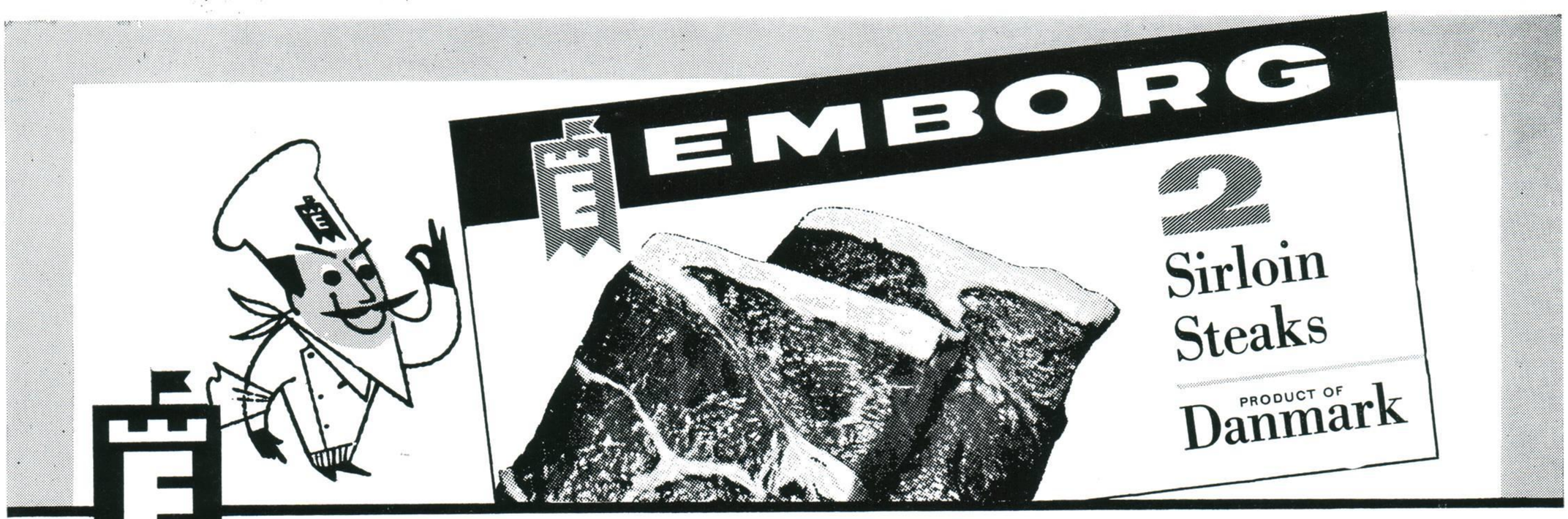
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Schwarzwald Flieger



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THE BUEHL PLUM FESTIVAL

COVER STORY



Plum Festival time in the nearby community of Buehl will be upon us this month, with its street parades and other celebrations.

Known locally as the "Plum Town", Buehl celebrates its traditional Zwetschgen-Fest (Plum Festival) on September 14th, 15th and 16th this year. The festival arrangements include exhibits of local industry, agriculture, handwork, trade and art, plus a procession of colourful groups in historical costumes illustrating the history of the town and the surrounding area of Middle-Baden. A fairground will be present, and there will be music and dancing to assist the general public in their merrymaking.

The cover photograph shows one of the floats in a previous year's street parade, representing an oversize "horn of abundance", filled with freshly harvested plums. This is only one of many floats decked gaily with flowers and fruits from the valleys and orchards of the district. Also featured in the procession will be this year's "Plum Queen", a local girl who is honoured with the title of "Miss Plum 1963".

The town of Buehl has been a recognized market centre for over six hundred years, and the traditions and customs of past centuries will be reflected in the parade this year.



"In Muenchen steht ein Hofbrauhaus . . ."

Munich's Lord Mayor will inaugurate this year's October Festival like every year, on the 21st September at 12 noon, to the sound of 12 cannon shots, while tapping the first cask of special beer on Munich's Theresienwiese Fairground, thus introducing Europe's greatest people's fair.

Special trains and special bus services have again been chartered for visitors from Germany and abroad. International Airlines will have special planes taking passengers from all over the world to this gay historical event.

The Munich October Festival dates back to the year 1810, when a horse-race took place on the occasion of the marriage of King Ludwig I. to Princess Therese von Sachsen-Hildburghausen. The races were on the 17th of October, the actual wedding day. The festivities continued to the 18th, when a farewell dinner was held for the guests. This was the beginning of the October Festivals, and they called the fairground "Theresienwiese" in honour of Princess Therese. The festivities had been so popular, that from then on they were repeated year after year, increasing in gaiety and extent. In order to profit by some good weather they started two weeks ahead of the usual time. Within a few years they added agricultural exhibitions, a great fair procession — a pageant of national dress and shooting clubs — through the city streets, and last but not least, the world-famed Munich Hosts for the Fair would offer Germany's tastiest festival beer to the accompaniment of mechanical organs, and everyone would join singing the chorus of:

Refrain:

In München steht ein Hofbräuhaus,
Eins — zwei — g'suffa!
Da läuft so manches Fässchen aus,
Eins — zwei — g'suffa!
Da hat schon mancher brave Mann,
Eins — zwei — g'suffa!
Gezeigt, was er so vertragen kann,
Schon früh am Morgen fing er an,
Und spät am Abend kam er heraus,
So schön ist's im Hofbräuhaus!

Verses:

Da wo die grüne Isar fliesst,
Wo man mit "Grüss Gott" Dich grüsst,
Liegt meine schöne Münchner Stadt,
Die ihres gleichen nicht hat.

Wasser ist billig, rein und gut,
Nur verdünnt es unser Blut,
Schöner sind Tropfen gold'nen Wein's,
Aber am schönsten ist eins:

Da trinkt man Bier nicht aus dem Glas,
Da gibt's nur die grosse Mass,
Und wenn der erste Masskrug leer,
Bringt dir die Reserl bald mehr.

(The English translation is as follows)

The "Schwarzwaldflieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C J. J. Jordan, AFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceeding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.
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"THE ONLY R. C. A. F. MAGAZINE EAST OF THE RHINE"

Refrain: In Munich stands a brewery,
Eins — zwei — g'suffa!
The barrels are emptied merrily,
Eins — zwei — g'suffa!
Many good men have proved their worth,
Eins — zwei — g'suffa!
No better place or beer on earth,
Start in the morning full of mirth,
Return in the evening unsteadily,
Great fun at the brewery!

Verses: Down where the green, green Isar flows,
The say "Grüss Gott's", instead of "Hello's",
Beautiful Munich town is there,
No other town can compare.
Water though cheap and clear and good,
Need we say it thins your blood,
Better than that is wine of gold,
But Munich beer's best, I'm told.
Only a large mug suits the taste,
A drink from a glass is just a waste,
You drink it down and call for Lil:
"Empty the cask and fill the till"!

You will find yourself humming and singing this catchy little tune with the very first refrain.

To give you an idea of the vast fairground, it needs only to be mentioned that Munich's great breweries each have their own festival-tent on the Theresienwiese-Fairground. Special Post-Offices are erected on the fairground, as well as 10 public phone-booths and several exchange offices. Besides police protection, there will be the Bavarian Red Cross with doctors and nurses to take care of anyone, should necessity arise, and also a station for lost children, including a bright nursery-room. There will be many different bands in national dress — German, Austrian, Swiss, French and Italian — taking part in the pageant.

On the fairground you will find as many as carousels, Punch and Judy Shows, all sorts of giantwheels, swings, toboggans, electro-scooters, hurricanes, crinolines, serpentine-railways, and what-have-you.

For gourmets there will be huge coffee-tents, sausage and snack-bars, fried-chicken-stands, sausage-stands, fried-fish-stands, cognac and schnapps-stands, and various stands, selling anything from souvenirs to balloons, chocolate, ice-cream and fruit.

Altogether a good two weeks to get away from the dullness of everyday-life, and enjoy yourself thoroughly in a lighthearted, cheerful way.

"For twenty long and wonderful years," mused the gentleman at the bar, "my wife and I were deliriously happy."

"Then what happened?" asked the bartender.

"We met."

VENICE



VENICE QUEEN OF THE ADRIATIC

The great Roman Empire began to crumble as invading armies from the North nibbled at its fringes. While the onslaught of these armies penetrated Italy the inhabitants of the plains took refuge in the sandy marshes of the Adriatic where tiny islands were formed by four large rivers which emptied into the sea. Thus Venice, among other centres, was founded in the year 451.

The centres in the Venetian lagoon gradually strengthened themselves and formed a government under the control of a representative of the Emperor of Byzantium. The growing threat from those settled on dry land around them forced the Venetians to greater strength. In 697 a military magistrate was introduced who took the title of duke or "Doge". This man was Pauluccio Anafesto the first of 120 Venetian Doges.

An attempt by the Franks in 809 to take possession of the lagoon failed and it was then that the long climb to riches and power began. More and more Venetian ships sailed farther and farther abroad, spreading her trade over east and west, and finally winning independance from Byzantium.

It was during this time, about the year 830, that St. Mark the Evangelist was appointed the patron saint of the city. His body was carried here from Alexandria by two Venetian merchants and laid to rest in a shrine built near the Doge's Palace.

By the year 1000 merchants of Venice were fanning out on business ventures from the German Empire to the Orient. Money poured into the city until it swelled to the bursting point with power and riches. One of the first examples of this wealth was the magnificent Basilica of St. Mark erected on the site of the old shrine around the year 1095. Like reaching greedy fingers the city's ships touched at more and more ports peeling away untold wealth. For the Fourth Crusade, ships and provisions were supplied by Venice and for her share she received large parts of the Byzantium Empire and a quarter of the city of Constantinople.

Owing to the enormous income from her fleets and land possessions, Venice was transformed into a splendid city of marble palaces, shops and factories. She gloried in great fetes and pageants, and revelled in the splendour of her painting, sculpture and architecture. It is here that Oriental art met that of Europe; the two were united but the city did

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not succumb to the different styles. Instead it adapted them to its particular ideals creating an atmosphere above all "Venetian".

Still unsatisfied with what she had, the city turned toward the land at her back and by conquest or treaty she brought many cities and districts under her canopy of power. Even Genoa, after a struggle of over one hundred years, was defeated when her ships were destroyed in the battle of Chioggia in 1380.

Venetian possessions continued to increase until 1450 but by this time the many battles she had won began to take their toll. She began to weaken and her coffers were nearly empty. In 1453 Constantinople fell to the Turks and trade to the East was interrupted by the Turkish threat. Although she fought bitterly, more and more territories were lost. After a period of peace Turks landed on Crete, the last foothold of Venice in the Mediterranean. For twenty-five years the battle for this small island raged but like her other possessions, it too was lost.

Finally the city that once represented an empire lay weak and wasted and she had to bow under the pressure of Napoleon who in 1797 handed her over to Austria. Sixty-nine years later, in 1866, the city became a part of the united Kingdom of Italy.

The city of Venice today is built on more than one hundred islands separated by 150 canals and connected by 400 bridges. To reach it by car you drive over a three mile causeway, and reach it is all you can do. At the end of the causeway is a large, 2,000 car garage where all vehicles are parked until their occupants are ready to leave the city. From here water transportation; by vaporetto or bus, a large boat taking a number of passengers; a motorscafo, or taxi, a small fast boat; and last but not least a gondola.

After leaving the car in good hands you can hire a gondola to take you on a leisurely cruise down the main street, The Grand Canal. This high road of the city is more than two miles long and winds like an inverted "S" through the whole of Venice. Three bridges arch over this busy waterway and some 200 ancient palaces line its banks. It is noticeable that



BRIDGE OF SIGHS

there is no rigidity of styles or symmetric regularity of proportions to the buildings along the way. The view is often a continuous succession of façades seemingly without depth and at times gives an impression of being painted in the air rather than built. The crowning point is where the Grand Canal widens into a majestic basin and the glorious vision of St. Marks and the Doge's Palace stands before you as your gondola bumps gently against the dock.

This is the heart of Venice. On dry land with your back to the waters of St. Marks Basin you face the Piazetta (Little Square) San Marco with the old library on your left and the Palazzo Ducale (Palace of the Doges) on your right. The opposite end of the square gives entry into the Piassa San Marco, an immense square of story and legend. It is bordered on three sides by two storey arcades and faced with the Basilica of St. Mark on the other. Walk through the swooping flocks of hundreds of pigeons to stand in front of the great basilica. It is originally Roman in structure and enlarged in Byzantium style to rival the splendour of the churches admired in Constantinople. The result: five columned doorways with semicircular arches, topped by a high terrace and over all five oriental domes, like rounded turrets of some imperial castle. On the second storey are four horses of gilded copper which once adorned the Hippodrome of Constantinople. In 1207, during the Fourth Crusade, conquering Venetians brought them home as a symbol of their triumph and the march of Venice towards its imperial destiny. Walk inside the Basilica and the incredible richness is something you will not easily forget. It is second only to that of the Basilica of St. Peter's in Rome. The whole interior is faced with rare marble below, and mosaics on a glittering gold background above. Wherever you turn, panels, colored

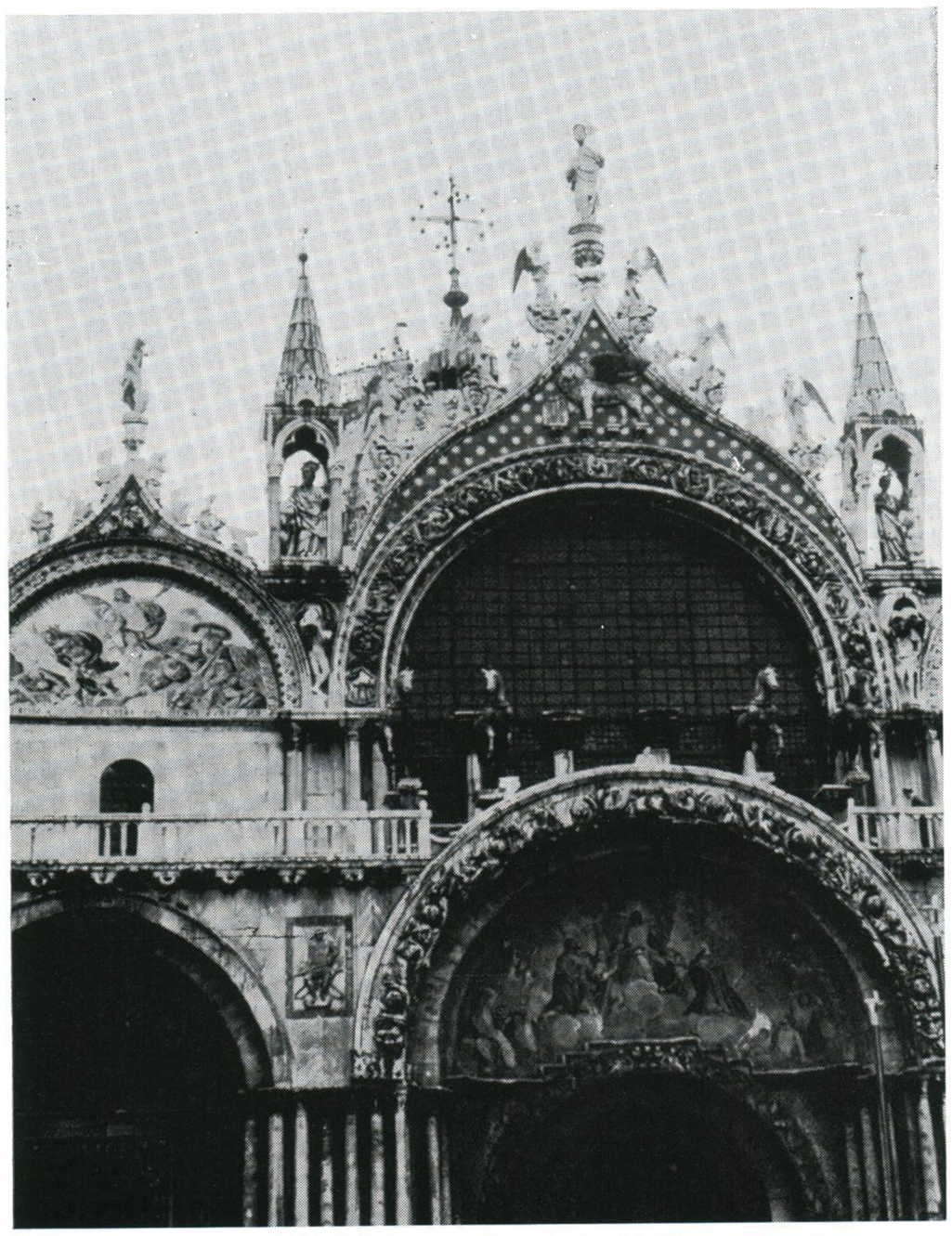
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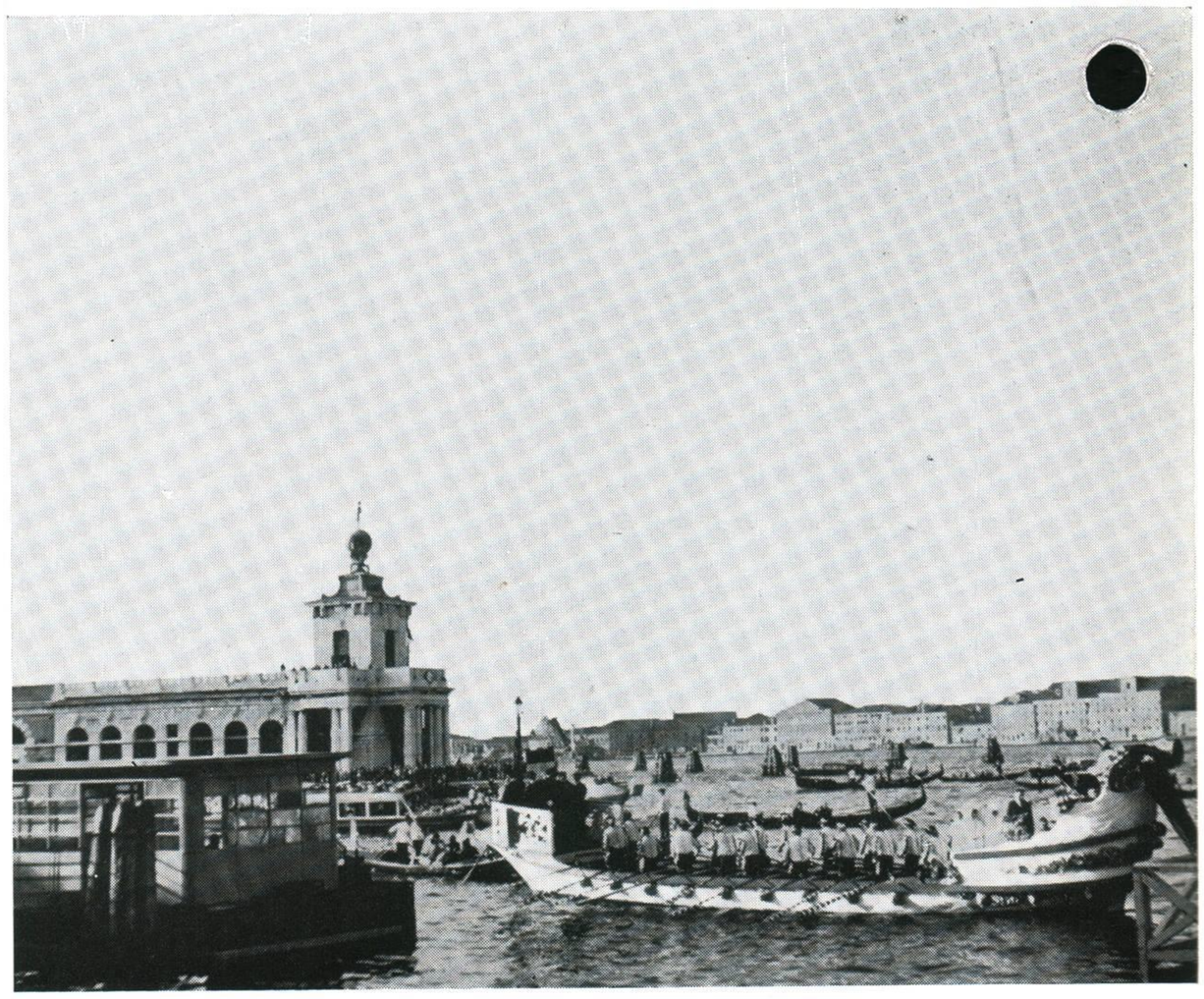
mosaics, chapels, entirely painted ceilings and a golden altar offer the supremacy of masterpieces in beauty and skill.

Returning outside and walking to the left you come to the Doge's Palace — the purest expression of Venetian prosperity and power in the fifteenth century. The Palace, built in three great wings with the fourth side blocked off as part of the Basilica, is a Gothic-Renaissance fantasy in pink and white marble. Entry is made through the Porta della Carta, a gateway between the basilica and the palace, and it opens into a great court-yard hemmed in by the palace wings. This is the home of the Doges of Venice. Here political business and justice were carried out in rooms that contain enormous riches in art, sculpture and relics. To begin to describe the beauty of these rooms and halls is beyond this writer's



BASILICA OF ST. MARK

ability. Their full value can only be absorbed by a leisurely tour with a guide. From the east wing a slender bridge spans a narrow canal and gives entry into the Pozzi Prison. The bridge is called the Bridge of Sighs because prisoners tried and convicted in the Palace caught their last glimpse of freedom as they crossed it to spend days and years in the dark, dank cells on the other side. It is well worth wandering through these cells and the gloomy dungeons below, where



ON THE GRAND CANAL

once were held many patriots who rebelled against the Austrian occupation in the late 1700's.

Once outside again you can head toward the centre of the city through a maze of shops, alleys, palaces, tiny squares, bridges, old churches and dark waterways so much alike that you can't tell one from the other. Coming upon the Grand Canal again, about half way down its length you will find the Rialto Bridge, noted for the small but expensive shops that line both sides of it.

If you wish to spend some time on the beach the Lido is the place to go. A fifteen minute boat trip across the lagoon will bring you to the world's best known sea-side playground. Here you may dine at the next table to an Indian Prince or sunbathe next to a Hollywood movie star.

Another short trip will take you to the small island of Murano which has won world wide fame for its one industry, — glass blowing. Here are many glass blowing establishments that have handed the art down from the father to the son for generations. Visitors are heartily welcome and a trip through one of these places should prove very interesting.

One more island of interest is Burano, the centre of the Venetian lace industry. You can see how the skilled workers accomplish the beautiful work that is displayed throughout the world.

It is impossible to convey all the wonders of this fabulous city in one article nor is it possible to see these wonders in one short visit, but whether you see them all or just a few, what you do see will live long in your memory after you bid Venice a fond farewell.

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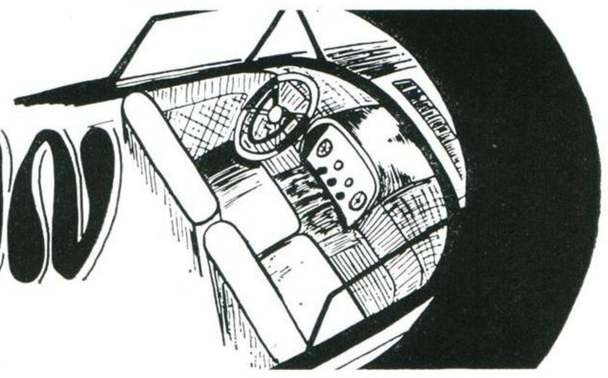
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Roadside first aid

The commercial vehicle operator frequently comes onto the scene of an accident where someone is injured. Knowing what to do — and what not to do — to aid the injured may save a life or minimize injury.

No one can give you a course on first aid in five minutes. It takes a lot of instruction and practice to attain sufficient skill to care for injured drivers properly. But we can hit a few of the highlights of what not to do and what to do.

Even if you know little about first aid you can do much to help protect the injured.

If the injured are trapped in a vehicle, move quickly to prevent other vehicles from crashing into it. At night get out warning flares, fast. A spot light directed on the wreck will help until the flares are placed.

Protect the injured persons from further injury. Be especially careful not to aggravate the injuries by attempting to move a prostrate or unconscious person. Great harm can be done by improperly moving persons with serious fractures. Broken bones can jab around like knives, slicing through arteries, veins and vital organs. Fractureds vertebrae can grind away with sever spinal cord nerves, resulting in needless paralysis or death.

I recall investigation one accident in which a man, thrown from a car in a wreck, was flung against a tree and bent around it in a broken-back arc. He was not suffering pain. His feet were insensitive to a pinch. I felt sure his back was broken, so I left him in position, waiting for arrival of an ambulance equipped with a traction stretcher onto which experienced aid men could stretch him safely for his trip to the hospital. Everyone at the accident had been admonished to keep hands off the injured man. He was perfectly comfortable. However, one do-gooder couldn't stand looking at the twisted figure. He bent down and quickly rolled the man over on his back, and straightened him into what looked like a proper position. The rough handling caused the broken vertebrae to saw through nerves, and death was quick to come.

Don't pick up a seriously injured person and haul him to the hospital, unless directed to do so by police authority. Instead send for the ambulance. There's no reason to worsen the injuries, and there's no need for a mad race-give the poor chap some chance to recover from the shock. Send someone to a phone to call the police for help.

It is usually best to report the accident and injury to the police because they know where to get help, quickly. The telephone operator will carry the ball for you. Just tell her to give you "police-emergency". Be sure the police are told exactly where the accident is. Too many wrong end runs are made by police looking for accidents reported to be east or north of some spot when the callers really meant west or south. Also, identify the highway by correct name. If it seems wise, ask the police to send medical aid too.

Your first aid should go only as far as you are certain you're doing the right thing!

Serious bleeding and stoppage of breathing require immediate action. For serious bleeding, apply the cleanest material available over the bleeding point and apply firm hand pressure until a bandage can be applied. If you understand the pressure points for control of bleeding, digital pressure against the underlying bone can stem the flow of blood. Use tourniquets only as a last resort.

Shock attends severe injury and it is a serious condition. It may result in death. It is a sort of failure of blood circulation, and it is most severe in older people. Shock is so serious that every effort should be made to offset it. It results in blood leaving the face and limbs. The skin is pale and clammy. Prespiration coats the forehead, lips and bands. The pale face means that blood is not getting to the head.

The head should be lowered so that blood will flow into it. Prop up the legs on a coat or a cushion to help the flow of blood. Stimulants such as coffee or tea are helpful. Most fluids are good, but alcohol drinks are completely taboo. Remember, a pale, white face means that blood isn't properly getting to the brain so lower the head to let blood flow into it. Cover shock patient with a coat or blanket to keep him warm.

Learn how to give artificial respiration in case the injured has stopped breathing. The American Red Cross offers training in this, and it has saved many lives. The Red Cross also offers basic and advanced courses in first aid, which will make you more useful when you come onto an accident scene.

Here are some general instructions that apply to first aid: Don't cause panic or excitement, protect injured against aggravation of the original injury; make sure injured is safely transported to a hospital. Never try to have a patient stand up or walk, until it is certain that spine, legs and pelvis are uninjured. Don't give fluids to unconscious persons. Try not to let the patient see his injury; otherwise deep shock may result. Don't hesitate to send for help.

Knowing what to to and what not to do can be the difference between life and death. Learn first aid. It could help save your life, too.

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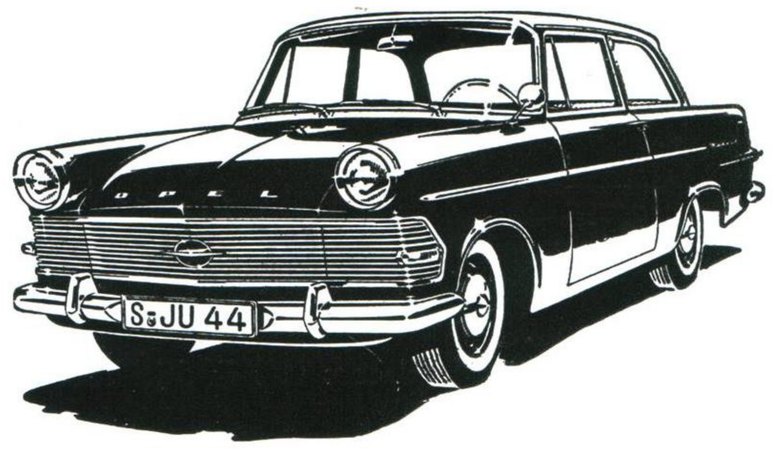
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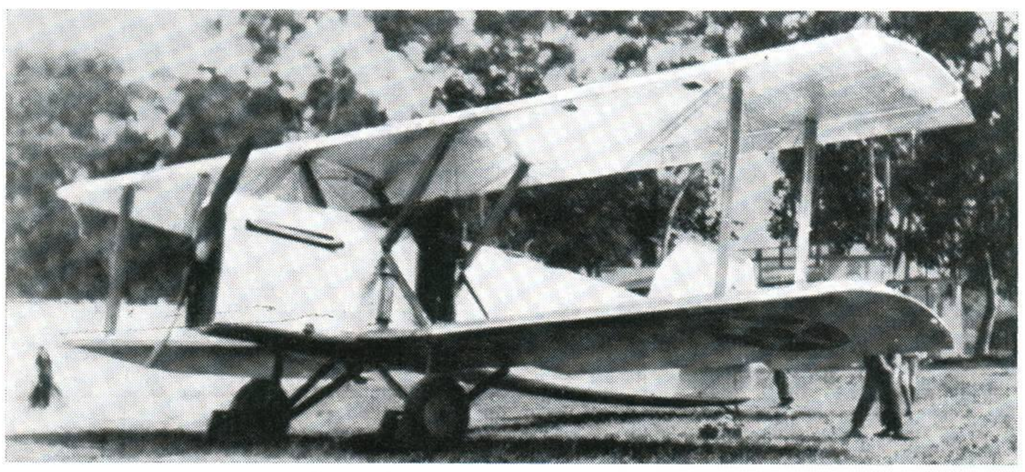
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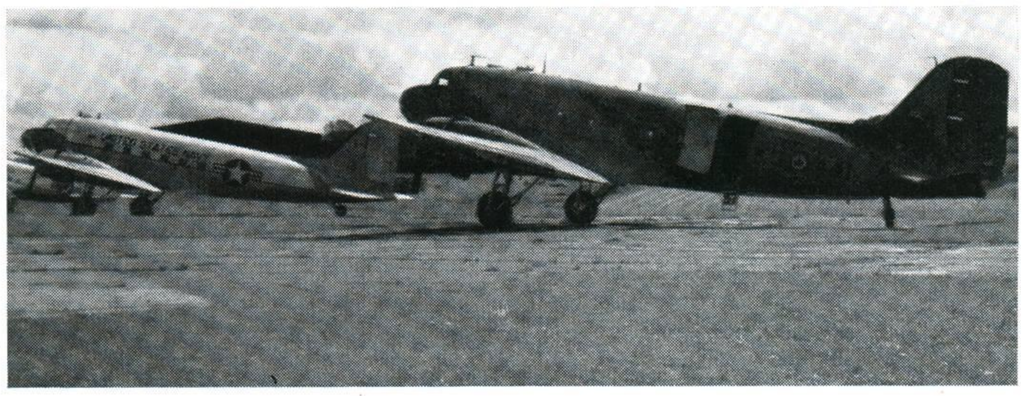
Douglas Spans the World

The above heading is the motto of one of the world's greatest transport aircraft manufacturers, Douglas Aircraft Co. Inc. The RCAF Transport Command, from the middle of World War II to the late 1950's, had as its main work horses the DC-3 and the C54-GM North Star. The North Star is gradually being phased out of the RCAF but the grand daddy of reliable transport, the DC-3 Dakota, affectionately known as the "Gooney Bird" is still being usefully employed. To reminisce a bit let us go back to the firm's humble beginning and trace its geneology to the present DC-8 jet transport.

In the year 1920 Donald Willis Douglas, with the large sum of $ 600 and intestinal fortitude started to build aeroplanes. The Douglas Cloudster was the first Douglas transport. This aircraft was a large bi-plane and used the Liberty "V"12 engine of proven reliability. The aircraft was constructed for a David E. Davis a sportsman who hoped to be the first man to fly the U.S.A non stop. In 1921 on its first cross-country attempt the Cloudster flew 785 miles at 85 miles an hour when the old Liberty packed up with a broken timing gear and a force landing was made at El Paso, Texas. The engine was repaired and the aircraft flown back to Los Angeles. It appears that the Cloudster's next try was going to be in May, 1923. Just about the time the flight was to begin the daily paper announced that two Army fliers, Kelly and McCready, had flown a Fokker T-2 non stop from New York to San Diego, California — 2516 miles in 26 hours and 50 minutes. This was during the 2nd and 3rd May, 1923.

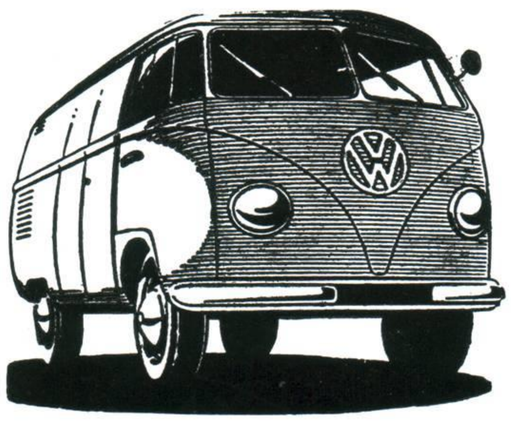


In 1922 Douglas built the DT plane for the U.S. Navy (DT-Douglas Torpedo). In competition with the other aircraft builders for a Navy Torpedo plane Douglas won the award. Douglas delivered three Torpedo planes to the Navy (1924). At this time there was intense rivalry between the U.S. Navy and the Army. Douglas designed for the U.S. Army the famed and historic Douglas World Cruiser and it is from this historic flight that the motto "Douglas Spans the World" originated. The Army purchased 4 Cruisers with the intention to out-do the Navy by flying around the world. The aircraft was a large Liberty powered bi-plane with twin floats or wheels and similar to the C1 and M2 Douglas with a 50 foot span and its gross weight was 8000 lbs. On April 6, 1924 the four aircraft left Seattle, Washington for Alaska. Major Frederick Martin was in command. As they skirted Alaska the "Seattle" flag plane of the group had to make a forced landing. Several days later the world was relieved to hear that Major Martin and Sgt Harvey had made their way back to civilization. The remaining three cruisers were now under the command of Lt. Lowell Smith and they proceeded to fly down the Aleution island chain and on to Japan. Their



flights were 200—600 mile jaunts between service ships or bases which had all been prepared in advance. From Japan they flew down the coast of Asia to Siam, India, Arabia and up through Europe to London England, arriving there on 16 July, 1924. At Brough, England the landing gear was again removed and floats installed for the North Atlantic hop. During the flight between the Orkney Islands and Iceland the "Boston" was forced down with engine trouble and the aircraft badly damaged when a Navy ship dropped the aircraft when hoisting it aboard. The "New Orleans" reached Iceland first and the "Chicago" a few days later. From here both aircraft made the 830 miles to Pictou, Nova Scotia (this was their longest leg of the flight). At Pictou a replacement was waiting and these three aircraft flew across the U.S.A. and arrived back in Seattle on 28 September, 1924. The round circuit was 26,345 miles flown in 363 hours and 7 minutes lapsed time of 175 days and at approximately 72,5 miles per hour. The flag plane Chicago and the New Orleans are now in American aircraft museums.

The first successful mail plane was the M1 derived from the O2 Army observation plane. The first U.S. Army cargo aircraft was the C1 of which 9 were delivered in 1925. Its gross weight was 6483 and had a wing span of 56 ft 7 inches. Maximum speed 119. From 1925 on the U.S. Army and Air Force have never been without Douglas cargo aircraft. On 17 April, 1926 the world's first schedule Air Service was begun with a Douglas M2 and flown by the U.S. Army. It was the normal pattern at this time for civilian aircraft to be flown by Army pilots.

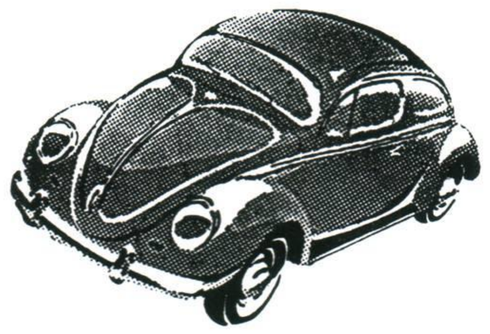


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The year 1928 saw Douglas become a corporation and it was known as The Douglas Aircraft Company Inc. Donald W. Douglas the founder, I believe is still the chairman of the board. Douglas deviated from land planes for brief periods and built flying boats and amphibians but he was always firmly convinced that land planes were the logical carrier for economical transport. His first of the series of world famous transports was the DC-1 designed and built in 1934 and was the prototype of the DC-2. The DC-2, standing for Douglas Cargo number 2. The DC-3 or Dakota was derived from the DC-2. The DC-2 had no dorsal fin, the span was 85' and maximum weight was 11,000 lbs lighter. The DC-2 pilots claimed it was delightful to fly but horrible to land because it was so easy to bounce and it just kept on bouncing. The heating system was terrible so the pilots froze in winter. Dutch K.L.M. pioneered flying in Europe with DC-2's. The U.S. Army DC-2 were the XC-32 each 1 (1936) C32, C33, C34, C38, C39, C41, C41A, C42. By the time the C42 was reached (1938—39) the all-up weight was increased to 23,624 and horsepower from 750 to 1200. Maximum speed remained about the same — 212 to 225 mph.



By now the DC-3 was in production and the Civil Airlines were flying them. The DC-3 was re-engined with Pratt and Whitney twin Wasps. R-1830's — 92 of 1200 HP each. The U.S. Army received its first DC-3 (C-47DL's) in 1941. The RCAF has nearly all C-47A's and C-47B which were built at Santa Monica, California in 1942. The DC-3 changed the undercarriage oleo legs which reduced the tendency to bounce on landing. A large dorsal fin was added, cowl gill flaps, better heating, radio equipment, etc. It is a proven fact that no two DC-3's have exactly the same instrument panel. By 1939 Douglas transports were flying 93 % of the world's schedule air lines. From 1936 to 1942 Douglas transports had flown a total of 30,000,000 air miles. The Military version of the Dakota is the C47 A, B, C, D, C-48A (staff transport), C48B (Sleeper for 14) C-49, C-49A to H, C-50A—D, C-51, 52, C-53A to D. During WW2 10,000 DC-3's were built for the military. The RCAF DC-3 is the Dakota and are classed as DC-3's Mk.3, Mk.4's. The Mk.3 was the general transport version. The 3S was called the Snatch or glider tug. The Mk.4 has a two speed supercharger R-1830-90C P & W and was used for transport. The UP was high altitude photo work. The Dak 3 & 3S were used extensively at the (CJATC) Canadian Joint Air Training Centre at Rivers, Manitoba for glider towing and glider pick up training from the late 1948 to 1956. The Dak used on this work were put through severe tests. During a pick up you fly over two poles that are about twelve feet high and about 15 feet apart, throttle back, drop the hook, pick up the tow rope, and then open the throttles again. The glider is accelerated immediately from 0 to 120 mph. The nylon tow ropes stretched about 5 feet each pick up and the rope had to sit for 24 hours before re-use so that it would shrink again. The Queen of the CJATC fleet was Dak 3S KN-441. This aircraft, after being subjected to such ignominious duties for a long time, was badly stretched out of shape. The cargo doors fitted so badly that the winch operators nearly froze to death in cold weather. There has been a great deal of controversy about how much Dak glider tugs stretched. Some people like fish tales reales really had old 441 stretched — the story was she was two feet longer, flattened on the sides instead of round. In actual fact it is unlikely the aircraft was stretched more than an inch or so but she appeared to be badly distorted. Even with all this punishment KN-441 was the fasted Dak we had at Rivers. The DC-3 was originally designed to cruise at a maximum of 206 according to the manufacturer. There must be something radically wrong with the military versions as most cruise from 140 to 160 depending on condition and load. The C-47 or Charlie 47 was also the mainstay of the paratroops training at Rivers until the C-119 Packets were received there in early 1953. The DC-3 has a good safety factor as far as load is concerned and were flown with a 50 % increase in payload over the recommended 5000 lbs (increased to 7500), when flying the humps between Burma and China. To-day the Airlines and military are still looking for a replacement for the DC-3 as yet Old Faithful is still holding her own.



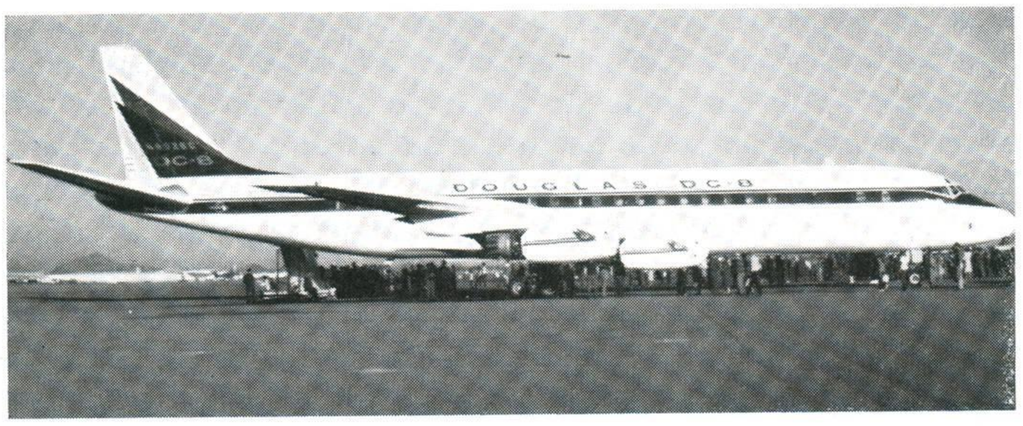
The DC-3 gave way as the prime mover of goods and people to the C-54, a magnificent 4-engine aircraft that maintained the Douglas tradition of really fine cargo carriers. The Canadian version of the DC-4 was the C-54-GM North Star built by Canadair. The RCAF received its first North

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Star in 1947. The Canadair version of the C-54 powered with the Rolls Royce Merlin 620 is about 40 miles per hour faster than its American counterpart but has a pay load reduction of 5500 lbs due to wing spar limitations. This is because of the use of liquid cooled engines that are further out from the spar and increased stress due to their weight penalty of glycol coolers etc. The increases speed was gained through improved streamlining of the inline engine. The North Stars of 426 Squadron, when on the Korean airlift, sometimes shocked the USAF C-54 pilots. A few times when a Star would over-take a C-54 on the route they would feather one



engine and fly past him on three. It was not done very often as it was undiplomatic and may have strained U.S. — Canadian air relations. The North Star proved itself as throroughly reliable as its sister the C-54 with radial engines.

The North Star, with its liquid cooled engines, was ideally suited for operations in the North as the Merlin engines were much easier to start at —40° below than the P & W R 2000's. The worst thing about the aircraft was the noise and Trans Canada Airlines decreased it somewhat by installing cross-over exhaust. This put the exhaust gas away from bouncing off the side of the aircraft. T.C.A. were practically all phased out of Stars in 1960 and the last of their Daks was sold this year.

The U.S. Army C-54's were first in operation in 1941. The all-up weight was 65,800 — this was later increased to 73,000 in the C-54B. The RCAF had 24 Stars and the U.S. Army had 954 C-54's. The C-54 is still flying scheduled and non-scheduled airlines all over the world plus many military.

After the C-54 came the DC-6, a large DC-4 and then larger still the DC-7. These models are still flying in many major world's airlines. There are no DC-7 flown by any Canadian airlines. The DC-6 military is the C-118 USAF.

The last of the famous Douglas transports is the 4 engine jet DC-8. Trans Canada Airlines flies DC-8's on the domestic and overseas runs. You will still see on the rudder of Douglas aircraft a globe on which is inscribed "Douglas Spans the World". In this year 1963 it can still be said that Douglas transport aircraft are flown by more companies than any other in the world.

Departing guest: "Well good night-hope I haven't kept you up late."

Host: "Not at all. We'd have been getting up soon, anyway."

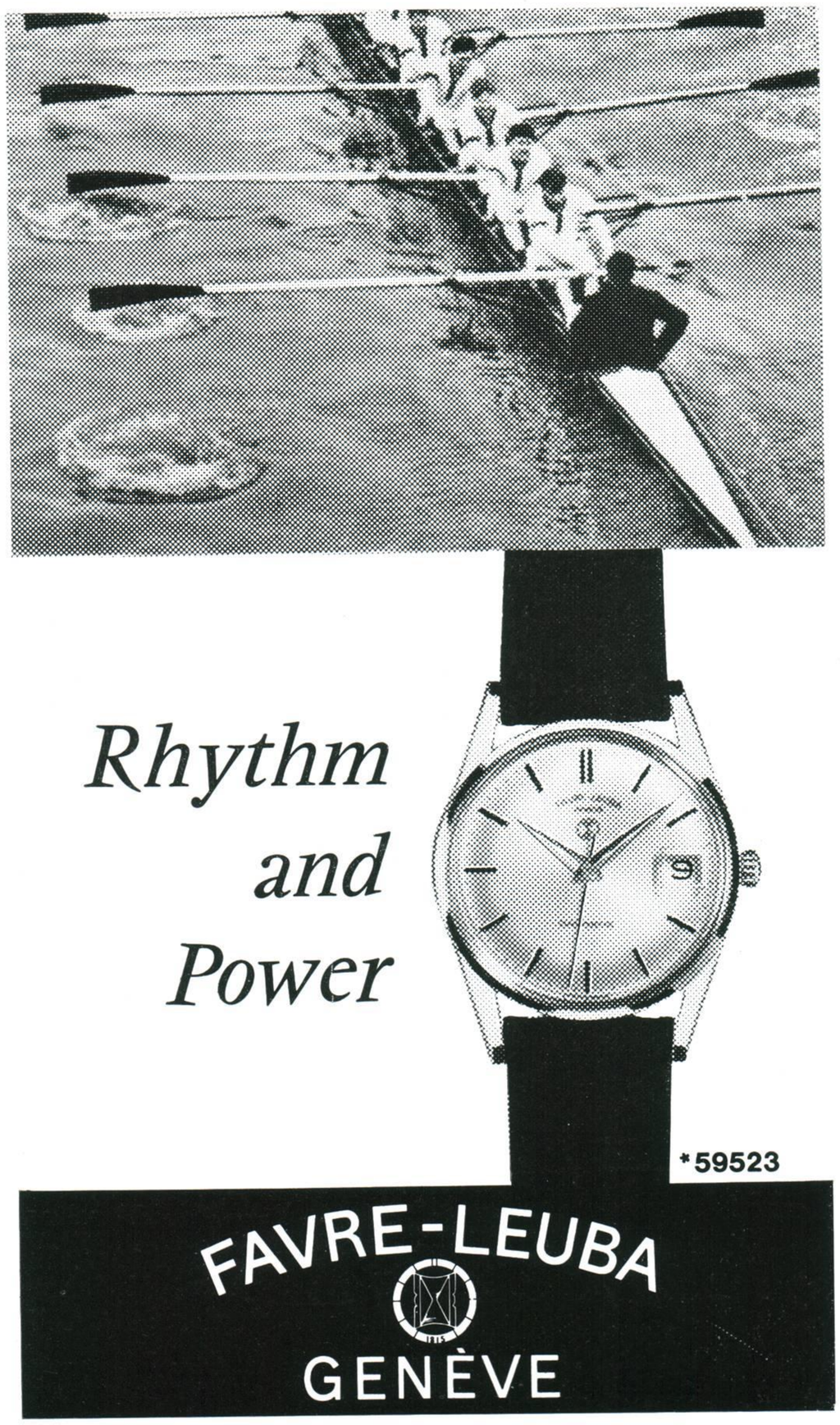
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Stereo - Hi Fi - Radio



A number of personnel during their overseas tour purchase stereo, Hi-Fi or radios. If you are one of these would be buyers, here are a few points that should be taken into consideration.

Sets made in Europe are for local or export market. The only set that will give satisfactory service in Canada is the export model. The reason for this is that frequencies used for commercial radio are slightly different in Europe than they are in North America. Electrical power is also different.

The power supplied in Canada is normally 110 volts at 60 CPS. European power is from 127 volts to 250 volts at 50 CPS. 50 or 60 CPS current will not make much difference to a radio, tunner or amplifier, but any motor will be affected. Therefore, record players or tape recorders must be converted according to the type of power available. To do this we use a CPS conversion kit. This kit should be purchased at the same time the set is bought. Later, when you are ready to go home, the kits may not be available. The kits may cost from a few pennies to quite a few dollars, depending on whether the set needs a shaft changed, or if a new motor is required, for the 60 CPS current. These kits are included with export sets, but may cost extra on local market sets.

Frequencies used in Europe are: FM (UKW) — 88 Mcs to 104 Mcs, in North America we use 88 Mcs to 108 Mcs. Therefore European market sets will not cover the complete FM band in Canada.

Short Wave (SW) and Broadcast (BC-MW) bands are the same world wide.

Low frequency (LW-LF) which is the wave length below the normal broadcast band, is used by some commercial radio stations in Europe, but in North America it is used only for radio beacons, marine craft, etc. The LF band will be found only on sets made for the European market.

Three points to look for on a set if you want to use it in Canada are:

1 FM-UKW band must cover from 88 Mcs to 108 Mcs.
2 No LF-LW band in Canada.
3 Must operate at 60 CPS power.

Ladies and Gentlemen!

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

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RCAF Air Division Float



The RCAF Air Division float for the Fete de la Mirabelle parade held in downtown Metz recently features a sixteen foot model of the CF-104 Super Starfighter with which the squadrons of the NATO Air Division are equipped. In the background is the US Air Force entry.

A 16-foot replica of the RCAF's CF-104 Starfighter, decorated with 10,000 gold and white dahlias, was a feature of the annual Fete de la Mirabelle parade here Sunday.

The Fete de la Mirabelle, celebrating the harvest of the tiny plum peculiar to this northeastern corner of France, draws thousands of spectators and participants to the week-long festivities each year.

Headquarters of the RCAF's NATO Air Division is located just outside this ancient city, and Canada's Air Force will be much in evidence during Sunday's parade. In addition to the flower-bedecked float, there was a Drum and Trumpet Band composed of players from 2 Wing at Grostenquin, 3 Wing Zweibrucken and the Air Division's Headquarters at the Chateau de Mercy.

Rounding out the parade were 24 other floats, nine different bands, and folkloric groups from Spain, Hungary, The Netherlands, France and Germany.

Last week, senior officers of the Air Division officially welcomed the Queen of the Mirabelle and her three princesses to the Chateau de Mercy, headquarters of the Air Division. The 1963 Queen is a pert, 19-year old brunette, Mlle. Marie-Claire Karcher, who was elected at a giant rally attended by 2,500 people.

The Fete de la Mirabelle Royalty were guests of honour at a reception in the officers' mess and were presented mementos of the occasion.

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Stamp Collecting

Stamp collecting or philately as it should be called is the most popular hobby in the world. It is the hobby of Kings and the King of hobbies. It is popular because of its appeal to all ages from the youngster in Cubs or Brownies to the retired person with time on their hands requiring some activity to fill it. In addition it is a hobby which lends itself to use in hospitals or convalsescent homes where the individual is partly immobilized.

Many famous people have been or are philatelists. Some of the world renowned figures who have collected stamps are the Late King George V of England who had one of the best stamp collections of his time. This collection will no doubt remain one of the best in the world as it was added to during the reign of George VI and our present Queen is following in her Father's footsteps, in this respect. Other notable collections were made by King Farouk of Egypt and by the late Franklin Delano Rosevelt former President of USA. One of the better known present day collectors is J. Edgar Hoover, head of the FBI in the United States. Both the Farouk Collection and the Roosevelt collection have been broken up and sold at quite a handsome profit.

People who do not collect stamps themselves sometimes get the idea that a considerable amount of money may be made in collecting stamps. However, one thing that they do not realize or think of is that the market for stamps is much like the stock market. Prices for stamps sometimes rise quite rapidly but like the stock market they may drop as rapidly. An excellent example is a stamp recently issued to commemorate the life of the late Dag Hammerskold, Secretary-General of the United Nations. A genuine error was made in the stamp and the price to collectors skyrocketed. The nation that put out the stamp printed many thousands with the error still incorporated in the stamps. Naturally the price dropped to a normal level. This sort of incident harms the prestige of any nation among stamp collectors. Other incidents of a similar nature have happened in the past and the national image of the country outside its borders drops for a while until the incident is forgotten in the Philatelic World.

Canadian stamps have never been the most colourful ones but have always competed favourably in world competitions for design, etc. The stamp issued by Canada to commemorate the life of Alexander Graham Bell who invented the telephone, won a prize as the fourth best designed stamp in the world in 1949 when it was issued. Since then several Canadian stamps have won various prizes in world competition.

People of all ages are attracted to philately. This hobby also appeals to their pocketbooks because you could collect stamps and just buy a plain loose-leaf notebook, a packet or two of hinges and get cracking. If you collect used stamps, you could remove the stamps from letters coming into your home and you would likely be surprised at the speed of growth of your collection. One facet of philately is to collect postmarks from various towns and cities. This is one of the least expensive ways to collect stamps and with all the various advertising circulars, etc. which we are bombarded with today you could likely build quite a collection of town cancellations without a great deal of effort.

Two other facets of stamp collecting are First Day Covers, (covers or envelopes posted on the first date of issue of the stamp). Another is collecting Stampless Covers, (letters written before adhesive postage stamps were invented). These topics will be discussed in a future article.

Odyssey by Jet

The following appeared in the 13 July issue of the Winnipeg Free Press.

It is familiar lament among today's armchair philosophers that modern life has become suffocatingly dull. No more romance. No more derring-do. In our mechanized, tranquillized, prepackaged and image-organized society all exitement is lost, imagination blunted. We all are diseased with boredom and the vaunted symptoms range from juvenile delinquency to religious decay.

It is, of course, the philosophers, not the world, who are bored. But surely even the chilliest of cynics could not escape a small thrill of excitement over a story such as was told from Montreal the other day.

It had all the elements of classic drama: A young man lies critically ill. Only a rare drug can save him. But the drug is half a world away, in Brussels. To the rescue roar the heroes — all appropriately dashing in various uniforms, borne on their mission of mercy by winged silver jets.

A TCA trans-polar flight brings the drug from Brussels to Winnipeg, when bad weather prevents a direct flight. From Winnipeg it is taken by RCAF jet trainer to Montreal. From the airport it is rushed by the RCMP to the hospital where the sick man waits.

It is all accomplished in an incredibly short period of time. Who, on hearing such a story, can say that the twentieth century yields no food for the imagination?

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AUF WIEDERSEHEN!

The Mayor of Metz the ancient city of northeastern France paid tribute to RCAF Wing Commander J. D. Harvey yesterday, in recognition of his efforts in promoting Franco-Canadian understanding.

At a ceremony at the city hall, Mayor Raymond Mondon presented a commemorative plaque and a photographic album of the city to W/C Harvey, who has served as chief public relations officer at the RCAF Air Division Headquarters here for the past two years.



His Worship, Raymond Mondon, left, Mayor of the City of Metz, France, presents Wing Commander J. D. Harvey with a commemorative plaque and photographic album as a memento of his tour of duty as public relations officer at the RCAF's No. 1 Air Division Headquarters based near Metz.

During the brief ceremony, Mayor Mondon thanked the Canadian officier on behalf of the city for his "sympathy, understanding, and support" during his tour of duty as RCAF spokesman in Europe.

Speaking informally in his office, the Mayor said, "There has always been a close understanding between our people and the Canadians, but it has never been more pronounced than it is today. We realize, Colonel Harvey, that this is because of you and your staff."

W/C Harvey, born and educated in Toronto, left for Ottawa at the end of August where he will assume the duties of Director of Public Relation at Air Force Headquarters.



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Recommended Library Reading

The Fire Next Time — James Baldwin

The Fire Next Time contains the complete text of James Baldwin's explosive article that appeared in The New Yorker of 17th November 1962. It also contains a letter to his nephew on the 100th anniversary of the emancipation of slaves in America.

The book is a plea and a warning — a plea that all Americans should look to the true state of their land — a warning of what may happen if they do not. 'If we', James Baldwin writes, 'do not falter in our duty now, we may be able — to end the racial nightmare — and change the history of the world'. The fact of the Third Reich alone, he adds, makes obsolete forever any question of Christian superiority.

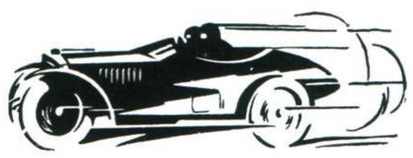
His recent novel Another Country has established him unquestionably as a writer of supreme and universal importance. No wonder the Sunday Times critic wrote 'Let our novelists (and our moralists) read Mr. Baldwin and tremble. There is a whirlwind loose in the land.'

Power — Howard Fast

In 1920 Alvin Cutter, a young New York journalist, is assigned to cover a miners' strike in a small town in West Virginia. Within a few hours of arriving he has seen twelve strike-breakers shot dead in a gun battle. This is his introduction to violence in the coalfields — and to the miners' leader Benjamin Renwell Holt, who believes in Power and little else, and whose ruthless energy forges the greatest labour union in the United States.

Ben Holt is a coal miner, but for him coal is power as he fights his way up from the bottom to the top. Through Alvin Cutter's eyes we see the union in its early days when the struggle is toughest. With the breaking of the strike come evictions, poverty, starvation and years of struggle for the right of the workers to organize, fought out in places as far apart as dingy committee rooms in the soot-streaked mining towns and the President's office in the White House. It is the story of many devoted men and women who share the years of defeat, and of the two women with whom Alvin Cutter's life is linked, one killed by a strikebreaker's bullet, the other going through with him to share the final triumph — and disillusion. But above all it is a story of Ben Holt, who fights with guns, strikes and ballots until he becomes the undisputed head of American labour.

Power is a novel with tremendous impact — a love story and an adventure story, a story filled with excitement, passion and humanity, that holds the reader from the first page to the last



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SUN 15th — 2.30 — 8.00 PM

MON 16th — 8.00 PM

TUES 17th — 8.00 PM

A stupendous action and romantic melodrama, brilliantly photographed in Super Technirama 70 and Technicolor. It closely follows the checkered, yet triumphant, career of El Cid, Spain's greatest hero, who, in the eleventh century, united the Christians and the Moors under one king. (U)

THE LONGEST DAY

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SUN 29th — 2.30 — 8.00 PM

MON 30th — 8.00 PM

TUES 1st — 8.00 PM

A brilliant and breathtaking World War il melodrama, finely photographed in CinemaScope. Adapted from Cornelius Ryan's documentary best-seller, it vividly re-creates the momentous events that occurred on June 6, 1944, the day the Allies invaded Nazi-occupied Normandy. (A)

Girl of the Month

Elke Sommer



☆ ☆ ☆ YOUR SEPTEMBER ATTRACTIONS ☆ ☆ ☆

Sun. 15th., Mon. 16th. & Tues. 17th. "EL CID" starring Charlton Heston, Sophia Loren and Raf Vallone is a spectactular costume movie and is more fully described opposite. (U) Note special prices and showtimes.

Wed. 18th & Thur. 19th. "JUMBO" featuring Doris Day, Stephen Boyd and Jimmy Durante is a Panavision and Metrocolor circus musical. Adapted from Billy Rose's famous New York production it is set at the turn of the century and pivots on Jumbo, an educated elephant who helps to keep the wolf from a "big top" owner's tent. (U)

Fri. 20th "MYSTERY SUBMARINE" starring Edward Judd, James Robertson Justice and Laurence Payne is a World War II naval melodrama based on Jon Manchip White's play. It gives a first-hand account of a daring British raid on a Nazi U-boat "wolf-pack" poised to intercept an allied convoy. (U)

Sat. 21st. Children's Matinee. "QUEEN OF THE WEST" a western starring Maria Hart and Drake Smith plus „BILLY MAYERL ENTERTAINS" (short musical)

Sat. 21st. "ONE, TWO, THREE" starring James Cagney, Pamela Tiffin and Horst Buchholz is a Panavision farcical comedy walking a dizzy tightrope between East and West Berlin. It concerns a soft drink executive whose dream of a transfer from Berlin to London is shattered by his boss's headstrong teenage daughter, who secretly marries a young communist. (U)

Sun. 22nd. & Mon. 23rd. "SPARROWS CAN'T SING" starring James Booth, Barbara Windsor and George Sewell. A triangle comedy melodrama unfolded in London's colourful, though seamy, Stepney. Based on the successful stage play, it frankly describes how a not-so-ancient mariner and his perky young wife resume their marital relationship, strained by the former's enforced absence. (A)

Tues. 24th. "BACHELOR IN PARADISE" starring Bob Hope, Lana Turner and Janis Paige is a CinemaScope/Metrocolor romantic comedy. It describes a bestseller bachelor author's hetic "hibernation" in a typical American garden city and his final submission to the "ball and chain". (A)

Wed. 25th. "BLUE HAWAII" starring Elvis Presley, Joan Blackman and Angela Lansbury. A sunny Panavision and Technicolor comedy musical dealing with a romance between a lusty U.S. ex-serviceman and a pretty and spirited half-French, half-Hawaiian girl. (U)

Thur. 26th. & Fri. 27th. "THE WRONG ARM OF THE LAW" starring Peter Sellers, Lionel Jeffries and Bernard Cribbins. It concerns a resourceful Cockney gang leader who does a deal with the police in order to eliminate a rival mob and then plans to double-cross the law, but is denied the last laugh. (U)

Sat. 28th. Children's Matinee. "VENGEANCE IN THE SADDLE" a western starring Ray Corrigan and Dennis Moore plus "HIS HAPPY HEATH" (short subject).

Sat. 28th. "FLOWER DRUM SONG" starring Nancy Kwan, James Shigeta and Myoshi Umeki is a spectacular Panavision and Technicolor musical adapted from successful Rogers and Hammerstein stage hit and is the story of Chinese-tangled love affairs in San Francisco. (U)

Sun. 29th., Mon. 30th. & Tues. 1st. Oct. "THE LONGEST DAY" starring John Wayne, Richard Todd and Robert Mitchum and 40 other top international stars is the story of D-Day and is described more fully on the opposite page. (A) Note special prices and showtimes for this film.



Touring our Flugplatz





Telecom Tidbits

A BIG welcome to our new arrivals: From St. Huberts, Cpl Gordan Latham and his wife, Mrs. Gord Latham. From St Sylvester LAC Glenn Fisher and wife. And from that Spot of SAND and SNOW on our Eastern shore Goose Bay we have LAC Jim McCabe and his wife Maria.

Hear everyone out at the TX Site is making a mad scramble to see who can pick the most plums off the tress. Good thing the dogs are gone.

Ian McDermid on leave in England and had what seems to be a good time. Pat Murphy just back from a sunny tour of the French Beaches? F/L Hermiston has also returned from the French shores, we have had no comments from him on the speed and efficiency of French garages. Our man Scotty is off to Holland and Paris for a wee breather and left his job (?) in the capable (?) hands of Jack Ziebart. Gord Pageot off to Canada on a bit of TD at his old Alma Mata, Clinton.

Glad to see Frau Lortz back with us in the switch board after month of sick leave. As she arrived back Yvette took advantage of the situation and after begging and borrowing a few camping items, left in her new Anglia for St Tropez.

Congratulations go to Larry and Mrs. Feltham out GCA way on their new addition, Robert Wayne.



SUPPLY

by Jagetal

Hello Folks, believe it or not the Supply Bashers are now going to submit a column. Certainly a pleasure to send one along to the Flieger.

Wholesale personnel changes have taken place during the last few months and you never saw so many new faces around.

We Welcomed Recently:

S/L Martin our new SSupO from 30AMB Langar, who has taken over the reins of Supply for 4 Wing.

F/O DK Meldrum from 1 Wing who our new Warehousing Officer (Non-Technical).

Sgt E Ohennessian from 30AMB who will help Vic Hudon wield the whip in Stock Control.

LAC H. Smith who left Stn. Trenton just to help Sgt Nichols get things running in Maintenance Supply.

LAW G. Rubisch from Stn. Senneterre to work (?) in LPO.

LAW M. Roy said good-bye to Stn. Trenton to work in our Stock Control Section.

Good-bye to:

S/L J. K. Downey to AMCHQ.

Cpl R. Lloyd to RCAF Dusseldorf Detachment.

and believe it or not —

LAC H. (Andy) Devine to CJS London of all places. Certainly glad to see such a nice fellow get this well deserved transfer.

Holidays and Social

Holiday times are happy times, and personnel taking advantage of the summer months were reported as having vacationed:

Spain and the Costa Brava: F/O and Mrs. Jones, FS and Mrs. Proulx, Cpl and Mrs. Burton, Cpl and Mrs. Smith, Marge Cawood, Manon Guinard, Dawn Parker and hubby. Dawn, by the way, will have completed 5 years faithful service to Supply when this issue goes to press.

Swinging south to Italy were: F/O and Mrs. Meldrum, WO2 and Mrs. Wallis, and FS and Mrs. Hudon.

Keeping closer to home were: Cpl and Mrs. McCaughley, LAWs Journeault, and Croteau who visited Paris, while we saw FS and Mrs. Arnold, Cpl and Mrs. Forder and LAC and Mrs. Smith taking in the sights and scenes of Holland.

Probably the longest mileage attained by any of our Supply personnel was Sgt Mike Krumenacker who flew to Canada on a month's leave with intentions of bringing back a bride

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to dear old Deutchland. True to his word Sgt Krumenacker was united in marriage to Miss Florence M. McNamara, at St. Joachins Church, Crystal Falls, near St. John NB on July 6. Mr. and Mrs. Krumenacker took a TCA honeymoon across Canada visiting friends and relatives enroute through Montreal, Toronto, Regina and Weyburn Saskatchewan.

Sgt and Mrs. Krumenacker arrived at 4 Wing in August, and are presently residing at 9 Gunzenbachstrasse Baden-Baden. Welcome to Deutschland Florence and may your stay here be truly happy and pleasant.



SGT and Mrs. Krumenacker

Farewell Party

Thursday, 15 Aug., members of the Supply Section congregated at the PMQ Gasthaus to wish LAC "Andy" Devine Auf Wiedersehen before Andy left to take up duties at CJS London. This was more or less impromptu gathering and after the Chairman of the Entertainment Committee, Cpl Ike (tight money) Etmanski released a few marks for free refreshment, a fine time was had by some 20 personnel who wished LAC Devine good luck and God speed.

Supply Personalities

In the first of our series, we would like to introduce S/L J. E. Martin, 4 Wing Senior Supply Officer.

A native of Oakland, Ontario, S/L Martin had his first taste of Service life during World War II from April 1943 until the end of hostilities.

On "civvy" street he also served in the Reserve from April 1949 to October 1950, when he decided for all best intents and purposes, transferred and enlisted in the RCAF Regular Force.

He has served at Stations Trenton, Goose Bay, Lachine, Summerside, St Hubert plus RCAF Staff College in Toronto and previous to reporting to 4 Wing was CTSO at 30AMB Langar.

S/L Martin is an ardent coin collector (mainly Canadian), philatelest and dabbles in photography. He is also enthusiastic over softball, curling and badminton.

S/L Martin, his wife Mary and 5 sons reside in PMQ 27/3.



S/L J. E. MARTIN

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THE SENTRY DOG

On the 26 Jul, seventeen German Shepherd dogs arrived at 4 Wing, with their Air Force Police handlers, for use as sentry dogs to augment the security of the Wing.

Sentry dogs were purchased at the USAFE sentry dog centre, Wiesbaden, Germany and along with their handlers received a 5 week training course at the USAFE Dog Center.



The German Shepherd is chosen for sentry duty due to availability, their adaptibility to climatic conditions, outstanding keen sense of smell and hearing, endurance, reliability, speed, power, courage and temperament. Sentry dog training is to produce reliable, obedient, well-controlled dogs. Well trained dogs will detect and alert on intruders and on command from the handler will attack and hold an intruder until such time as the handler commands the dog to release the hold. Also the dog will attack without command should any person attempt to harm his handler or the dog itself. Dogs are continually taught to distrust all strangers and only obey the commands of the handler.



Handlers are responsible for the health and welfare of their own dog. It is his responsibility to ensure his dog is kept in a healthy condition at all times and to report any unusual condition to the kennel master who may prescribe a treatment and if beyond the kennel masters scope the condition is reported to a veterinarian. It is extremely important that the dog is ready at all times to perform the duty required of him. To give a brief history of the use of dogs for military purposes, warriors of ancient Greece used them for attack and guard duties. In the middle ages certain breeds selected for their size and ferocity, suitably armoured and equipped with spiked collars, were used against enemy cavalry. The 18th century saw Napoleon using guard dogs to warn outposts of



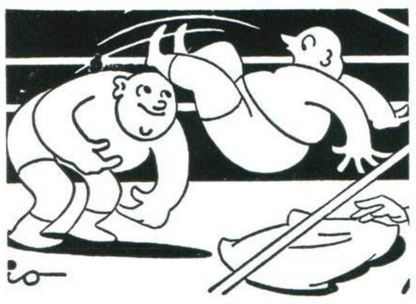
the approach of the enemy. Later, dogs were used as ammunition carriers, messengers, scouts and for field ambulance work. During World War II, the Germans trained 200,000 dogs for use as messengers, scouts and sentries. Today, dogs are used by the British, French, American and now Canadian forces, namely for sentry duty.

As can be seen by the foregoing, dogs have played an important part with the military and will continue to do, for many years to come.





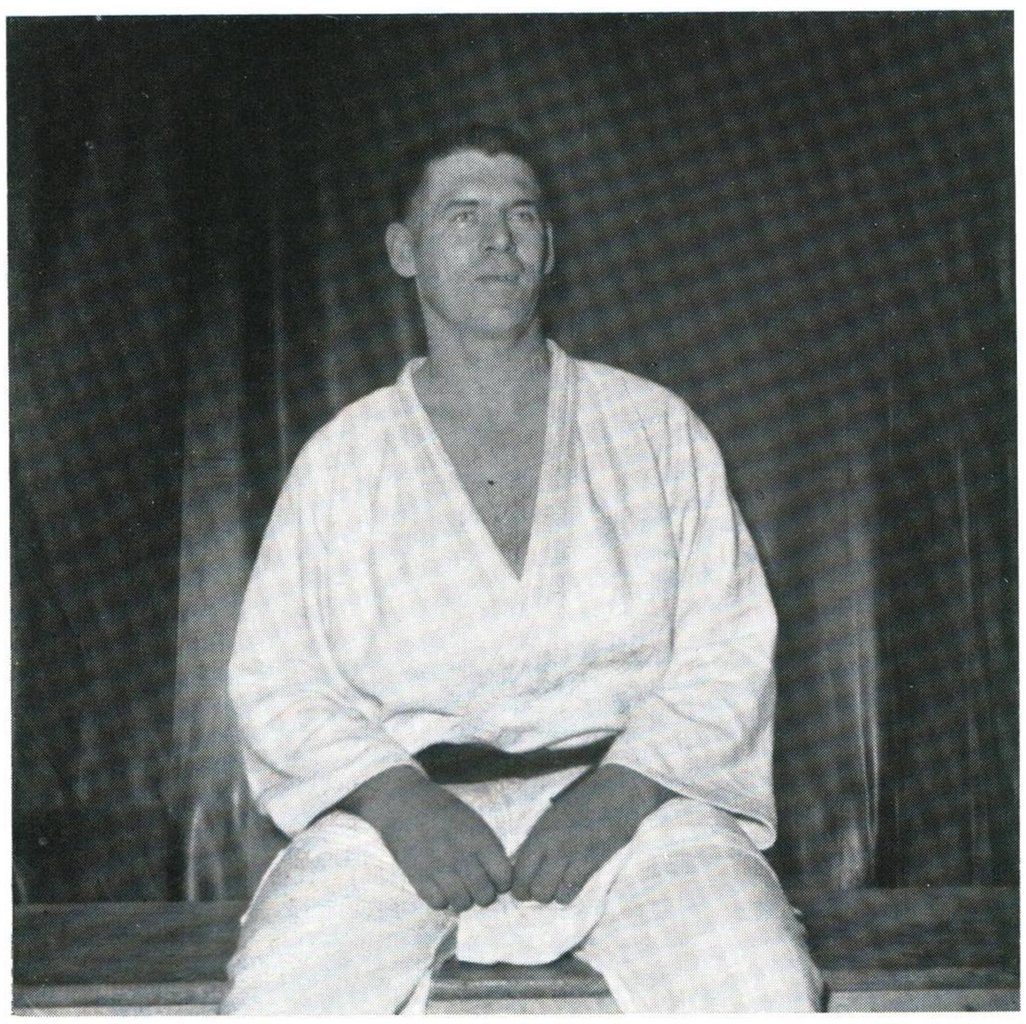
Sports and RECREATION



JUDO NEWS

This month we would like to pay tribute to Bill "Griff" Griffith a former 4 Wing judoka who was repatriated in July.

Bill was born in Hamilton; he joined the Air Force in 1954 at Vancouver BC. After his Basic Training Bill was stationed in Camp Borden, North Bay, Cold Lake, and he arrived in 4 Wing in October 1959.



Due to previous Judo training he progressed from White to Yellow belt and in April 1962 obtained his Orange belt. July 1962 he fought hard to win his Green belt in an Air Division grading at 2 Wing. Bill acquired his Blue belt in Jan. 1963. In a Senior Belt grading in Metz he earned his Brown Belt.

In the last Air Division Tournament held here at 4 Wing "Griff" was runner-up in the Brown Belt Competition and he played an important part on the winning 4 Wing team.

We would especially like to thank Bill's wife "Helen" for all the work she has done in preparing the Judo News for the monthly edition of the Flieger. We wish you both the best of luck in the future.

This being the start of the fall season we would like to introduce the Club's new Committee members.

President Bob Debling
Vice President Dutch Fader
Sec/Tres Art Jenkins
Equipment Manager Harvey Allen
Entertainment Committee Wayne Romans
Roy Castel
Dutch Fader

The Judo Club is located in the old Rec Centre and classes are held from 7 : 30 to 10 PM Tuesday and Thursday nights. Don't be afraid to drop in and really see what Judo is; we won't hurt you — at first. We are always looking for new members.

The Dependents Judo Club had a fairly successful picnic this month in spite of a bit of unwanted rain. There was also a Weiner Roast and everyone had a good time. What is wrong Mr. Allen was the water too cold.

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This year, again as in the previous years, there has been a play-ground program for the "Little Folk" of 4 Wing. The program was divided into two parts, i. e., July and August portion. During the week the children had their regular program including games, sports, swimming, sing-songs, walks and nature study as well as arts and crafts. At the end of each week there was the special event day. This was always a well attended and liked occasion for them all. It was a change for them to show what they had learned and done the week before.

The picture on this page is a good example of one of our Special Event Days. This was Indian Day and the costumes which the children are wearing were made entirely by themselves. On this day the older group went for a bicycle hike. The children also enjoyed themselves on a day at the Karlsruhe Zoo, a Track and Field day, a Pet Day, a Picnic, on the Rhine and a Friend and Pet Day. In our August portion there was also an Arts and Crafts exhibition to which the parents were invited. For this the children had worked for weeks and they were certainly proud of their exhibits.

And now they have gone back to school for another year.

These Strange German Ways



Although in some garrison towns the term "Gasthaus" may have acquired a rather bad meaning, the word usually describes a solid place where a family man may take his wife and children for a meal or stay overnight. In many regions, the most typical German food and atmosphere is to be found in a "Gasthaus".

Actually, a "Gasthaus" or a "Gaststätte" can be anything from a solid hotel to a shabby joint. In smaller towns, a "Gasthaus" may be the only hotel. Usually, it is wise to look for a place that manages its own meatshop ("Metzgerei", "Fleischerei" or "Schlachterei"). Another tip is that, more often than not, the "Gasthaus zur Post" is one of the oldest and most reputable places of the town, probably originating in olden times when the post chaises exchanged horses there and travelers refreshed themselves and stayed overnight.

In very many German "Gasthäuser" and less pretentious hotels you will find one special table reserved for the local cronies regularly coming together there, usually toward evening, to have a beer, argue politics and perhaps play a game of skat. This table, usually with a bare wooden top polished from daily use, frequently bears the sign "Stammtisch" (regular table) or a little banner. So when looking for a table, don't be surprised if the management suggests you choose a table other than this one.

It seems that the usage of sharing tables in a restaurant is more common in Germany than in the States. In Southern Germany, especially, it seems to be the most natural thing of the world that strangers sit together at a table. Of course, one must ask permission of the table's tenants before seating oneself: "Gestatten Sie?" or, less formal, "Entschuldigen Sie, ist hier noch frei?" The answer is always: "Ja, bitte sehr!" On starting to eat, table sharers often wish each other "Guten Appetit!", to which the answer is "Danke sehr!"

World Boy Scout Jamboree

On the 24th July eight boys and three leaders representing 4 Wing proceeded to 2 Wing for the pro camp of the World Jamboree. After 2 days at 2 Wing for organization with the rest of the overseas scouts the total contingent of 61 left by train for Greece via Yugoslavia. The trip through Yugoslavia was made interesting by a fast change to a different coach in Belgrade. At roughly three AM we arrived in the earthquake shattered city of Skopje so those who had not managed to get a place to sleep had a chance to see the disaster area. The following night very late we arrived in Athens and were taken to the Greek American College for a very good nights sleep and a chance to clean up.

Monday we were given a free day in Athens to tour as we wished. A good time was had by all. The following morning we toured by bus through part of Athens and up a mountain to view the city. After our first swim in the Aegean sea we had lunch and moved to the Jamboree site on the Plains of Marathon. We spent the rest of that day setting up camp and meeting new friends. The following day we finished making camp, had a swim, and generally got acquainted. That evening the last of the Canadian contingent arrived and the final organization was done.

August the first: The official start of the eleventh World Scout Jamboree. Early in the evening Crown Prince Constantine, Duke of Sparta, Chief Scout of Greece officiated at the Opening Ceremonies in the Natural Amphitheatre at the edge of Jamboree city. What a sight. 14,000 scouts marching together representing 88 countries.

Other jamboree events during the following days were; Labors of Hercules, Talent-o-Rama, Swimming, Skindiving, Meal exchanging and swapping of badges and other items (shirts, shorts, belts, kilts, wooden shoes). Leave it to your imagination.

The language barriers completely disappeared as the boys visit scouts of other lands. Somehow some of the four wingers got an invitation to visit a group of American girls stationed in Athens. Remember the Lua. Finally as all good things do the Jomboree came to an end with closing ceremonies including a speech from Lady Baden-Powell, widow of our founder.

The closing ceremony was highlighted by the handing of the Jamboree's torch from Crown Prince Constantine to the American scouts as a symbol that the Twelfth World Jamboree will be held in the States.

Highlights of the Jamboree

Grand March. 14,000 scouts from 88 countries marched past King Paul of Greece.

Sigma 7, Astronaut Walter Shirra's spacecraft, was on display throughout the Jamboree with special coloured films of Cooper's orbits of earth.

During siesta one afternoon about ten drops of rain fell from one little white cloud, about all the cloud we saw during the Jamboree.

Throughout the Jamboree the Greek village display deserves mention as the place the boys went for relaxation away from the leaders.

After the Jamboree we went touring in the Peloponies region, visiting Corinth, Tripolis, Sparta, Olympia and other points of interest. Back to Athens and the Lua. The tours were enjoyed by most if you forget about the breakdowns which our buses had at regular intervals. One free day in Athens and that night we booked into a hotel for a good night's washing and sleep. Monday noon saw us gathered at the station loaded down with kit, watermelons and cases of soft drinks.

The return journey brought us through the earthquake area again and was highlighted by a fast change of trains at two in the morning. Many watermelon seeds later we arrived home dirty, tired and happy.

A perfect adventure to tell our Grandchildren. So ends the eleventh World Jamboree for the boys of Four Wing.



Inter-Section Softball

Cpl (Try Home) Martin's Supply/MSE Combines are now in a 6-win 6-loss slot, and are vieing for a play off position which will be decided shortly after our press time; so we wish "Marty" and the boys the best of luck.

August 13 saw a very exciting game with Wing Maint who opened up with a 3-0 lead in the first, maintaining this lead until the sixth when the Combines exploded with 4 runs. With Wadman in relief Wing Maint managed to tie the game at the end of seven. On the steady arm of Big Bill Roach they managed to hold Wing Maint down and score the winning run in two extra innings. Moffat and Campbell were the big hitters of the night.

August 14 was a heavy hit-and-run affair against Wing Armt with the Combines coming out on the winning end of a 7-5 score despite the fact the game was protested in the sixth by Wing Armt. Behind the steady pitching of Iron Arm Bennie Colborne, triples by Big Bill Roach and Johnson, and 2 hits and two RBI's by Curly Malenfant pushed Marty's boys in the win slot again. The protest being upheld and played from the sixth on Aug. 21 made no difference.

August 15. After two straight wins the roof fell in on our team against Telecom/Ground who slammed in six runs in their first time up to bat and the Combines never recovered from this outburst. They were on the short end of an 8-1 score by the end of the seventh. 'Nuff said.

Cpl Harry McCaughley tells us the Supply Section will be well represented on the bowling lanes this coming season. He reports that he has already 4 teams for the Mixed League and further bowling news will be available for the next edition, once the balls get rolling down alleys.

A Short Guide Through Gourmet's Germany



The map of Gourmet's Germany is dotted with remarkable restaurants and lovely drinking places, with noteworthy dishes, great wines, wonderful beer. Regional and individual diversity marks the culinary and gustatory offerings of the country; they must be sought for, and sampled, in the manner of those Germans who take their eating and drinking seriously, as many do indeed. To join them in this noble pursuit does not merely satisfy your palate; one way to the heart of a foreign country — and surely not the worst — leads through the stomach.

There must be quite a few thousand restaurants, dining rooms, Gasthäuser, Gastwirtschaften, Bierhallen, Weinstuben

all over Germany, and several hundred among them are just plain good. And each will introduce you to a decidedly German experience that can neither be duplicated nor imitated elsewhere.

Not all the food that awaits you in Germany is German food. Sometimes it has merely a dash, an overtone, a soupcon to remind you of its German provenience. In good and very good German restaurants, you will find all the international standard dishes, that is, the steaks, chops, chickens that are served and deservedly popular elsewhere, too. Chicken is somewhat less common in Germany than it is in America; in price and quality it belongs to holiday eating.

Exotic Cuisine, too

Next to these standbys, you will also find on many German menus a surprising number of more or less exotic dishes; imported from abroad, they have become part and parcel of German routine fare. Next to typically German and truly international dishes, you will be offered, say, shark's fin soup, curry dishes transplanted from Asia to Germany, goulash (and goulash soup which Germans like to eat as a pick-me-up all by itself, late at night after a show, say) and shashlik which has gained great German popularity since the end of the war; this Eastern European dish, invented by shepherds of the steppe broiling their lamb and vegetables on a long spit over the open fire, is served now in luxury restaurants as well as at primitive street corner stalls.

If only for a change between your German explorations, you can also explore other countries from your German dinner table, and eat your way around the world without leaving the country. Germany, a cosmopolitan country nowadays, is studded with foreign restaurants — authentic and good Italian places, as well as Swedish, French, Hungarian, Yugoslav, Russian and Greek cookeries. Also, a great number of Chinese restaurants have opened all over Germany, on latest count in Hamburg, Berlin, Munich, Frankfort, Bonn, Stuttgart, Nuremberg and Kaiserslautern. Several belong to a chain founded by an enterprising Chinese refugee with a Ph. D. who is as handy with Confucian thoughts as with Mandarin cooking. In the famous Ritz restaurant of Berlin, you can order the best of any of eight different countries' cooking — including Korea and Russia — from full-length national menus, a triumph of practical internationalism unparalleled anywhere else in the world.

But it is German cooking that awaits your discovery. Let's assume your guide and dinner companion is a German gourmet who, like every Feinschmecker, has certain preferences and dislikes of a highly personal nature and with all his expertness remains a searcher for new and fine food. What will he order on the festive occasion?

One thing to remember is that good eating, when taken as seriously as it deserves to be and as it is taken in good German places, requires time — from the cook, the waiter and particularly from you, yourself. Don't get impatient if at least an hour, and probably more, is consumed by your lunch and your dinner; in return, it will be a more well-rounded — and healthier! — experience than a meal gulped down in a jiffy.

Fine Seafood Appetizers

The curtain rises with the Vorspeise, or the appetizer. In contrast to French hors d'oeures or Scandianavian smorgasbord with their collection of different appetizers composed according to custom or to the cooks' tastes, only one single item is chosen individually from the menu. The offerings will get more appetizing as you travel northwards toward the ocean, reaching a crescendo in Hamburg and other seaside places; fish — smoked, pickled, or in aspic jelly — is the most important mainstay of Vorspeisen. You may pick herring — roll-mops, matjes filet, Bismarck herring — or climb a step higher on the gourmet's scale and try salmon, whose taste varies according to the river in which it was caught, with Rhine and Moselle river salmon considered most delicate. You reach a climax with a dish which, for strange reasons, sometimes frightens Americans before they have experienced its delights: It is eel, that high light of German appetizer trays. Rather than shrimps, you will find salty, delicious crayfish and fresh crabmeat to ring in your meal. Only most elegant places serve lobster (usually lobster meat with mayonnaise), a luxurious and, therefore, expensive dish in Germany and surely not typically German any more than Russian caviar or French goose liver paste.

Sausage Specialities

Moving away frow the coast you will still find all these seafood delights plus an increasing variety of cold cuts, wurst, and hams eaten as appetizers. Almost every town, and certainly every region, has one or more sausage specialties of its own. Other such specialties extend all the way from the noble Pomeranian smoked breast of goose to the earthy Franconian pressack liver cheese, the salad of beef mouth and the rustic Bavarian sausage of 68 varieties. The latter may best be sampled at Nuremberg's Bratwurstglockle, where one may eat from the same pewter plates sausages similar to those eaten by Albrecht Durer and his friends 400 years ago.

On less festive occasions, each of these Vorspeisen may serve as a whole meal, or sometimes an in-between meal -- the second breakfast, say, which Munich burghers take between breakfast and lunch, or the twillight snack before dinner. At the gala meal, a soup follows the appetizer, and this is followed in turn by the main dish or dishes — fish and/or meat.

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Try the Local Fish

As to fish, there is again much local variation. In the South, it will come from a neighbouring brook or stream or lake. Some types of fish are peculiar only to one stream or lake. Examples are the Renken or the Upper Bavarian mountain lakes, the Felchen of Lake Constance and the speckled brook trout from Alpine streams, all collectors' specimens of fish at its best. Trout (Forelle), though, is also served further North, where the rivers yield other exciting contributions to the menu — eel, pike, tench, sole, turbot (Aal, Hecht, Schleie, Seezunge, Steinbutt). And then there is carp (Karpfen) which, deservedly, ranks as high on the German palate scale as steaks and lobsters on the American. Carefully culticated in special carp lakes for decades, and cooked in several different ways, it can be the high light of any gala dinner.

Those Schnitzel Varieties

At the next course you will discover that Sauerbraten in Germany does not even resemble the dish of the same name which sometimes in America is supposed to represent "German cooking". It can be a work of art, and the same goes for the other tired standby of "German" cooking in America, the Schnitzel. Although often it may be just a soggy cutlet shamefully camouflaged under a crust of crumbs, in good restaurants German Schnitzels comprise a whole family of tastily arranged veal cutlets in cream sauce (Rahmschnitzel), or cooked in paprika (Paprikaschnitzel), or garnished with mushrooms (Jagerschnitzel). The Wiener Schnitzel, of course, comes first on the explorer's list, but he must also sample the Schnitzel a la Holstein, the king of all Schnitzels, invented by and named after a hard-working old bachelor diplomat who liked all the best on one plate. Framed by tiny portions of smoked salmon, caviar and other rare hors d'oeuvres stimulating the taste buds at the same time that the Schnitzel satisfies them, it is a highly unorthodox exciting culinary

From Deer to Wild Boar

In the eyes of many foreign, particularly American, students of this subject as well as of your guide, venison is probably the most distinctive, if not unique feature of the haute cuisine Allemande. In all first-rate and most good restaurants, you will find at lest one venison dish; yet if you happen to be in a village and see a hunter returning with his bag, you had better stay for a day — chances are you will be able to eat it on the very next day and love it. He who is not enthusiastic over his first venison steak, saddle of venison, or cold venison in aspik, stuffed with a pate from the deer's liver, might just as well live on unleavened bread since he apparently does not care for eating altogether. In addition to deer, you may also be lucky enough to be regaled with fallow deer or buck, perhaps even with wild boar and chamois in the Bavarian mountains.

Inner Parts Can Be Delicacies

Also still deservedly appreciated in German eating are the — often splendidly cooked, sauteed, appealing — inner parts of animals, particularly liver (try Berliner Leber, flavored with onions and slices of apples), brains, heart, milt, kidneys and sweetbreads. Another specialite de la maison in Germany widely unknown in America and therefore first shocking, then intriguing, finally delighting American culinary explorers is the Tatar Beefsteak — superior beef finely minced and served with a raw egg, paprika, pepper, capers, minced onions, sometimes additional spices on the side. You prepare it yourself — first stirring into the meat the egg which gives it consistency, then adding all the other paraphernalia, before you spread it onto your heavily buttered rye bread.

If cheese, pastry, pies, cakes or ice cream top the dinner, the choice is up to you — and the choice will be as hard as can be. Some German cheese — particularly the camembert laced with champignons, and the Tilsiter — are considered by cheese experts among the best, and as far as sweet bakery is concerned, Germans are undoubtedly past masters.

Eel Soup is Germany's Bouillabaisse

If you have eaten your way through a number of these fine standard dishes of a fine standard dinner, you really have only begun the most delicious phases of your explorer's trip into the interior of good German life. Here and there you will discover new specimens, mostly the speciality of one region, or town, if not restaurant. You will, some day, come upon Munich's white sausages (Weisswürste) made from an inimitable mixture of veal and pork, and preferably eaten between midnight and noon; or Nuremberg's famous Bratwurste, pork sausages as small as a baby's finger, highly spiced, served by the half dozen with sauerkraut on a pewter plate; or Hamburg's Aal Suppe, eel soup, which is the German answer to the Bouillabaisse; or that exciting culmination of a well-heeled German farmer's holiday table, the roast goose, which can stand competition with the best Thanksgiving turkey.

But only one half of a good German meal consists of food. Its other — and just as important — part is liquid. To have a meal means to drink as well as to eat.



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