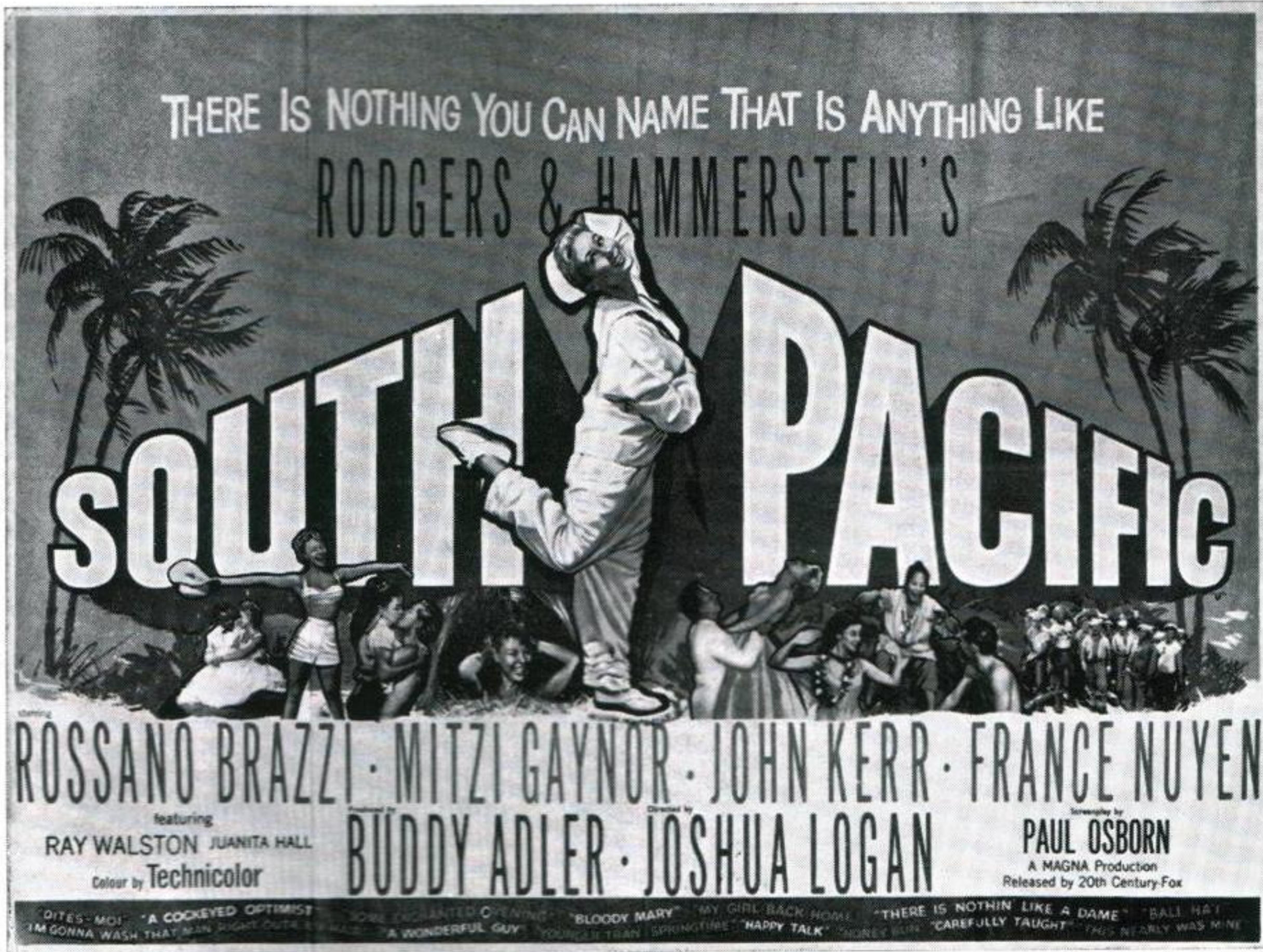


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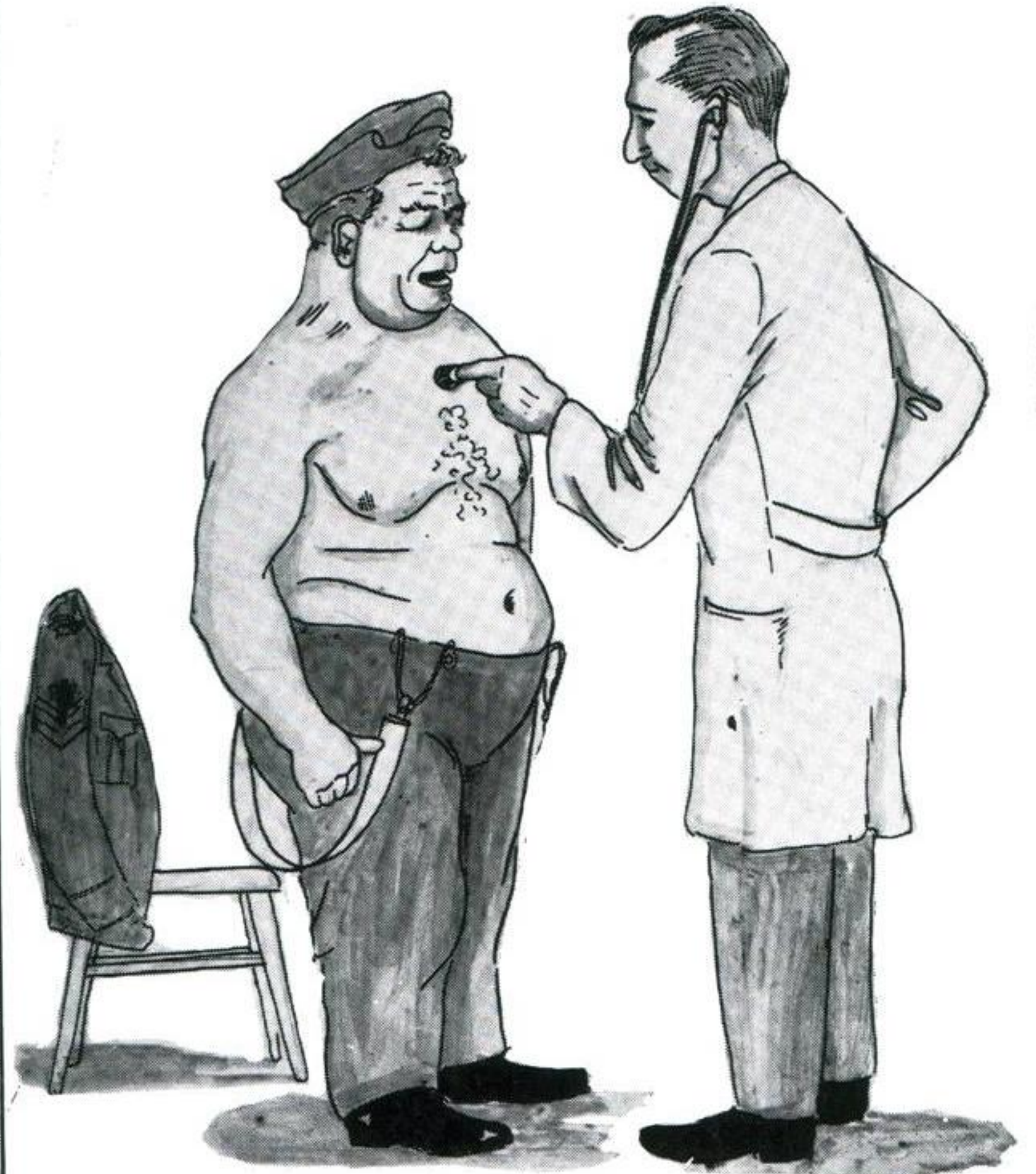
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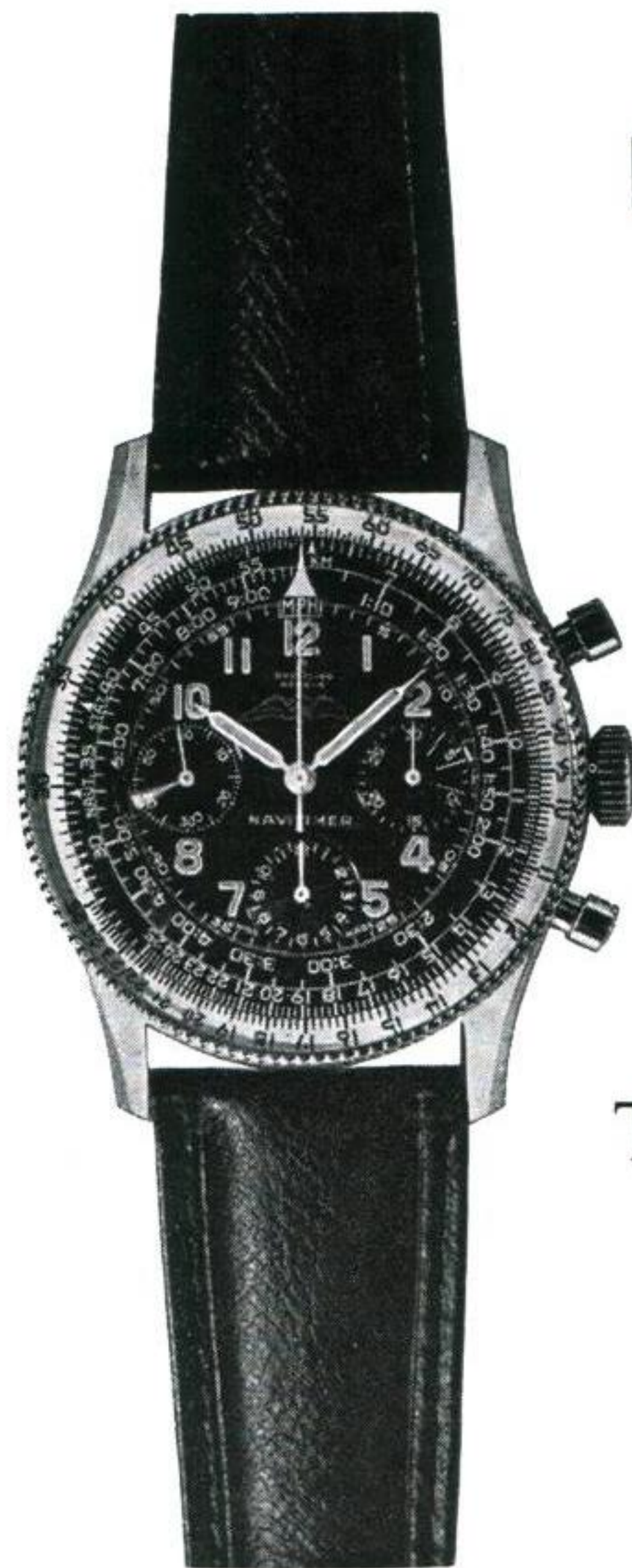
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