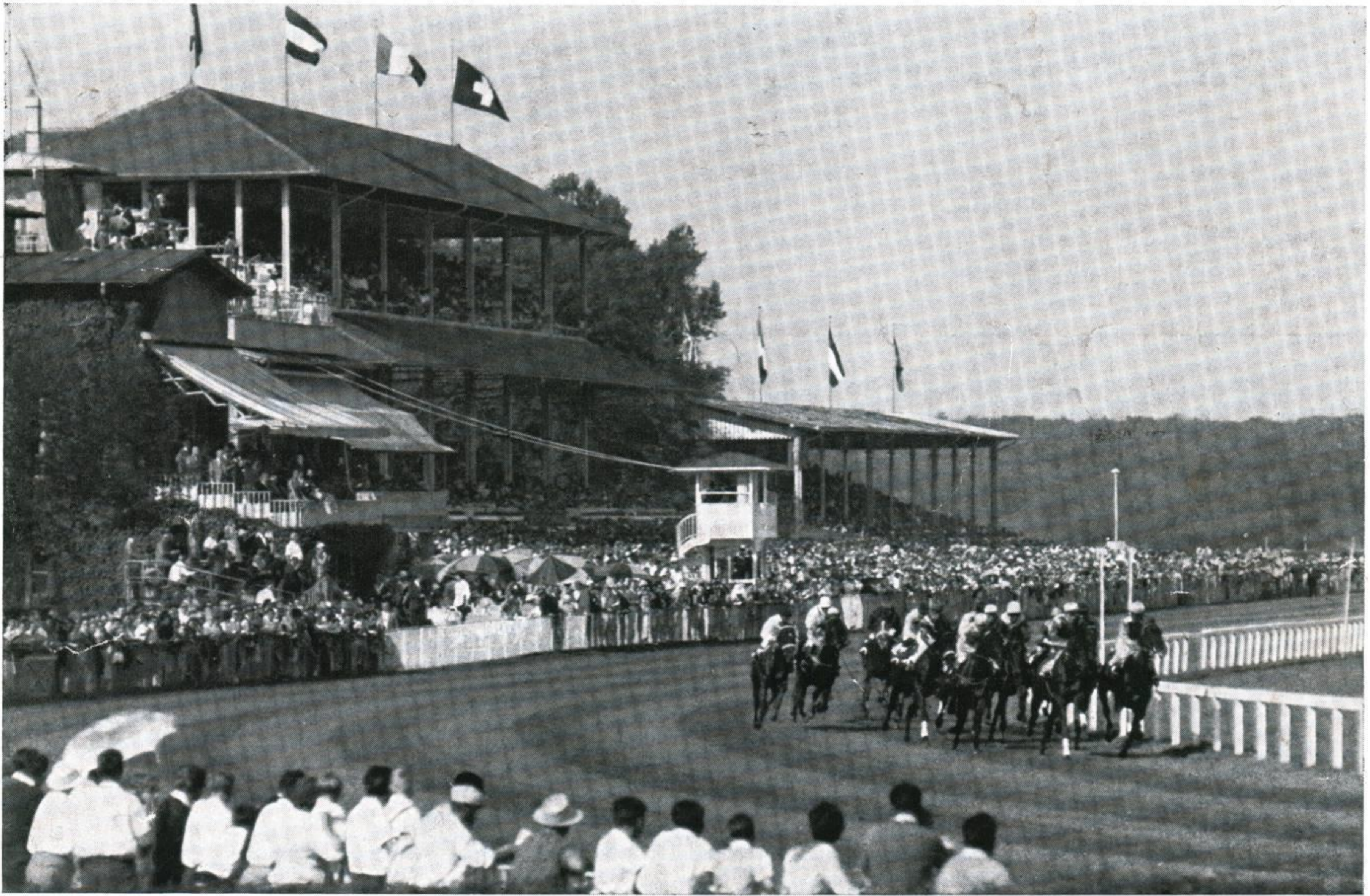


4 (F) WING (RCAF)

# Schwarzwald Flieger



VOLUME X · AUGUST 1963 · NUMBER 8

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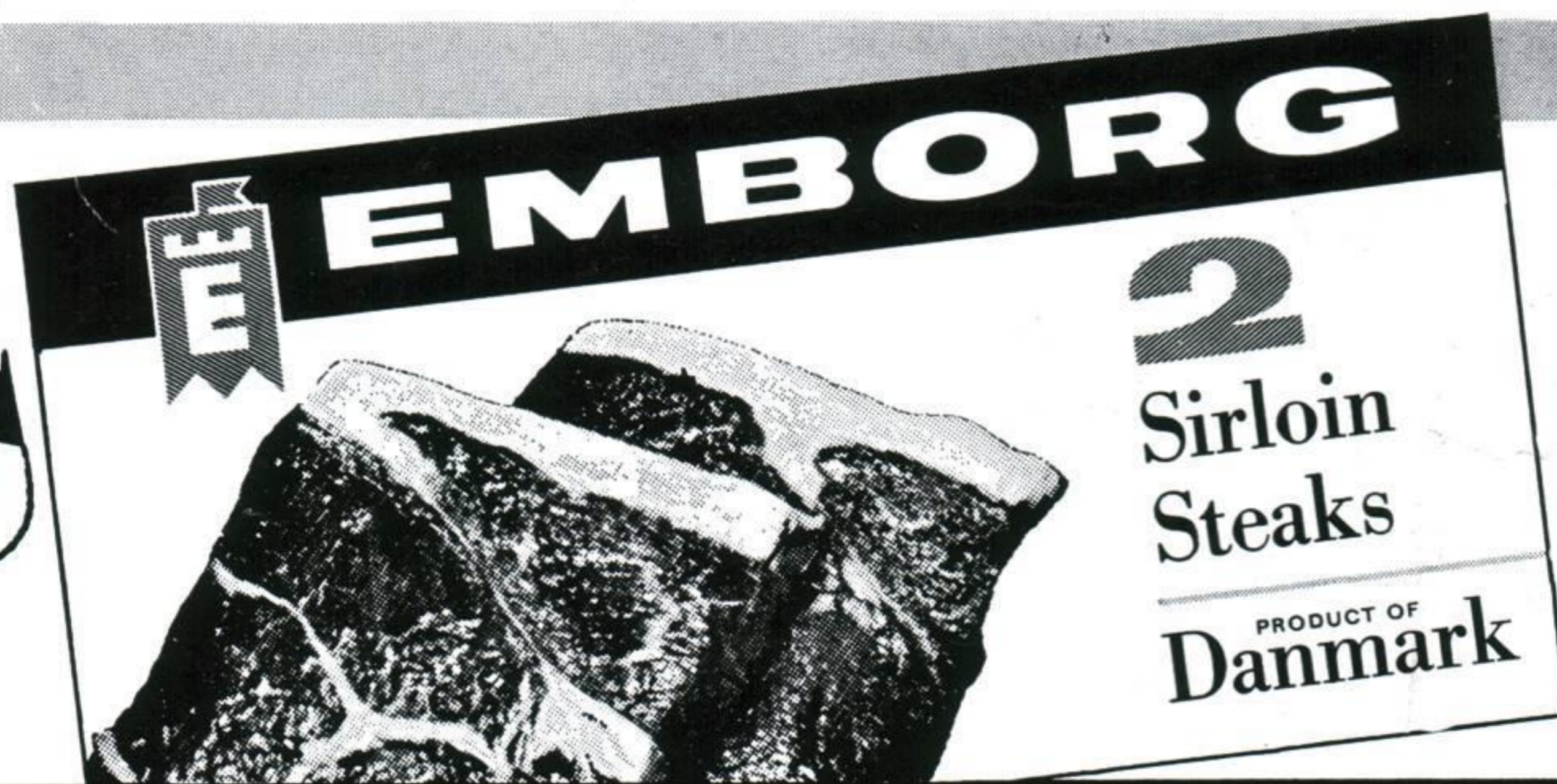
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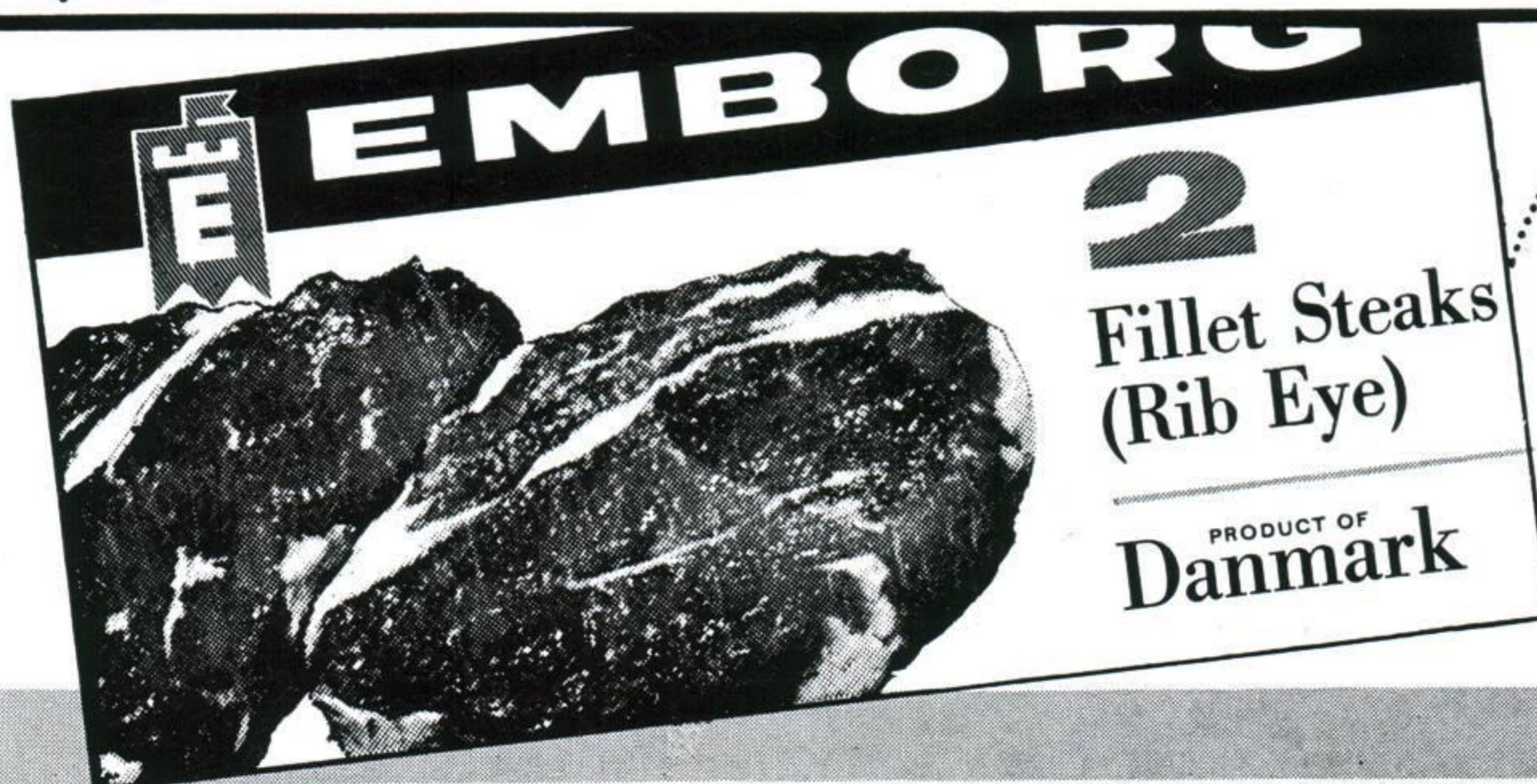
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# History of the Iffezheim Races by E. Radetzki

Among the few horse racing tracks in Germany the one at Iffezheim is certainly the most famous on account of its ideal situation near the Black Forest and the international spa of Baden-Baden.

The first races at Iffezheim took place 105 years ago. At that time Baden-Baden was already the meeting place of the "international high society". The Gambling Casino was one of Baden-Baden's major attractions, and the owners, the French Benazet family, in an effort to provide some more entertainment for the guests of the thermal springs, turned their thoughts to horse racing. The Paris Jockey Club helped them in the planning of this project; Iffezheim seemed to be a very suitable site — and on 5 September, 1858, the first race was held on the present track.

During the first years, the German horses just played a minor role in the races and French horses were prevalent.

After the Franco-Prussian War of 1870/71 the Frenchmen no longer came to Iffezheim. The Casino was closed in 1872. During the races of that year the British horses of the Duke of Hamilton won most of the stakes.

In order to make the Iffezheim track an international meeting place for the testing of thoroughbreds, the "International Club" was founded by a group of noblemen; the Chairmen's Committee consisting of the Landgrave of Hesse, the Duke of Fürstenberg, Duke Hohenlohe-Oehringen, Duke of Hamilton, Count Henkel and Count Eszterhazy. A subscription list yielded the required capital of 300,000 florins. The "Rothschild Palais" on Lichtentaler Allee was purchased as their Club House.



Grandstand — Iffezheim races

On 1 May, 1873, the "International Club" arranged a race day for gentlemen riders only, and on 30 August of that year the first large-scale race took place under the sponsorship of the Club; the "Great Prize of Baden-Baden" was won by a German horse for the first time.

When the Duke of Hamilton passed away in 1874, only German and Austro-Hungarian horses were in the races. In October of 1874 a race was held (again only for gentlemen riders) including a Military Steeple Chase. The first German Emperor William was in attendance. In the subsequent seven

years the Austro-Hungarians took home all major prizes, their most famous race horse with a total of 54 victories was the mare "Kincsem" (Hungarian for "My Treasure").

The races of 1883, at the occasion of the 25th anniversary, were a great success with 200 horses running in the various stakes. A special highlight of this race was the visit of the British heir to the throne and later King Edward VII, the present Queen's great-grandfather. He let his horse run in the "Old Baden Steeple Chase" and it came in last in the total of three entries for this stake. The young Duke of Hamilton's horses were also at Iffezheim that year.



Arriving at races — 1911

In the following years' races the main stakes were won by French and Hungarian horses.

When Iffezheim celebrated its 50th anniversary in 1908, German horses under the very successful British jockey O'Connor won the "Great Prize", the "Fürstenberg Memorial Stakes" and "Futurity Stakes".

In 1910 and 1913 the "Great Prize of Baden-Baden" fell to the horses of the Polish Duke Lubomirski.

In 1912 the International Club had finished various new structures on the track, the large grandstand, a building for the betting and for the track administration.

In 1914 the First World War interrupted all racing activities for seven years. The races re-opened in 1921 with hardly any entries from other countries. It was inflation time in Germany and race prizes in the tumbling German currency were not an attractive feature for foreign stable owners.

Since 1924 Italian and French race horses took most of the prizes, with the exception of the horse "Oleander" from a German stable, which won the "Great Prize of Baden-Baden" three years in a row; a record set only once before by the Hungarian mare "Kincsem".

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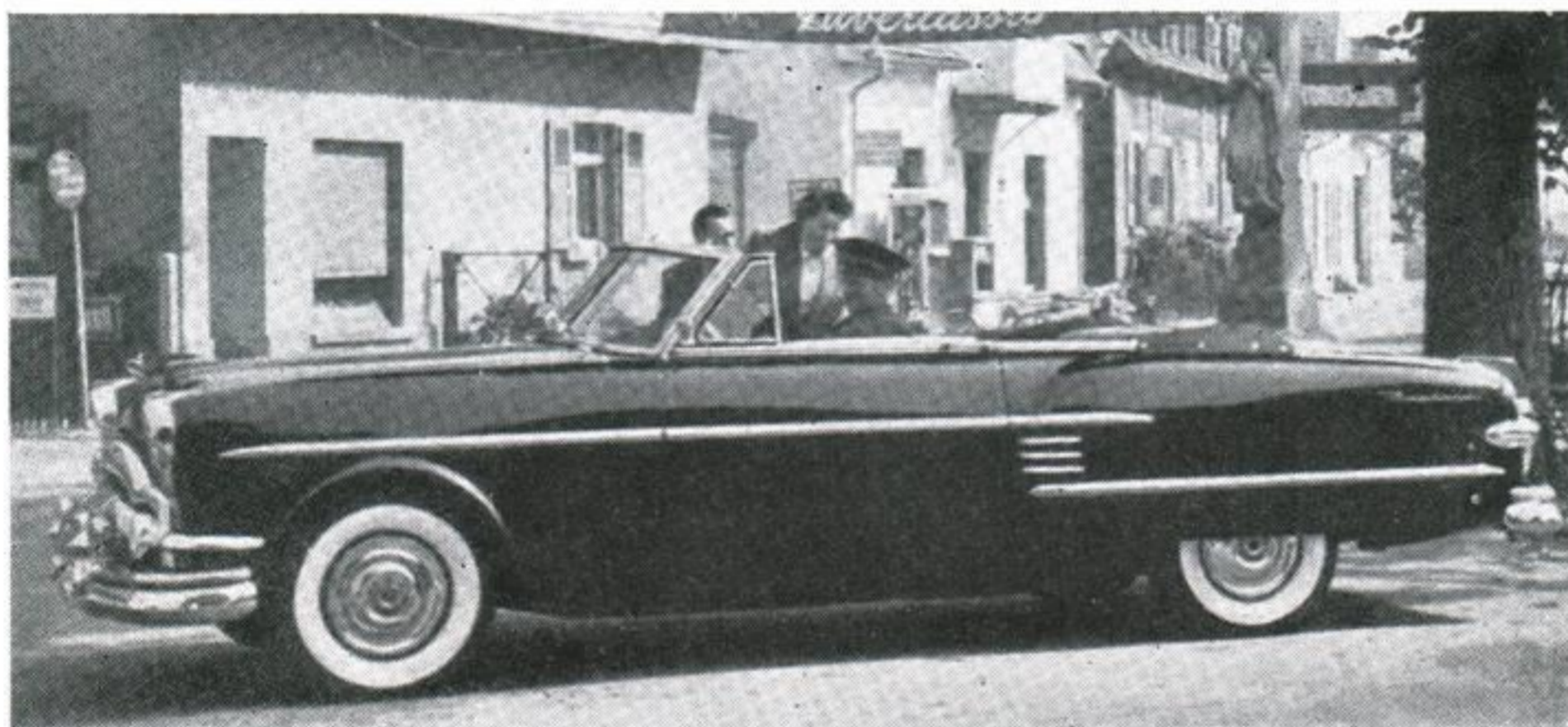
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During World War II races on a limited scale were held for the first years of the War and then discontinued due to transportation difficulties. When the war ended, the Iffezheim track was requisitioned by the French occupation forces. Temporarily it housed a Spahi-Brigade, then the French Army Race Club held races for officers and NCOs on the track. In 1947 they added two races for German horses on the programme to make it more attractive to the German public. When this French Race Club approached the "International Club" regarding a German liaison man, retired General W. Krüger, once a famous race rider himself, was selected for this job. In 1949 the race track was finally de-requisitioned. General Krüger, appointed Secretary-General of the "International Club" undertook to get the track back into excellent shape. He was assisted by the track administrator, Mr. Kehres from Iffezheim. (This track administrator job is a family affair because Mr. Kehres has been the administrator since 1907 when he took over from his father who held this appointment since 1873.)



Arriving at races — 1962

The first races after WW II took place in 1951, and since then are drawing a bigger crowd of race enthusiasts every year.

The "Grand Race Week" is the event for Baden-Baden. Hotels, boarding houses, gashouses all around are sold out months ahead; the Kurdirektion sets up an exquisite programme for this week, with fire works, illumination of the Kurhaus Gardens, fashion shows, etc. It has by now become a tradition that the Chief Mayor of Baden-Baden officially opens "Race Week" with a tea-party given at the Kurhaus for invited guests, and the Race Week usually closes with a formal ball and banquet sponsored by the Casino, for which a limited number of tickets is sold at DM 60 each.

Iffezheim and Baden-Baden are once again getting ready for the races during the last week of August. For those 4-Wingers who want to see the races the writer would like to include a few personal glimpses and practical hints:

It is sure lots of fun to go to the races; there is a peculiar atmosphere of excitement, anticipation and "horsiness" around this place; everybody seems to have become an expert on horses and tips for a sure winner galore. Some people (like me) just rely on their "horse sense", viewing the build of the horse, particularly its legs, and also its jockey; others have a more "scientific" way of detecting a sure winner, they study all kinds of race bulletins, get a full history of the particular horse, its jockey and trainer, before they have a look at the horse. My advice: rely on your own horse sense and not on that of other "experts". Here are some types of betting:

1. "Platz-Wette" —

you may bet on as many horses as you like at the rate of DM 2.50, 5, 10 or more per horse and win if the particular horse finishes among the first three (or two, depending on total in the race).

2. "Sieg" —

if you bet on "victory" you can only win if this horse comes in first place.

3. "Einlauf-Wette" —

means you may bet on two horses only, and these must finish first and second place in same sequence as listed on your betting slip — if your No. 2 comes in first you lose.

4. Others —

Then there are some more complicated betting systems for the "advanced betters" like "Combination Bet" "Dreier-Wette", etc. which are rather expensive.

For the benefit of RCAF personnel and other English speaking guests the "International Club" has hired a lady translator/interpreter, who will provide any explanation required for the betting and otherwise. She can be found at the "Toto-Zentrale" (Sweepstakes Hqtrs) on the tracks.

Racing days this year are: 24, 25, 27, 30 August and 1 September; so try your luck and have fun.

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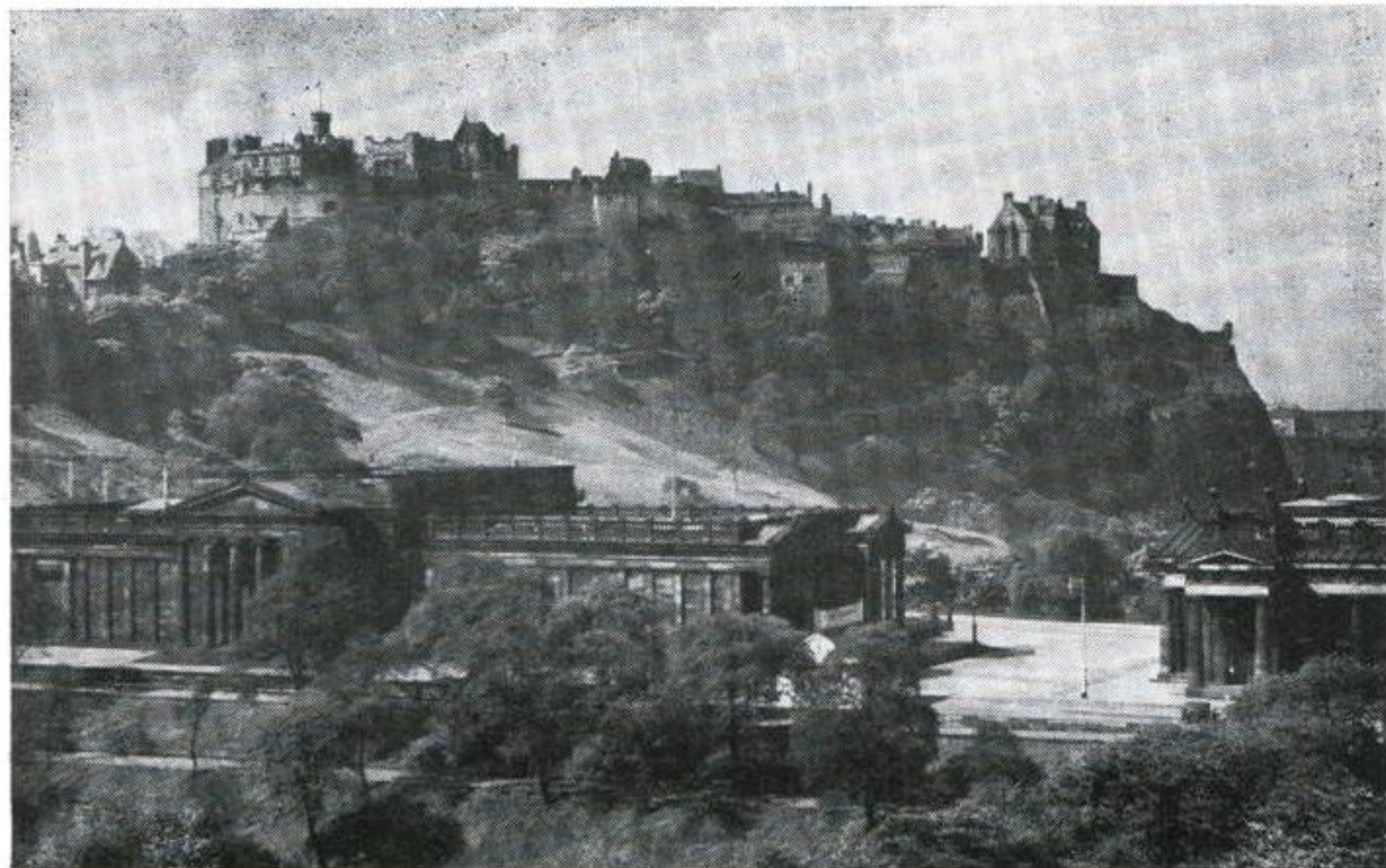
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# The Athens of the North

by Padre Mould

Camping and sight-seeing throughout Scotland can bring some memorable scenes to mind and visiting Tobermory was no exception. As we stood on the deck of the steamer "King George V" of Dunkirk evacuation experiences, the elderly Scottish gentleman clad in kilt and jacket with his Macgregor tam exclaimed, "Ye know they say that a Spanish Galleon of the Armada lay at the bottom of this bay, full of gold, but I kenna believe that any Scot would leave it there this long". As we journeyed from Oban to Ft. William, past Ben Nevis and Loch Ness we were hoping to arrive in time for our bookings for the "Military Tattoo" in the capital, held between Aug 26th and Sept 7th.

If you have never been to "Auld Reekie" or the "Athens of the North" it is well worth the time and money to go to the big city of the Scots and see things for yourself. As we sped along I was humming the tune of, "What's the matter with Glasgie, good old Glasgie town," and then broke into the words, "I'm only a common old working lad, as anyone here can see. But when I get a couple of..." when my wife broke in on my reveries and reminded me that we were heading for Edinburgh. We finally arrived at the Firth of Forth and began to queue up for the Queensferry all the time discussing why we hadn't taken the turn-off and gone to Dunfermline and over the bridge. However, the service was exceptionally good and we were soon crossing near the Forth bridge and getting ready for the big visit.

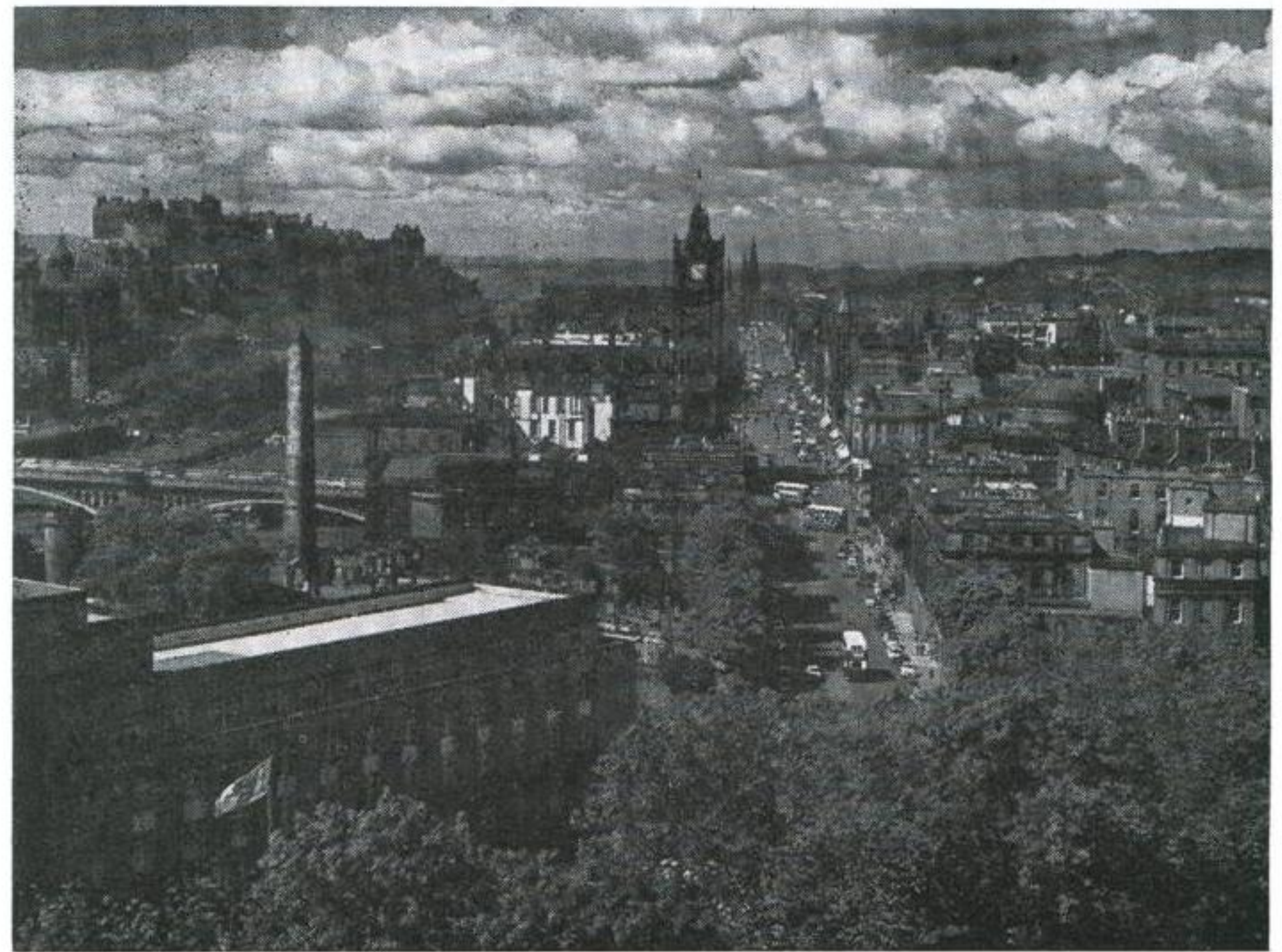


Edinburgh Castle and Art Galleries

We were camping with a small camping-trailer with tent attached and so began our search for a suitable location and not wanting "Holyrood Palace" nor desiring "Arthur's Seat" we finally settled at the Dalkeith Camp-platz not far from the outskirts of the city, nar the river Esk. Here we found a fine place to set up our equipment on the green-sward and went out in earnest to find Edinburgh Castle of which we

had heard so much in literature and history. This formidable edifice which has been the centre of so much Scottish national life stands out above the city like a huge colossal. We approached the castle by way of the esplanade where the bleachers for the "Tattoo" had been set up and where the "Son et Lumière" spectacle takes place. This sound and light effect of course is only effective during the second performance which takes place after sundown. At the draw bridge we were challenged by two figures on either side of the main gate to the fortress, Robert Bruce and William Wallace, those two noble figures who gave such great leadership to the Scots in the early years of their struggle for independence. I thought of the poem of Bobert Burns 'Scots Wha Hae wi' Wallace Bled' and even the English remember Bannockburn.

A guided tour is always in order when you visit the big city, so we decided that this was a must for "Auld Reekie". The next day we climbed up into the fortress to find ourselves in no time on the ramparts and listened to the guide tell us about the early times when the fortress was in action



Edinburgh from the Calton Hill

We had a beautiful view of the city and took a check on the old cannonball thrower called "Mons Meg". It was this cannon which fired the salute when Mary, later queen of Scots, became engaged to the Dauphin of France. By way of contrast there is the latest model of a 25 pounder which is the one o'clock gun fired each day for time accuracy. This old rock has seen plenty of history in its day, from the time of Duncan King of Scotland whose son Malcolm married the Saxon princess Margaret whose chapel on the rock is reminiscent of those early days, to the quarters near by where Mary Queen of Scots gave birth to the son who as James V of

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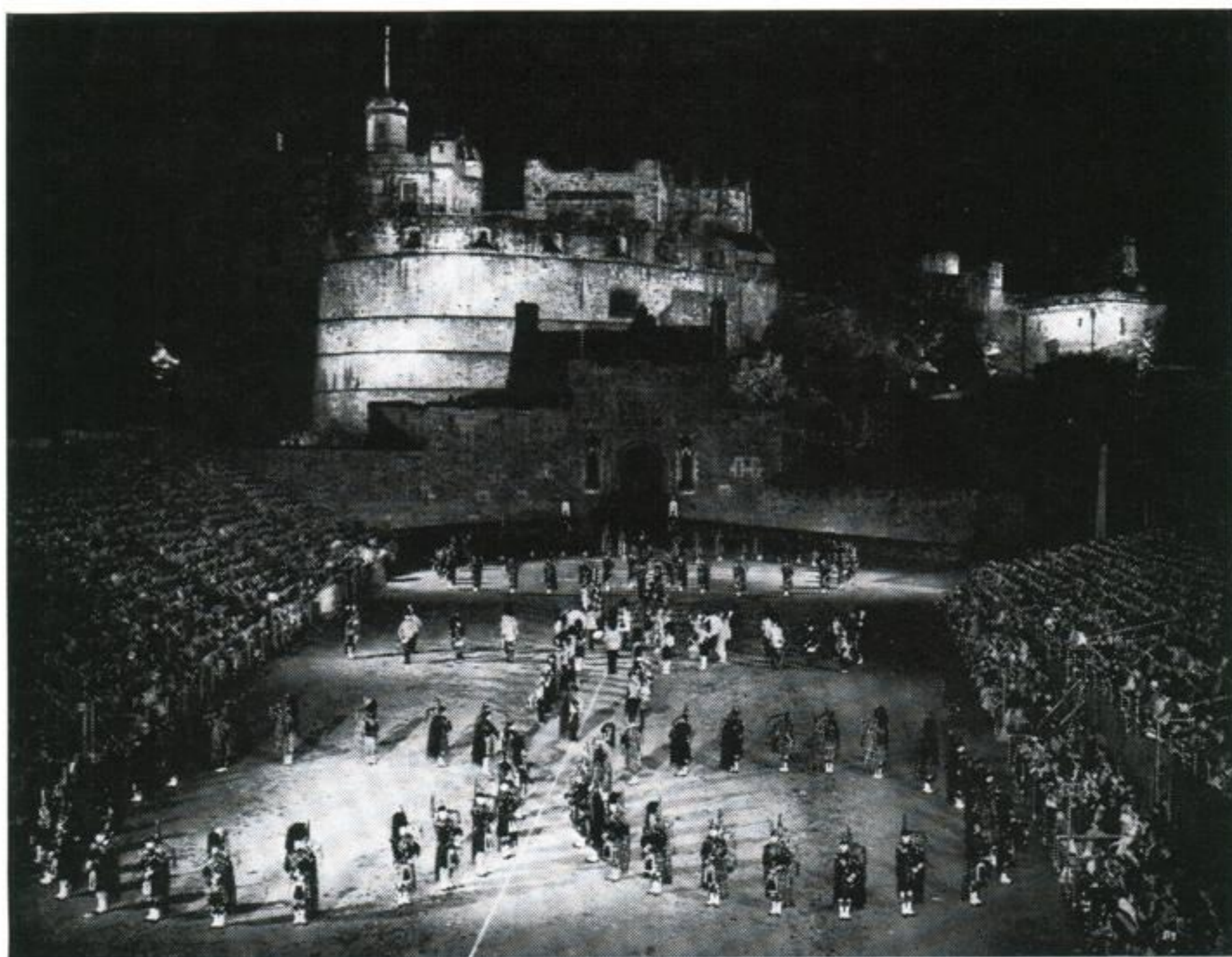
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The Scottish War Memorial is situated as the crowning shrine of this great rock. Sir Robert Lorimer built the memorial with an impressive hall of honour and a sacred central shrine in remembrance of the men and women of Scotland who gave their lives for their country in the last two struggles of World War I and II. In the Central Shrine, and standing on the virgin rock which protrudes through the floor, a green marble stone of remembrance carries a steel casket guarded by four kneeling angels.

As the Scottish weather is somewhere around thirty degrees cooler in temperature than the Riviera a transference from St. Tropez to the military tattoo on an evening when the breeze is ablowing can chill the marrow of even a bonnie Scot. I fortified myself with a tam of the Macgregor clan which I bought in a shop on Princes Street. The family resorted to the use of coats and blankets. Man, the wind blew that evening, and it must have been cool in a kilt, but we were soon warmed up by the shouts of identifications as



International Tattoo

groups from the Commonwealth, the United States and other countries made known their presence. The singing of folk songs of Scottish and other origins brought the 7000 who jammed the grandstands closer together, in a spirit of communal unity.

The International Tattoo is a gala event which should not be missed even though you come to the Edinburgh Festival for Drama or Musical performances. This Tattoo is Scottish Commands' contribution to the Festival. During the past twelve years the Tattoo has been seen by representatives of more than 100 different nations. Each year military groups from other nations gather on the Esplanade to add to the gatherings of the massed Pipes and Drums from the many Scottish units. The variety of the programme from the drill by the Royal Norwegian Guards and the Bridging display by the Royal Canadian and the Royal Engineers to the Norwegian

and Scottish folk dancing seemed to please the large audience who applauded the various acts. The Royal Air Force Police Dogs from Netheravon put on a fine display of obedience tests and jumping. Scotland provided some two hundred Pipers, Drummers and Highland Dancers to round off the big show with many units such as The Royal Scots Greys, 1st Battalion and 2nd Battalion of Scots Guards, The King's Own Scottish Borderers, The Cameronians, The Gordon, Argyll and Sutherland Highlanders.

The grand finale consisted of the massed pipe bands assembling on the Esplanade and the colour display and the sound effects were very moving causing some bonnet throwing and much applause from the bleachers. The final act came with the darkening of the Esplanade and the lighting of the battlements to view a lone Piper, the symbol of Scottish unity and service throughout the world.



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# THE STEERING COLUMN



## That's a woman Driver

We men use this "that's a woman driver" phrase because of our feeling that women are generally poor drivers. It is popular practice to blame the accident on the fairer sex.

Admittedly, women are generally less experienced in driving than are men, mainly because men do most of the driving. It is also generally true that women experience greater difficulty in making simple manipulatory operations, such as parking parallel to the curb.

Men should drive better. Vehicles are designed to fit them. Vehicles are not designed to fit women! The steering wheel is made for the width of the average man's shoulders. The brake and accelerator pedals are located with respect to the average length of a man's legs. Many women can barely reach the accelerator with the tip of their shoes, and they must peer through, rather than over, the steering wheel.

Let's look at the record: **14,900,000 men** were involved in accidents last year, and **3,100,000 women** were involved. The rate of involvement for male drivers was **261** per 100,000 drivers; the rate for women drivers was **only 135** per 100,000 drivers.

About the same ratio exists in fatal accidents. Men were involved in **72 fatal accidents** per 100,000 drivers, while women were involved in **22 fatal accidents** per 100,000 drivers. What's wrong?

A considerable part of this difference in accident rates for male and female drivers is due in part to the fact that males drive more miles annually than do women drivers. Most commercial vehicles are driven by men. Frequently they will average more than 20,000 miles each year. The family passenger car is more frequently driven by men on long trips than by women.

Let us consider a few questions which may help explain why women consistently report better accident rates than men do. When you and the little woman are driving and conditions are hazardous and you are in a big hurry, who drives? En route to the ball game when traffic is jammed bumper to bumper and the going is tough do you take the wheel or does your wife?

**And we call women dumb drivers. The truth is, they're too smart for us.**

Men will drive when driving conditions are adverse. They'll accept the responsibility of piloting the vehicle when they've been drinking or when high speed is needed, or when heavy going is encountered.

Women have a somewhat healthier attitude toward driving than do their male counterparts. Women are just too smart to drive when the going is tough if they can get out of it, but they can always count on us men to relieve them of this chore. The result is shown by the records. We men have more than our share of the accidents.

The vast body of statistical evidence is in favor of women drivers. This is particularly true for two primary accident causes: excessive speed and driving under the influence. These are characteristically male violations. The accident records indicate that women have significantly less than their fair share of these types of accidents.

Men ought to drive better than women. I submit to you that they can. They are stronger. They are more mechanically inclined. Vehicles are designed to fit their body size. Men generally have far more experience behind the wheel. Men's greatest difficulty seems to be that they do not welcome being told anything about safe driving.

During World War II, a unit of WAC's stationed on the west coast, driving the same equipment as a group of soldiers, completed a year of city driving with only one accident. During that same period the men reported 26 accidents — mostly minor ones. Told that the women had out-driven them, the men decided to show them. Thirteen months later the war ended the contest, but during that period neither the men nor the women had an accident. Men can drive as well as women. The question is: do they?

Sex is not an accident cause. It may enter into certain biological misadventures, but it is difficult to find statistical support to the argument that women drivers cause more than their share of accidents.

The next time you are inclined to make that popular accusation, "That's a woman driver for you!" remember, it may be a long time before we men drive safely enough so that an insurance company will be willing to sell us motor vehicle insurance as cheaply as they now offer it to the fairer sex. Only one factor has led to this — **women's driving record is better!**

- x.

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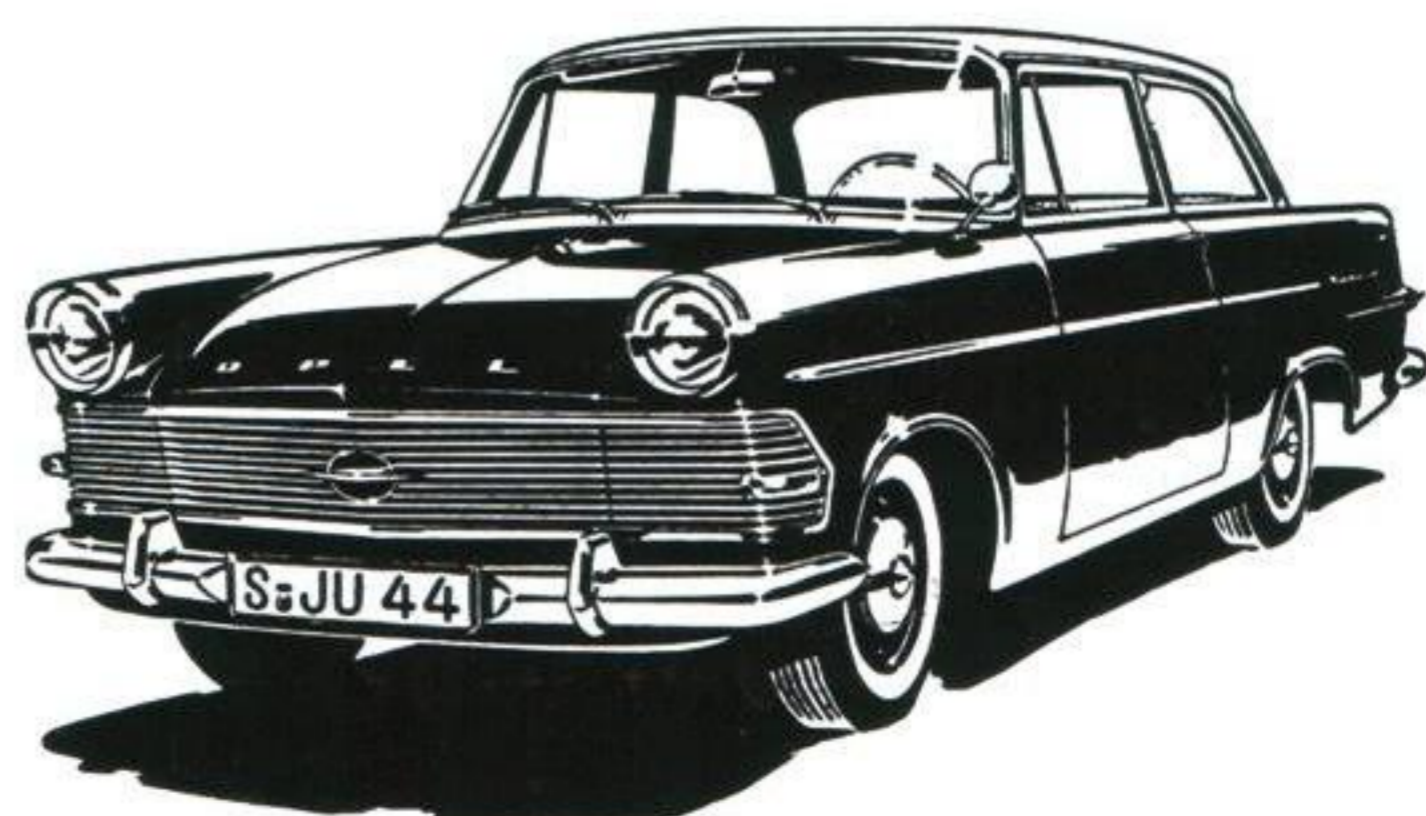
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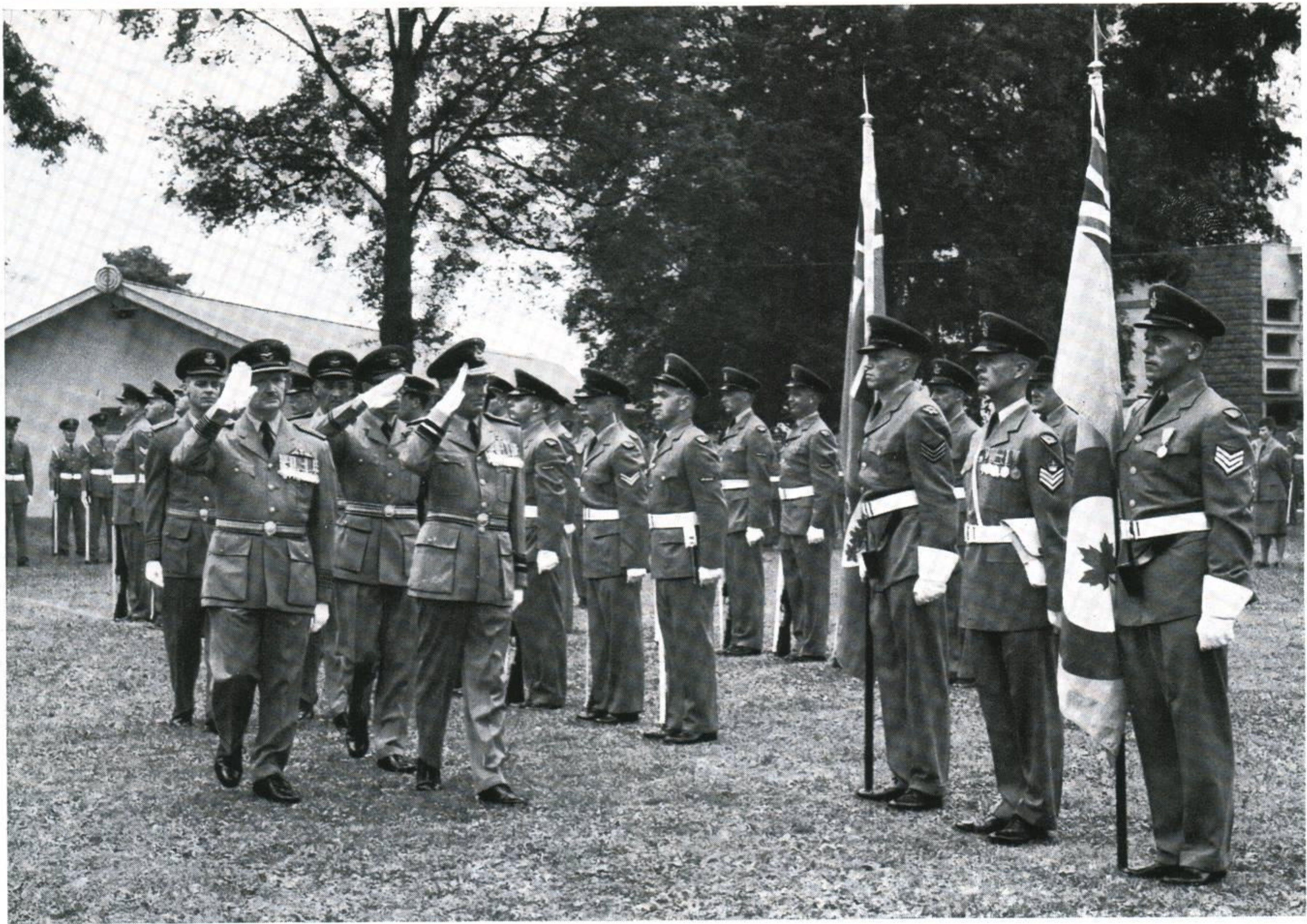
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Air Vice Marshall L. E. Wray, OBE, AFC, CD, salutes the ensign during his final inspection of the officers and men of 1 Air Division Friday, July 12, on the occasion of the handover of command to A/V/M D.A.R. Bradshaw.

Air Vice Marshal L. E. Wray, OBE, AFC, CD, handed over command of the RCAF's Air Division in Europe on July 12th, to his former Chief of Staff, Air Vice Marshal D. A. R. Bradshaw, DFC, CD.

A/V/M Wray, who has headed the NATO Air Division since mid-1958, will retire from the RCAF after 33 years of distinguished service.

The changing-over ceremony took place at the Chateau de Mercy, headquarters of 1 Air Division, during a full dress parade and march past attended by officers and airmen drawn from every RCAF unit in Europe.

Both officers are graduates of the Royal Military College, at Kingston, Ont. A/V/M Wray graduated in 1930 and was commissioned in the RCAF, while A/V/M Bradshaw received his commission in the Royal Canadian Dragoons on graduation in 1934.

In 1935, A/V/M Bradshaw transferred to the RCAF and received his pilot's wings in 1936 at Camp Borden, Ont. A/V/M Wray also trained as a pilot and served as an aerobatics pilot and on photo survey work.

At the outbreak of the Second World War, A/V/M Wray commanded Units at Rockcliffe near Ottawa and on the west coast of Canada, until 1941 when he was transferred to Air Force Headquarters, Ottawa. In 1943, after commanding stations on the east coast for a short time, he was transferred overseas in command of a station forming part of the RCAF's No. 6 Bomber Group.

While overseas, A/V/M Wray was shot down over Ger-

many and taken prisoner. His actions during his period of imprisonment and particularly during enforced marches to escape the advancing Russians, won him the Order of the British Empire (OBE).

Following the war, A/V/M Wray occupied positions as Air Officer Commanding, Air Transport Command; Commandant, RCAF Staff College; and at Air Force Headquarters. In 1954 he attended the Imperial Defence College and on his return was promoted to his rank and appointed Air Officer Commanding, Air Defence Command. Four years later, in 1958, he assumed his present position.

A/V/M Bradshaw, a flying instructor at RCAF Station Trenton, Ont. on the outbreak of war, was appointed Chief Instructor at RCAF Station Camp Borden in late 1940. In December 1941 he was transferred overseas where he served on bomber operations. During this period he was awarded the Distinguished Flying Cross for his skill as an operational pilot.

During the post-war period, he filled executive positions at Air Force Headquarters and at Units in Canada. In 1953, he was appointed Commandant of the Royal Military College.

In 1957, A/V/M Bradshaw was posted to Air Defence Command as Deputy Air Officer Commanding for Operations, and when the Northern North American Air Defence Region was formed in mid-1959 at St. Hubert, P. Q., he assumed the position of Deputy for Operations.

In July 1961 he was appointed to the post of Chief of Staff, 1 Air Division, the position he now relinquishes.

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# Royal Canadian Air Force Fire Service

The RCAF came into official being on the first day of April 1924. During that period, it operated stations at Vancouver, High River, Winnipeg, Camp Borden, Ottawa, and Dartmouth. Prior to this time, an Airfield Fire Service had been in existence in Canada during World War I at Camp Borden, Ontario. This training camp was proud of the automobile that had been fitted with extinguishing equipment and housed in its own fire house. The fire service was part of the Royal Air Force.

From 1924 until World War II, there was no fire service as is known today. The few stations which existed were responsible for their own fire protection, and responsibility was met by assigning airmen on a part-time basis to fire picket duties. Only three RCAF stations had fire trucks, the remaining stations relied on hose reel carts, placed throughout the station area. In 1940, when the British Commonwealth Air Training Plan began to take shape, the large number of flying stations which were built made the need for organized fire protection imperative.

The first fire fighters were trained under the supervision of the Ontario Fire Marshal, but later the increased demand necessitated the opening of an RCAF Training School at Trenton, Ontario. At its war time peak the Fire Service numbered approximately 700 people serving in Canada and overseas.

In 1947, when the RCAF began its post-war expansion for the training of NATO students, fire fighting services once again assumed an important role, and a re-equipment program was begun. The first to arrive were triple combination pumpers and 1,000-lb. dry chemical crash trucks; later, foam crash trucks were introduced.

The Fire Fighting School moved from Trenton to Aylmer, Ontario, and then on August 28, 1955 it was permanently established with other ground trade schools at RCAF Station, Camp Borden.

Today, the RCAF Fire Prevention Services have approximately 1,200 personnel under the direction of Squadron Leader B. C. Quinn, Air Force Fire Marshall, with his office and staff at Air Force Headquarters, Ottawa, Ontario.

The Fire Departments at individual stations have roughly the same problems as municipal fire departments. Air Force fire fighters, however, have one major commitment not generally encountered by their civilian counterparts, namely that of dealing with fires in crashed aircraft. Although not too many hours are spent in the actual fighting of such fires fortunately, a great many hours and a great deal of equipment are taken up in "standing by" and in training. When called upon, Air Force Fire Departments co-operate with neighbouring municipalities. The RCAF looks with pride upon its Fire Service, because it is truly an international humanitarian service. Many of its members are from overseas Fire Departments, and the United Kingdom is well represented throughout its ranks.

The aim of the Fire Fighting School is to teach the basic principles and fundamentals of fire prevention, protection and extinguishment, as applicable, to buildings, equipment, aerodrome protection, aircraft crash fire fighting, and the rescue of passengers and crew members. The types of courses given are Basic Firefighter Supervisor's, RCAF Civil Personnel Crash Rescue, RCAF Civil Personnel Structural Fire Fighting, Civil Personnel Structural Fire Fighting, Civilian Crash Rescue, and Automatic Fire Protection Systems.

The fire fighter apprentice is given a basic course of 23 weeks, which includes five weeks driver training. During the remaining 18 weeks, the potential fire fighters learn how to use the tools of their trade. They study academic subjects, use and maintain hoses, ladders, breathing apparatus; they operate fire pumpers, analyse fire alarm systems, extinguishers, and use forcible entry tools. A drill and fire tower is used to show students how to scale buildings, use hose streams, effect rescues, practice ventilation, and extinguish structural fires. This phase of their training occupies 12 weeks, leaving 6 weeks for schooling in the use of dry chemical and foam, as used in crash rescue.

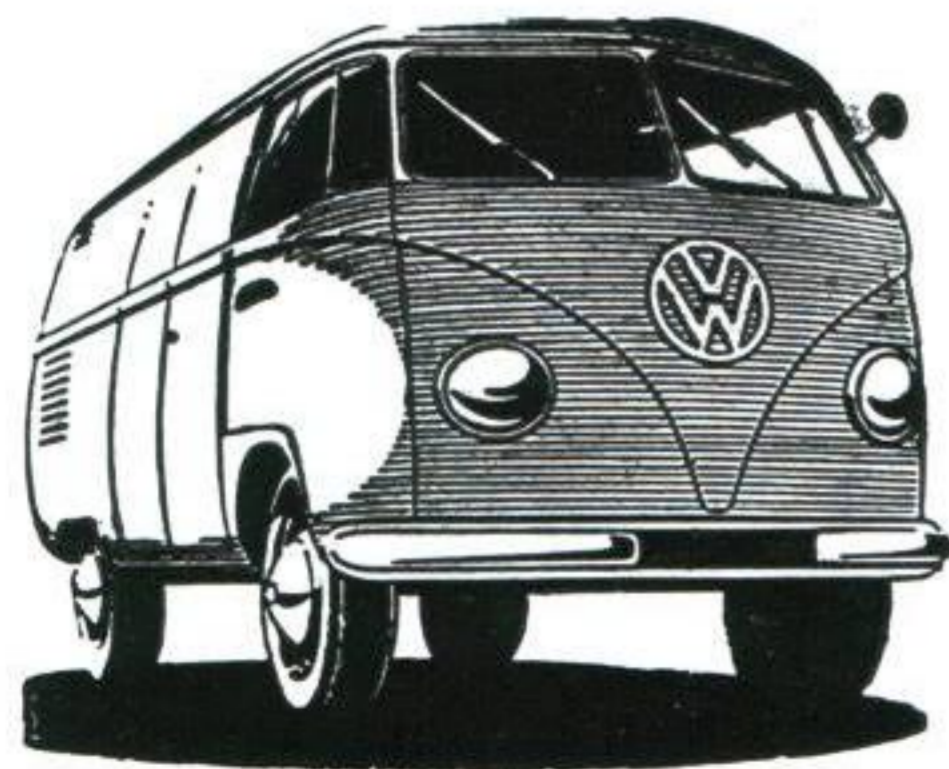
The fire fighter apprentice during his aircraft crash rescue phase is required to enter burning "aircraft" and carry out simulated rescue procedures. The "mock-up" aircraft is constructed of corrugated iron. In and around this training aid, gasoline is poured and ignited. This provides a suitable blazing and smoke-filled inferno into which the student fire fighter, in conjunction with an extinguishing attack and control of the fire must enter and effect rescue of dummies realistically placed throughout the structure.

Of course, the greatest problem encountered in such training is to overcome man's natural fear of fire. Continuous practice under good leadership and direction installs confidence in the trainees and develops their potential ability.

The RCAF crash fire fighting course is not confined to Air Force personnel, but also has been given to personnel from the Department of Transport (Air Services), Bell Telephone (Mid-Canada-Line), Canadian Pacific Airlines (maintenance personnel), and Northern Electric.

Since the Supervisor's course commenced in June 1956, over 200 Warrant Officers and Senior NCOs have successfully graduated. This course, of 14 weeks duration, brings Fire Chiefs up to date on latest fire fighting and crash rescue techniques.

The civilian personnel of the Air Force Fire Service are given a course, as their duties demand, in crash rescue or structural fire fighting, or both. A unique program was undertaken by the RCAF last year after the USAF moved out of a base in Newfoundland. All the civilian fire fighters were replaced temporarily by airmen, in order that the civilians could be trained together as a team in RCAF methods both at the driving school RCAF Station, Aylmer, and as

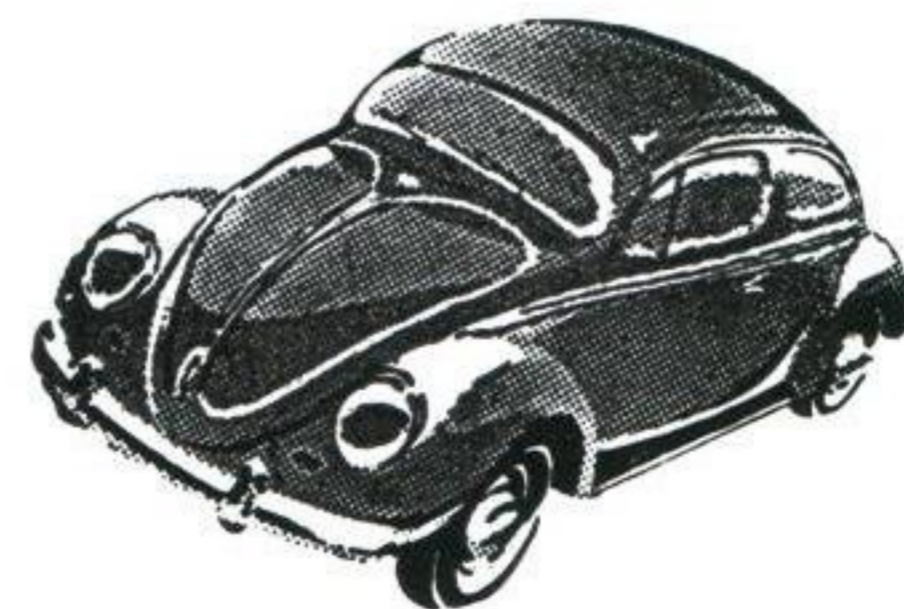


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fire fighters at the Fire School, RCAF Station, Camp Borden. It is believed that this undertaking was the first of its kind in any department.

A special four-week Automatic Fire Protection Systems course is conducted for personnel of the Department of National Defence Protection Services (Navy, Army, RCAF and Civil Service). With the progression of automatic protection systems in the Armed Forces, demand for this type of course is great. Students learn the operation, inspection, and maintenance of complicated systems.

As a result of the establishment of a Fire School in the RCAF, efficiency, standardization, and training of fire departments throughout the RCAF have improved and will continue to do so.

The Fire Fighter Apprentice graduates as standard group. After 12 months he becomes eligible to sit a group one trade examination; a further period of 18 months and then he is eligible for a group two examination. His group three is taken after a further two year period in his trade. All fire fighters receive trade advancement (on the job training) of 100 hours a year. Lectures and special instructions on new equipment are given in these periods, and he takes part in fire department drills, both structural and crash rescue.

Only the most proficient personnel are recommended for promotion through the ranks, after they are group three tradesmen. Duties in the fire halls are based on a 56 hour week, with special time off duty for statutory holidays. At all fire halls, sleeping accommodation and kitchen equipment are provided for the benefit of the personnel on duty.

All Air Force Stations have a street box fire alarm system. Automatic fire detection systems in buildings transmit directly to the fire hall via the street alarm system. Control towers operate direct crash alarm to the fire halls, plus radio control of crash trucks and ambulances.

Inspection duties and maintenance of equipment takes a large portion of the fire fighter's time. All buildings and fire fighting equipment located in them are inspected each month; building equipment receives a maintenance overhaul at six monthly periods. Married quarters are inspected twice a year for fire hazards, and a report is made out. The occupant receives one copy with requests for action to be taken to remedy any fire hazard. This report is returned to indicate that action has been taken. At the time of the next inspection, the inspector will check the old report to see what was noted, and if any further corrective action is necessary.

Fire training is given to Air Force and Civil Employed personnel, plus lectures on fire prevention in their own trades.



## Recommended Library Reading

### The Price — by Irving Wallace

In the vast and exciting new novel which follows his best-selling "The Chapman Report", Irving Wallace tells a behind-the-headlines story of the Nobel Prize — the greatest honour the world can award a man or woman, an honour that transcends man-made barriers of race, creed or colour.

Six people receive the cable of notification; men and women for whom the only common factor is the Nobel citation 'for researches in support of humanitarian ideals'.

In Paris, the man and wife winners for medical research into the vitrification of spermatozoa receive the award at a time when their marriage can least face the resultant publicity.

In California, a brilliant heart surgeon with an uncontrollable anxiety phobia learns that he will be joint winner with a rival Italian doctor who has a dubious war record.

A refugee from East Germany, the winner of the award in physics, remembers the compromises he was once forced to make in order to survive.

An American writer who has written nothing for three years feels he is unworthy of the Prize; his friends question only whether he will be sober enough to stand when he receives it.

These are the major actors; five men and a woman elected to receive the supreme palm of mankind's honours, to be feted as almost superhuman beings — their achievements to be discussed and applauded, their private lives to be spotlighted in the blinding glare of international publicity. And swirling around them are the thousands who have a part to play in the climatic week preceding the presentation ceremonies: Nobel academicians, agents from both sides of the Iron Curtain, an American newspaper woman assiduously digging for sensation, a Nobel judge who has dangerously compromised himself, an amoral Swedish millionaire, a spinster who holds a Prizewinner in bondage, a tragic girl despoiled by a past which haunts and inhibits her.

As they converge on Stockholm, "The Prize" evolves into an explosive evocation of the maze of political intrigue and personal conflict that surrounds and seeks to influence the awards; of the pressures brought to bear on the juries that decide the awards; of international plot and counter-plot for prestige in the Cold War; of men and women with their own private stakes in the greatest prize of all.

### The Cape Cod Lighter — by John O'Hara

Some of John O'Hara's critics have said, and many of his innumerable readers will agree, that much of his best work is to be found in his short stories and novels. In the latest collection of twenty-three of them, his mastery of this difficult genre is again evident in his command of three essentials — diversity of theme, economy of statement and formal nicety. This collection is the second since the author announced in his foreword to *Assembly* (1962) the good news of his return, after an absence of eleven years, to short story writhing "with an apparently unlimited supply of ideas". That was an occasion for general gratification. The publication of the *Cape Cod Lighter* will be another.

(continued on page 15)



## D. H. 9 A by Wo Tate

The DH-9A was affectionately called the nine ack. It was a development from the DH-9 but extensive design change was necessary to install the 400 hp Liberty V12. The Airco Company was well into construction of the twin engine DH-10 so the re-design was carried out by Westland. The first DH-9A was a modified DH-9, B7664, flown with a Rolls Royce Eagle VII for flight trials. The second DH-9A, C-6350, was a DH-9 Hendon built and converted by Airco. The supervision of the Liberty engine installations in the production 9A's was done by Packard Motor Company (USA) engine representatives. The first 9A with the Liberty was C-6122. By December, 1918, 885 DH-9A's had been built by the contractors. It is interesting to note that a large number of DH-9A's were test flown by Harry Hawker of



D.H. 9-I

which Hawker Aircraft of England is well known. The DH-9A differed from the DH-9 by having wings of longer span and wider chord. The fuselage was strengthened by removing the plywood partitions and using cross wire bracing. The rate of climb and service ceiling was improved. The DH-9A saw service after WW1 nearly all over the world from India to Canada. There were some American models built with welded steel tube fuselage.

DH-4M-2 by Atlantic Aircraft Corp. In 1920 eleven DH-9A's were given by the British to Canada. These aircraft as with the DH-4's were allotted to the Air Board Civil Operations and were used for forestry patrol and geological survey. In October, 1920, three DH-9's were scheduled for the first trans-Canada flight. The three aircraft flew different sections of the Winnipeg, Vancouver portion of the flight between 11 to 17 October, 1920. Aircraft were flown by F/Lt JB Home-Hay, F/L CW Cudemore (G-CYAJ) and F/L G Thompson (G-CYBF). G-CAYJ flown by F/L Cudemore flew the Regina - Medicine Hat section of the first trans-Canada Air Mail on 11 October, 1920. In 1922 we had 6 DH-9A's at Camp Borden and the remainder at Rockcliffe on photo survey operating on wheels or skis. The majority of the DH-9A's were destroyed in a hangar fire at Camp Borden in 1923.

## DH-9A Liberty

Built by Airco, Hendon, London, N. W. 9.; FW Berwick & Co., Park Royal, London; Man, Egerton & Co; Vulcan Motor Company; Westland Aircraft, Yeovil; Whitehead Aircraft, Dayton-Wright Airplane USA; engineering Division US Army, McCook Field, Ohio, USA.



**Total built** - 885 England and USA. USD-9, Eng Div - 2, Dayton-Wright 2, USD9-A - 5, Eng Div, -4 Dayton-Wright USD-9-B ea. 1.

**Specification** - Liberty

**Span** 45 ft 11 3/8 inches

**Length** 30 ft 3 inches

**Height** 11 ft 4 inches

**Wing Area** 486 3/4 sq. ft.

**Basic Weight** - 2800 lbs Max. 4,645 lbs

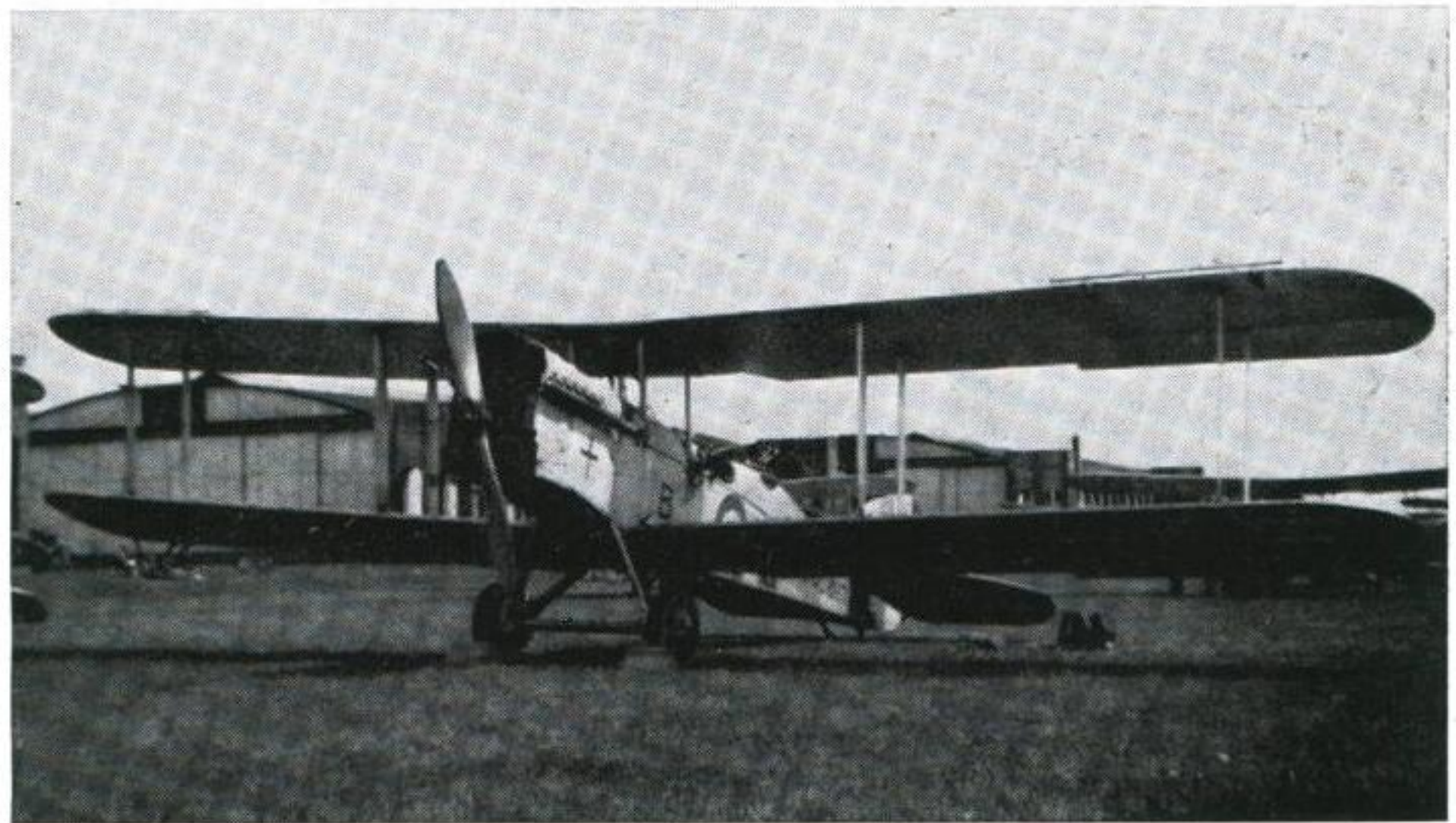
**Speed** at 10,000 ft - 114 1/2 mph

**Initial climb** 890 ft/min; Ceiling 16,750

**Range** 5 1/4 hours

**Engine** - Packard Liberty V12, 400 hp.

**Canadian Serials** - CAB



D.H. 9 A

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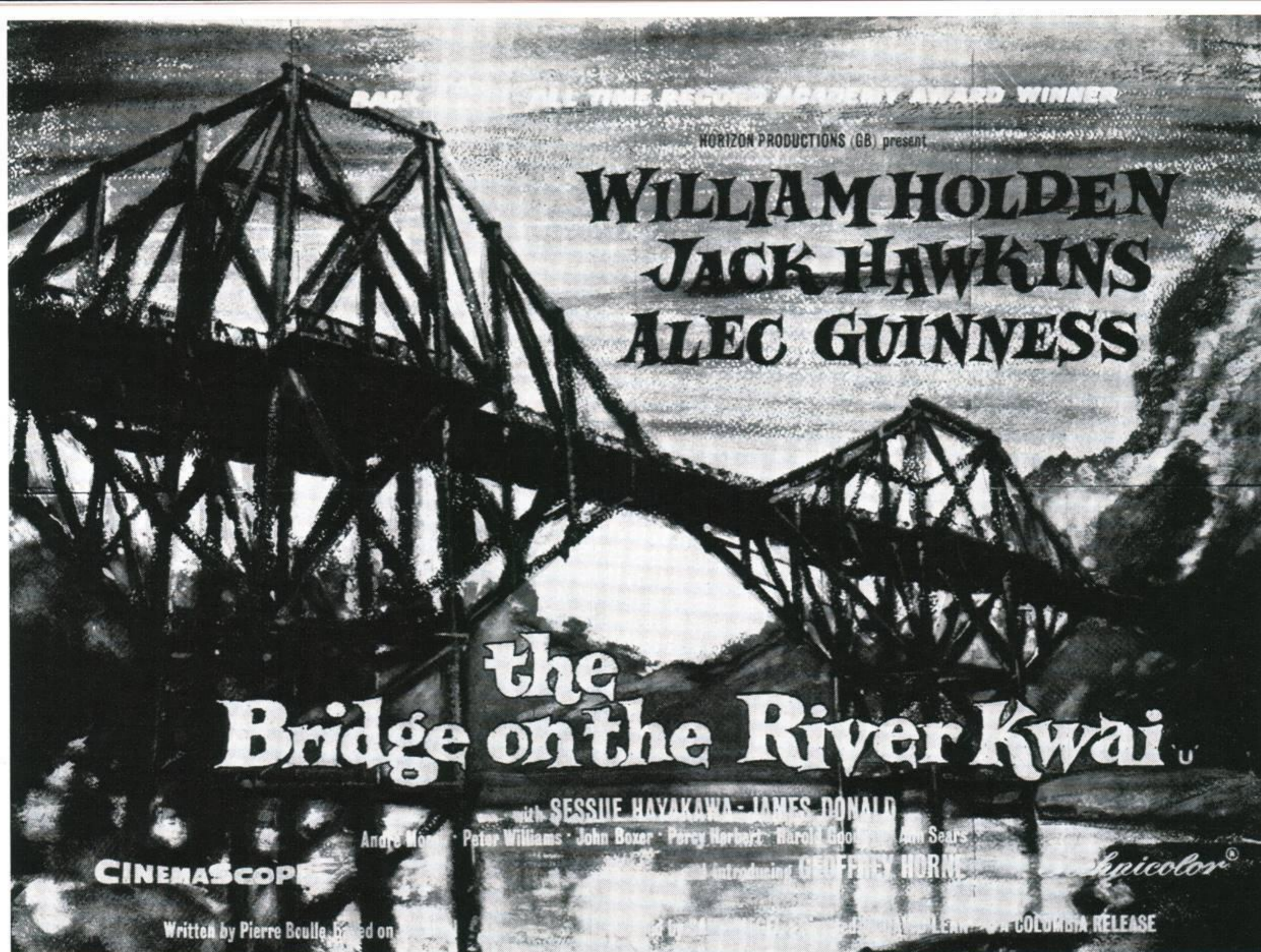
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A gripping, frequently disturbing, yet tremendously impressive, World War II melodrama, firmly based on Pierre Boulles' famous book and superbly presented in CinemaScope and Technicolor. It pivots on a Japanese prisoners-of-war camp in the Siamese jungle and mainly concerns an English colonel who, in his efforts to sustain the morale of his men, inadvertently aids the Japs by co-operating in the construction of a strategic bridge. An American naval man also plays a prominent part and his cheerful disregard for British Army standards and the fanaticism of the Jap commandant give additional purpose to its taut, provocative and exciting action. A magnificent war film, culminating on a note of almost unbearable suspense and authentically staged.

☆ ☆ ☆ YOUR AUGUST ATTRACTIONS ☆ ☆ ☆

- Fri. 16th. & Sat. 17th. "THE BRIDGE ON THE RIVER KWAI".** The outstanding record-breaking Academy-Award winner of a few years ago is without a doubt the recommended film of the month and is more fully described above.
- Sat. 17th. Children's Matinee. "DEATH COMES FROM OUTER SPACE",** starring Paul Hubschmid and Madeline Fisher, plus "TURF CELEBRITIES" (short subject).
- Sun. 18th. & Mon. 19th. "WITNESS FOR THE PROSECUTION",** starring Tyrone Power, Marlene Dietrich and Charles Laughton, is a gripping murder trial melodrama based on Agatha Christie's big West End and Broadway stage success of a plot to cheat justice. (U)
- Tues. 20th. "SAIL A CROOKED SHIP",** starring Robert Wagner, Dolores Hart and Ernie Kovacs, is a lively nautical comedy, with gangster overtones, about a youth and a girl who find themselves aboard a vessel commandeered by bank robbers. (U)
- Wed. 21st. & Thur. 22nd. "A GIRL NAMED TAMIKO"** is a CinemaScope-Technicolor melodrama starring Laurence Harvey, France Nuyen and Martha Hyer. Set in Japan it concerns an ambitious Russian-Chinese photographer whose affections are torn between a charming native girl and a brash American female. (A)
- Fri. 23rd. "BACHELOR FLAT",** starring Terry Thomas, Tuesday Weld and Richard Beymer, is a CinemaScope-Deluxecolor comedy dealing with the dizzy romantic vicissitudes of an English professor, attached to an American university. (U)
- Sat. 24th. Children's Matinee. "THE LAST ADVENTURERS"** starring Niall McGinnis and Lindon Travers plus "TALKING OF ANIMALS No. 2" (short subject).
- Sat. 24th. "GREYFRIARS BOBBY",** featuring Donald Crisp, Kay Walsh and Laurence Naismith, is a Technicolor sentimental comedy melodrama with engaging canine

- interest, set in nineteenth century Edinburgh concerning squabble over a homeless Skye terrier. (U)
- Sun. 25th. & Mon 26th. "40 POUNDS OF TROUBLE"** starring Tony Curtis, Suzanne Pleshette and Claire Wilcox. Photographed in CinemaScope and Technicolor it is a bright and warm comedy pivoting on a lush Nevada casino, telling how a homeless little girl innocently straightens out a professional gambler's romantic entanglements. (U)
- Tues. 27th. "TWO RODE TOGETHER",** starring James Stewart, Richard Widmark and Shirley Jones is a Technicolor Western about the spirited rivalry of a Texas sheriff and a U.S. Cavalry lieutenant during negotiations over the Comanche Indians' white prisoners. (A)
- Wed. 28th. "THE DEVIL AT 4 O'CLOCK"** starring Spencer Tracy, Frank Sinatra and Barbara Luna. An out-of-the-rut Technicolor action melodrama with religious overtones about a priest and three toughs who go all out to save children in a leper colony during a volcanic eruption. (A)
- Thur. 29th. "GO NAKED IN THE WORLD"** featuring Gina Lollobrigida, Anthony Franciosa and Ernest Borgnine. A CinemaScope and Metrocolor sex melodrama concerning a brief, but tragic encounter between a rich man's son and a fashionable call-girl. (X) Adults only.
- Fri. 30th. "THE BEST OF ENEMIES",** starring David Niven, Alberto Sordi and Michael Wilding, is a Technirama-technicolor comedy drama concerning a British officer and an Italian one who gain each other's respect during World War II. (U)
- Sat. 31st. Children's Matinee. "THE LONG, LONG TRAIL",** starring John King and Max Terhune, plus "UNKNOWN PIRATE" (short subject).
- Sat. 31st. "ONE HUNDRED AND ONE DALMATIANS".** A delightful full-length Technicolor Disney cartoon, adapted from Dodie Smith's book, describing "first hand" the love lives of a Dalmatian and its master. (U)



*Till Ireland*

# CFN SOELLINGEN

**Enlarging** poses problems not only for photographers, but for CFNS personnel as well. During the past month CFNS has been engaged in remodeling and some interior redecorating. Most of the finishing touches have been made in our new control room in anticipation of the arrival of our new console. All necessary technical adjustments will be completed by the 1st September and we will be fully operational from the new control room at that time.

The console is a two channel monaural model. This means that in future CFNS will be able to carry on with regular broadcasting on No. 1 channel and produce shows at the same time on No. 2 channel for re-broadcasting at another time. Each channel will be the same in technical contents, that is to say that if No. 1 channel fails No. 2 can be used for broadcasting and vice versa.

The Master Control room which will house the new Console will be the nerve centre of all regular broadcasts after September. CFNS Manager, **Tim Kotcheff**, has been doing the bulk of the work insofar as soundproofing is concerned. This is the most important operation to be carried out, other than the building of our console. The work is exacting and must be done carefully in order that there is an even distribution of sound quality.

New shelves have arrived for the Record Library. The shelves are capable of holding 1000 LP's and 1000 45's. CFNS has made arrangements with the larger record companies of the USA to receive their latest LP and 45 rpm releases every month. With these we will be able to provide you with an up-to-date Hit Parade and better listening music.

As you can see a lot of hard work has been done and there is still a lot more to do. When all this is complete, CFNS will be the best in Air Division. With this setup, CFNS can do regular broadcasting, produce another show at the same time, and by utilizing our old console, provide training for new announcers. Big things are happening at CFNS and the end result, we're sure, will be more and better programs to entertain the CFNS listener.

CFNS is always looking for new talents. If you've a mind to give radio broadcasting a try, come on over to CFNS and have a talk with our Manager or Chief Announcer. You'll be glad you did and we'll be glad you did.



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# Dear Mum

To Mrs. Phineas Phogbottom from her son Wilbur Phogbottom now serving in Germany in the Air Force.

"Dere Mom,

Well, here it is summer again and all the farmers are out driving there funny waggins. They look like overgrown corn mash barrils, you know what a corn mash barril is, we use to make Paw's medisin in them. I dont know what they have in them over here in Dooshland but it shore don't smell like corn squeezezens.

We shore have bin bizzy over here with these new airypains, the F-10 feer, ha, ha, that's Doosh for six. We have bin on a secret project at the Bum Dump planting flowers and grass, we thought it was sort of sissie like at first but our big boss told us it wuz fer cammaflaj. I dont know whut it means but all the ferrlers were kwite eksited and sed something about hiding in the bush so it must be pritty imporent.

We have a boss here wher we werk (not the big one) that we leeve at the dump every noon our as a gard, wile everybody goes home to eet. He has this mashine that he wont tell ennybody about becose we are not cleered enuff he sez. He puts this stick in his mouth and huffs and puffs just like our horse Maud use to do when she got the kilic from eeting to much kloover. Well, after he gets it all blown up neer to busting, he gives it a skweeze just like bill down the road use to skweeze sis out in the hog shed, and then out comes the sweetest skreem this side of Carlton Place, but you know, its funny, it shore keeps the infiltraitors away (and everybody else eksept me). We have a new toy her at work, I think the usa gave it to us so we kood get a good suntan driving in around. Akchully it is a big dinky toy, you know, like we had wen we were kids eksept it has a reel motor in it, abowt the same size as the one we had on the milk seperaitor.

Say, that reminds me, remember the time Ira fell in the whey barril and the pigs chased him all the way back to the lake trying to get a lick, I luffed so hard I swallered my choo of terbakker and wuz sick for three days. Well, the old Frow (thats Doosh for wife) and me is hedding fer leeve this week to get away from it all (as they say). Akchully, I dont know what we are getting away from becaws we will likely find more were we are going, so if you can find out what it is, pleeze tell us so we can look out fer it.

Well, Mom, I rekkin this is all ther is fer now so I will say Arrifadurshee (thats goodbye in Doosh).

Yore luvving son,  
Wilbur."

P.S. If you dont get this letter you be shure and let me know so I can write you another one.

W/Arm by J & J

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# Musik Maintains Morale

So far, 1963 has been quite an active year for the 4 Wing Trumpet and Drum Band, with the colorful Majorettes performing with the band on many occasions.

While music does maintain morale, it takes musicians to maintain music, and the Wing Bandmaster is always looking for personnel who are interested in becoming members. This especially applies to those who have never played before and are desirous of learning to play a trumpet or the drums.

Thursday evening at seven o'clock; this is when everyone who has played a trumpet, clarinet, saxophone, trombone, baritone, etc., gets together and carries on a most enjoyable hobby. The music room and photo club are both situated in the building west of the Post Office. It is hoped that a piano will be added to the music room so that the formation of a Wing Chorus may be possible in the fall.

The Wing Band has been invited to perform during the Bühler Zwetschgenfest (Bühl Plum Fest) which takes place on September 15 and 16: all being well, the band and majorettes will be there to represent Canada in this very spectacular event.

Our Wing has been privileged recently with the visits of two very excellent bands: The TC Band from Edmonton, and the Shawinigan Falls Cadet Band. With the appearance of these bands here, you can be sure that the incentive of the members of our band has been much aroused and they will be trying hard to improve on their fine performances so far in 1963.

(Library Reading Continued)

# One Flew Over the Cuckoo's Nest-by Ken Kesey

As he lurks in the rooms and corridors of a mental hospital, withdrawn from human contact behind the pretence that he is deaf and dumb, "Chief" Bromdin, a half-Indian, is well placed to study the workings of "the Combine" within these walls. The Combine operates everywhere, networking the land with copper wire and crystal, making men docile and disciplined, robbing them of their independence and virility. For the silent observer in the hospital ward there is no doubt that Nurse Ratchel, with her team of orderlies and her armoury of drugs and treatments, is one of its chief agents.

MacMurphy, a joking gambler, committed to the institution from a state prison farm, gradually reaches the same conclusion. He sees patients who are being cowed and shamed rather than cured of their feelings of guilt and insecurity, men who have forgotten how to laugh. He sets out to make them laugh, to make them like him, to make them gamble, to make them run wild. But as he challenges the authoritarian discipline of the "Big Nurse" more and more outrageously, he comes to a sober understanding of what he is up against. He begins by cocking a lusty snook at a martinet and ends locked in a deadly struggle with a being implacably hostile to the disorderliness of life itself.

This is a dramatic and intensely human first novel, sometimes frightening, sometimes very funny.

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# Touring our Flugplatz



## Telecom Tidbits

Another month having rolled around, another article is being requested by the Staff of this publication from the Telecom scribe.

There is regular coming and going now, personnel going on leave, and personnel returning from leave — with glowing stories and presumably tall tales to tell.

LAC Ron Johnston arrived back from Italy, his wife Carmel swears that she won't go camping again unless it is in a houseboat. Seemingly they were rained out a couple of nights. Ron mentioned that he didn't see Pope Paul, but he thinks somebody may have been peeping through the curtains at him. He said he saw them move.

LAC's Dick Beaulieu and Gord Pageot and families have taken off for the Riviera and Spain. New cameras were bought, so I presume a good deal of film will be used up during their jaunt.

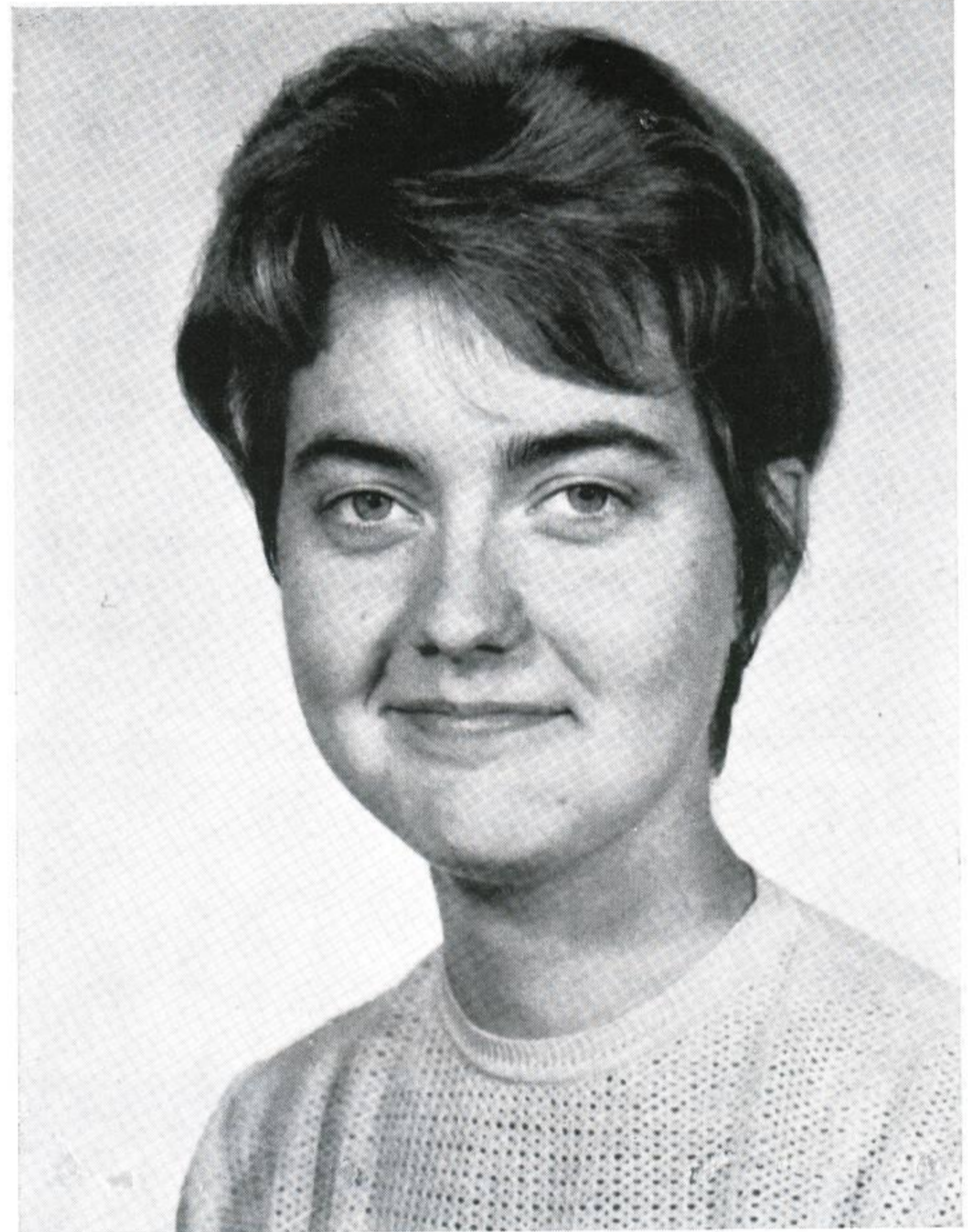
F/L Hermiston arrived back from an extended vacation, F/L Slauenwhite and the WTe10 and families journeyed around together, over the northern parts of Europe; he didn't look too happy to be back at work, but it's hard to tell when he wears his dark glasses. Put 3600 miles on the car, so presume a lot of country was seen and enjoyed.

We must make a correction to an article in the July edition, F/C Bucyznski's jalopy is managing to stay weather proof — yet. But mechanically it is just like an old soldier — and gradually fading away. As he will be leaving around the middle of September any offers for it will be considered — it does have good tyres.

Some people will go to any length to have a spot of leave: Cpl George Kilmer out a GCA broke his finger playing ball for Ops-Telecom, and managed to get himself one week's sick leave. He is wondering now how much leave he will get if he manages to brake a leg.

Cpl George Coffey has managed to get his Customs forms made out. He is going to have a large trailer behind his Lincoln, also a roof rack to get his loot out to 2CU. He says he is broke in cash, but rich in souvenirs.

By the time this appears in print, one of our Switchboard operators, Miss Ingeborg Horth will be the newly wed wife of LAC Vic Cossette (CO's chauffeur). They were married on 10 August. The best of luck to you, Inge and Vic!



INGEBORG HORTH

F/O Cook, our contact trainee, and family have left for Canada and Cold Lake. LAC Beaulieu and wife have also left for Stn. Armstrong (by Beaulieu I mean Lionel from the ComCen). Happy landings, and joyous reunions, folks.

As there is a surplus of funds in the section coffee fund, all the personnel are suggesting a Wiener roast or some affair, where they can take advantage of the good bookkeeping of the treasurer and have a feed and a few drinks for free.

As the writer is a disciple of Robert Burns, Scotland's

VW - WHOLESALE



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

Bard, and thinks there is no more expressive way of putting things on paper than in poetry, here is a little gem he thinks you will enjoy.

## True Love

The wonderful love of a beautiful maid,  
 The love of a staunch true man,  
 The love of a baby unafraid  
 Have existed since life began.  
 But the greatest of these,  
 The love of loves,  
 Even greater than that of a mother,  
 Is the tender, passionate and infinite love  
 Of one drunken bum for another.  
 That's all for this time, CUL.



Soellingen Sally shares a big welcome to all the new girls who have joined us in Europe. **Betty Alston** from Stn Cold Lake has joined the Orderly Room Staff, you will probably find her behind bars most of the time; **Carol Harris** from St Hubert, our ball star, can be found at the other end of the wing, at the message centre; **Lois Forster** from Stn Greenwood has joined the Accounts Staff — there goes our pay raise — our newest girls, joining the supply section, are **Cecile Croteau** from Bagotville and **Margot Roy** from Trenton. We hope your stay here will be as enjoyable as ours, it seems that some of the girls like it so well they manage extensions. Beware!!!

To say hello we must say good-bye. Leaving us last month were **Hazel Hudson** and **Margaret Paterson**. Both girls left the service, Marg decided to make a career of civvy street. Hazel married Bill Nordick on 27 Jul and they sailed to Canada on their honeymoon. The best of luck is extended to you for a happy future.

**Marina Yeo** and **Reg Parker** exchanged wedding vows on 20 Jul. As in the fairy tales, we hope you live happily ever after.

**F/O Patterson** spent a week in the hospital, we are glad to see you out and able to enjoy your leave.

There doesn't seem to be a must in the line of activities in the lounge this summer, the bar hours have changed a bit, we are closed Saturday nites and open Sunday afternoons.

In closing, I would like to mention that Soft Ball is over for this year, and would like to thank the boys who stood with us to the end. Believe it or not, we broke our record, winning our first game in two years. Next year we will win them all.

**Auf Wiedersehn.**

## Picture of the Month



Chapel in Rastatt Castle

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# Summer swim Program

The summer swim program at 4 Wing is now in full swing. The program has been divided into two courses, one in July and one in August. The July portion has just been completed and was very successful. Over 150 dependents took part, the majority being beginners. August classes begin on Thursday, August 1st, and it is expected that close to 175 dependents will take part.

The program offers four levels of instruction: beginners', juniors', intermediates' and seniors' classes. These classes are held each morning from Monday to Friday and the afternoons are left open for casual swimming. The children are taught by accredited Water Safety Instructors from among the personnel on the base. The instructors for the July portion were John Higgins from the Recreation Staff, Bob Pook and Len Brooks from Telecom., Stan Bengston from Maintenance and John Bulmer from C. E. The instructors for August are John Higgins, Bob Pook, John Bulmer, Stan Bengston, Len Brooks and Peachy Key. A special "Thank you" goes out to these people, as without their very capable instruction this program could not take place. A special "Thank you" also goes out to our very capable assistants Bob Curiston, Bill Cartwright, Carol MacKinnon and Victor Dubois.

## Why a swim Program

This is a good question. Many people think that the only reason for a swim program is to teach someone how to swim. This is not true. This is only one reason for such a program. The children are also taught how to behave in the water, what to do in an emergency and how to react when they find themselves in a particular situation.

## Failure faults

At the end of each course, tests are held. The beginners are tested by their instructors and the juniors, intermediates and seniors are tested by a qualified CRCS examiner. I will now set forth some of the failure faults of beginners:

1. Their **main problem** is that they are scared of the water, as all children learning to swim will be. However, some children overcome this more quickly than others.

2. **Spectators** — Where parents and spectators are interested in observing the examinations or classes, they should stay at a distance to insure no interference. It has been our experience that often parents and spectators tend to confuse and/or further excite the candidates.

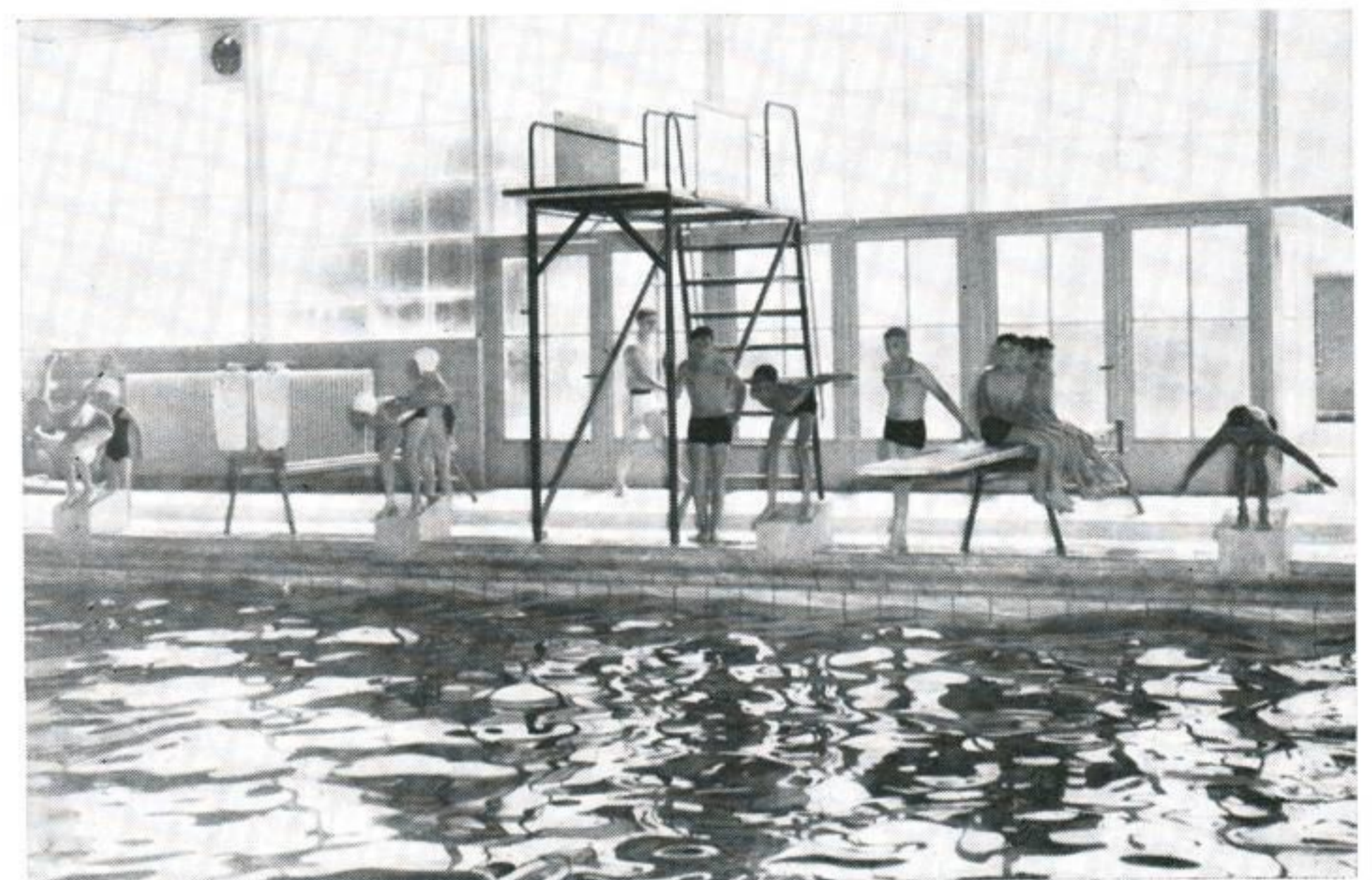
3. **Bobbing** — Not continuous, not rhythmic, eyes closed, not breathing properly.



Dependents' swim team, girls and boys, who will be participating in the Air Division Swim Meet at 2 Wing 21 August.



F/O Higgins instructing summer class students



Dependents' swim team members during drill period

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## Eleventh World Boy Scout Jamboree

The group shown in the photo comprises the 4 Wing contingent to the 11th World Boy Scout Jamboree to be held at Marathon, Greece. They departed 4 Wing on the 24 July 1963 for 2 Wing where a 2 day pre-camp was held with all representatives from other Wings and from the Canadian Army at Soest. This Canadian Overseas contingent comprised of 60 Scouts and 8 Leaders then left 2 Wing on the 26 July for Mannheim, where a special train was on hand to transport them straight to Athens via Yugoslavia.

The camp site for this enormous Scouting Jamboree is situated on the Plains of Marathon, 26 miles from Athens. Here will assemble approximately 15,000 Boy Scouts from 80 countries from all corners of the world.

The best wishes of 4 Wing are extended to all the 4 Wing Scouts who have had the privilege of being selected to take part in this unique experience.

The next issue of the Flieger will carry a vivid account of their journey and their experiences.

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