Schwarzwald-Flieger



FASCHING 1956 (COVER STORY PAGE 1)

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BADEN-SOELLINGEN
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(Black Forest Flyer)

This magazine is published monthly as a Station Non Public Fund Activity through the kind permission of Group Captain B. E. Christmas CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany.

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EDITORIAL

Spreading the Wealth

It's always nice to be able to return a favour, and here in Germany the chances don't occur quite as frequently as when we're on home ground. Too often we accept the invitations of our German friends and enjoy their hospitality without being able to offer very much in return.

A chance does now present itself, however, in the form of our brand new ice arena, which is one of the best in the country, and is drawing envious glances from the many rink-less hockey and skating fans in neighbouring towns.

A rather unkind item appeared recently in a local newspaper suggesting that we were being a little selfish in hogging the only indoor rink in the district, and hinting that German skaters would appreciate the chance to visit the arena once in a while, too.

This was all straightened out eventually, and it was pointed out to the author of the article that the problem boiled down to a question of availability. With a skating population of close to 2,000 on the airfield and neighbouring Rhine Valley Park, inter-section hockey league matches and occasional games with outside teams, the schedule for use of the ice is pretty crammed even now. The further fact that the rink is located within the limits of a military installation adds further complications; obviously the camp gates cannot be thrown open to the public at large without the imposition of some sort of control.

Additional confusion has been added by some of our big-hearted brethren who, in moments of magnanimity in the local Gasthaus, have invited their German table-companions to "drop out to the camp sometime and sample the new ice-rink." On arrival at the main gate next day of course the friends have had to be politely refused permission to enter, and have departed in a cloud of disappointed disillusionment.

There is no reason, however, why Germans should not be invited to watch the hockey games, which for most is thrill enough, and it merely evolves upon the Canadian host to sign-in his guests at the camp entrance, accompany them at all times while on the station, and escort them off the premises afterwards (visitors are of course only permitted in the domestic site). The reasons for these measures are obvious, and are appreciated by our German friends.

This is your chance to return that long-outstanding favour or invitation, and in the process make your own contribution towards the happy relations between the RCAF and its neighbours in this part of the world. T.D.N.



(Photo by Willi Hochhäusler)

This Month's COVER STORY

Fasching 1956

by Frau E. Radetzki

The carnival season of Fasching is celebrated in the Roman Catholic districts of Germany during the four or five weeks preceding Shrove Tuesday; celebrations reach their climax in the last four days and the high jinks come to an official end at midnight on Shrove Tuesday.

Nearly every town has one or more Carnival Committees whose job it is to plan the festivities for the district each year. This committee consists of eleven members and is called the "Elferrat", or Eleven Men's Council. The members hold the grandiose titles of President, Court Marshal (we always thought it was Court Martial — Ed.), Master of Ceremonies, Treasurer and Recorder, besides six other untitled persons. They arrange amongst other things for the election of the Prince and Princess of Fasching for the district, and for their retinues.

Each Carnival Committee holds its first public session at eleven minutes past eleven p. m. on the eleventh day of the eleventh month. This marks the official opening of the season. However the actual parties and masquerades begin around January 15th, nine weeks later.

At these committee sessions the so-called "Buetten Speeches" are held. This is an old custom in which public officials and other well-known personalities are critized and mocked in joking fashion for their actions and personal weaknesses. While this is being done, the individual concerned used to have to sit in the "Buette", which is a wooden tub. Nowadays the Buette is just a symbol, and the persons subjected to their ridicule are excused this additional discomfort.

Each district of course has its own traditions and customs for Fasching, many of them dating back hundreds of years. The carnival celebrated in the Murg valley for example dates back to the early Middle Ages. In 1460 the Archbishop of Speyer banned Fasching celebrations as they had "yielded to excess". Determined not to miss their fun, however, the local residents sent a petition to their sovereign, and a historic document of 1508, called the "Eberstein Land Decree", laid down that the nobility of the area would hold their Fasching on Sunday and Monday, while the common folk would restrict their merrymaking to a Tuesday.

Various wars and occupations put a stop to Fasching shortly afterwards, and it was not until 1814 when the last Russian occupation soldiers moved away that the Carnival season was revived. With temporary interruptions, Fasching has been celebrated regularly ever since that time.

Over the years many superstitions and housewives' tales have grown up in connection with "Fassnacht" (the local name for Fasching). If you go into a cemetery in a fancy dress for example, you stand a good chance of being reduced to dust and ashes; if you go into the woods during "Fool's Days" you will be bewitched for sure; on Shrove Tuesday when the evening bell chimes, farmers sneak out secretly into their orchards and bind their fruit trees with straw-ropes, which is supposed to guarantee a heavy crop the following year; anyone who knits, mends or sews during the last three days of Fasching will get lice; on Ash Wednesday you are recommended to take the ashes from your kitchen stove and spread them in the four corners of your chicken house, to prevent any disease or infection among the poultry; if a farmer takes his cattle out of their stable during the last three days of Fasching, the animals will not only become bewitched, but the cows will all give black milk.

In the Murg Valley, Kappelrodeck and some of the villages in the Rastatt area the last Thursday of the Fasching season is known as "Dirty Thursday" (Schmutziger Donnerstag). On this particular day every Gasthaus holds its own masquerade, with "Schnurrweiber" (old hags) dressed up in old fashioned costumes and grotesque masks. These old hags, who may be young girls or even men, make the rounds of the various restaurants and whenever they encounter someone they know, they do their best to embarrass him in front of his companions by dragging out all the gossip and scandal concerning their victim. Talking all the time in high falsetto voices, the hags try to disguise their own identities.

Our cover story this month shows two of the famous Black Forest wooden face masks, which are hand carved, and in many cases over two hundred years old. The two in the picture are the "Witches of Ortenau" (Ortenauer Hexen), but many other villages bring out their traditional masks for the Shrove Tuesday Fasching Parades. Each type of mask has its own name, and they are handed down from generation to generation.

In many towns, a special ceremony is held to "dethrone" the Mayor, and a Fools' Council takes over the municipal reins for the Carnival season. As a symbol of authority, the real Mayor hands over a "Golden Key" to the new regime.

The Carnival stronghold in Germany is of course Cologne. Almost everyone takes part in the festivities, rich and poor, and even the more sober citizens let their hair down for the period. The Carnival spirit is so strong in this city in fact that the merrymaking continues for a further three days after Shrove Tuesday. On Ash Wednesday they go out for their traditional "fish-meal", while on Thursday, the hotel staffs take time off for their own ball. Friday night is reserved for the Cab Drivers' Ball.

Cologne itself is crowded with visitors from all over Europe, and all hotel accommodation is usually booked up for weeks in advance. Last year for instance the Rose Monday street parade drew a crowd of over one million spectators.

Mainz and Munich are also famous for their Fasching celebrations; but Cologne remains the Carnival Mecca for most visitors, particularly the high spirited Rhinelanders.

Another lesser known feature of the season is the "Fasching of the Skiers" which takes place in the Bavarian Alps. Some years ago I witnessed a most interesting spectacle on skis at the "First Alm" — a mountain range near Bayrisch-Zell, where I had to climb for two and a half hours to reach the scene. All the expert skiers in Bavaria had assembled there dressed up in masks and costumes. They raced down a steep track about half a kilometre long, and amongst the weird characters I remember six realistic negroes who raced down the slope screaming and shouting, followed by a pair of twins, bundled together in a baby's pillow, who whizzed past at 80 km per hour in perfect style to the applause of the onlookers. A witch on her broomstick came next, followed by dozens of other participants in masquerade costumes. This particular procession took place in blazing sunshine, with snowy mountain peaks forming a wonderful background to the whole spectacle. This memorable experience was shared by a crowd of 25,000 visitors, and is one I shall remember for many years to come.



A group of costumed participants in the "Fasching of the Skiers" at the First Alm, Bavaria. (Photo by Frau E. Radetzki)

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GOOD FOR A THRILL

The world's highest cable car has begun operating at Chamonix, in the French Alps. This remarkable teleferic works on **an unsupported cable two miles long,** and its passengers are often more than 1,500 feet above the ground during their trip up to the top of the Aiguille du Midi (Southern Needle). The view from the Aiguille du Midi is one of the most beautiful in the whole of France.

NEWS BREVITIES

LAC Leslie Snelgrove of 422 Squadron has received an invitation to be a member of the team which will represent Canada in the Annual Bisley Rifle Competition in England, scheduled to take place in July this year. It will be remembered that LAC Snelgrove travelled to Canada last year to take part in the Queen's Medal competition, and also represented the RCAF in the Britannia Shield Shoot in the U. K.

Three hundred and seventy three German civilians were employed on the station at the end of last month, drawing a total monthly payroll of 138,000 DM.

Electioneering has been in full swing in Rhine Valley Park for some weeks, and February 17th will see our PMQ residents go to the polls to elect their second Town Council since the establishment of the Canadian community.

A Mess Dinner is scheduled for the evening of the 17th in the Officers' Mess to honour Wing Commander Stabler, our CTechO, who is leaving soon afterwards to return to Canada. The Stabler family are destined for RCAF Station North Bay, where the Wing Commander will move into the CTechO position at that base. Wing Commander Winter will take over as CTechO here, and Squadron Leader Blaine will come down from 3 Wing to assume the duties of Wing Maintenance Officer.

The Canadian Ambassador to Germany, Mr Ritchie, is due to pay a visit to the Wing on February 24th. He will be accompanied by the AOC, and his visit will probably see the first public flying display by our aerobatic team.

The Station Drum and Trumpet Band was due to take part in the Baden-Oos Fasching Parade yesterday (Shrove Tuesday), this being the first occasion on which the RCAF has been officially invited to participate in the annual German celebrations.

Mr. Armstrong, the financial adviser to the Minister of National Defence, spent two days at Baden-Soellingen at the beginning of the month. The official purpose of his call is believed to have been to investigate the problems encountered by Canadian servicemen living in Europe, but he managed to combine this with a little enjoyable research into local Fasching activities at the same time.

Nearly two hundred Canadian school teachers from Canadian Air Force and Army units throughout Europe will gather at Baden-Soellingen for a two-day convention beginning February 23rd. Speakers from the U. K., France, Germany and the U.S.A. will address the convention during its sessions in the Station Theatre. Afterwards the teachers will be taken on a tour of the Black Forest area.

The results of the December Trade Board showed 4 Wing close to the top of the list of Air Division units, with 73 per cent passes. We were edged out by No 3 Wing, who scraped into first place with 74 per cent.

The 1956 Air Division Rifle Competition will again be held at No 4 Wing, with the tentative date set at April 26th. Teams from the other three wings, 30 AMB and Air Division Headquarters will take part in the shoot, which will take place on the U.S. Army Rifle Ranges at Ettlingen. The Trophy was won last year by the 4 Wing team.

When all figures were added up, the final total for the amount of money collected from various sources around the station for the Christmas Community Fund Drive came to $3,612 (15,170 DM). This amount does not include the value of foodstuffs, toys and clothing collected during the drive.

GOOD LUCK COMES DOWN THE CHIMNEY



The chimney sweep in Germany is a picturesque character, who is reputed to be able to bring luck in various ways. It is a good omen, for example, if you encounter a sweep first thing in the morning on leaving your home. Other stories advise touching the traditional metal buttons on his jacket, or the bristles on his brushes. Even spitting at him three times is another recommended method of inviting fortune to smile upon you.

When Herr Berthold, a chimney sweep from Iffezheim, appeared on the roof of the photo section the other day during one of his periodic visits to the airfield, the staff of the Photo Section made the most of the chance to try out these housewives' tales.

Gathered round the chimney are (left to right) LAW Mary Ball, Corporal Jim Wright, LAC Lefty Lefler, Herr Berthold and LAC Harry Philip.

Canadian Current Affairs

TCA — J. G. McGregor, president of Trans-Canada Airlines announced that the company plans to bring long-range jets into operation on its passenger routes within the next ten years.

The cost of the jet, seating 120 persons, would be about five-and-a-half million dollars compared to one million dollars for the Viscount which seats 40 persons. These jets will be used on the trans-Canada flights and to Europe. They are expected to cut the flying time in half.

Canadian Kellogg — Canadian Kellog Company is building the largest self-supporting brick lined chimney in the world in Toronto. The chimney will be 555 ft. high and will be 150 ft. higher than the Royal York Hotel.

The chimney will dwarf every chimney in Canada except one of the International Nickel Company's smelter stacks at Copper Cliff.

Mineral Wealth — The Minister for Industry and Commerce in Manitoba, R. D. Turner, speaking at a meeting of the Canadian Club in New York said that Western Canada has become a major producer of mineral wealth and has vast resources remaining for exploitation. He said that huge deposits of nickel in Manitoba, potash in Saskatchewan and coal in Alberta were waiting to be mined.

The presence of enormous tonnages of nickel had been discovered in Manitoba, Mr. Turner pointed out, and there is a possibility for an operation involving an expenditure of anywhere from 50 to 100 million dollars in their development.

Mr. Turner also said that large oil reserves were still untouched in Alberta and Saskatchewan, besides uranium, potash and other minerals.

Mining — The Thelon Game Sanctuary, about 200 miles east of Yellowknife in the Northwest Territories is to be opened for exploration on March 1st. Signs of mineral deposits were discovered by a government geologist last summer and the decision to allow exploration on the five-thousand square mile area was made by the Northwest Territories Council. The Council was informed that the wild game on the sanctuary would not be disturbed as the area involved is a considerable distance away from where the muskox and other protected animals live.

Harvards to Egypt — Prime Minister St. Laurent announced that Canada will ship 12 more Harvard planes to Egypt on an order of 15 given last summer. Three of the planes have already been sent, and the Prime Minister felt that the inflamed situation in the Middle East was not sufficient reason to stop shipment of the planes.

Newsprint — The Canadian newsprint industry announced that it estimates that the world demand for newsprint will double in the next 25 years. To meet the anticipated increase it is thought that an additional investment of 4 billion dollars will be needed to meet the increased demand.

Mr. Fowler, president of the Canadian Pulp and Paper Association, said that by using forest management techniques, Canada's forests would supply the necessary pulpwood. He went on to say that the Canadian newsprint industry was starting the next quarter century from a position of strength. Canadian production was almost five times greater than that of the United States, the next biggest newsprint producer in the world.

Mace — The Governor General of Canada, the Honourable Vincent Massey has presented the Northwest Territories Council with a mace, traditional symbol of parliamentary authority. The mace was carved by Eskimo craftsmen from wood, whalebone, and gold mined at Yellowknife.

In presenting the mace, the Governor General said it was a symbol of Canadian sovereignty in the vast north country and would serve as a vivid example of the contribution which the Eskimos have made to Canada's national life.

Heart Foundation — A Heart Foundation has been set up in Canada to battle heart diseases which killed more than 41 thousand people last year, more than any other illness. Authorities hope that a co-ordinated campaign can be carried out to alleviate the situation. The Foundation was set up in Ottawa following a one-day meeting of federal and provincial representatives with doctors and officials of lay organizations interested in fighting heart disease. Mr. Paul Martin described the establishment of the foundation as a historic step and expressed the hope that it would lead to combined efforts by industry, the public at large, and governments at all levels to combat heart ailments.

Drug Addicts — The Ontario Government has opened the nation's first clinic for the treatment of drug addicts in Mimico, just outside Toronto. The clinic cost 125 thousand dollars to build and will accommodate 25 addicts for treatment at one time. The Director of the clinic will be Dr. F. H. Van Nostrand, a psychiatrist with Ontario's department of reform institutions.

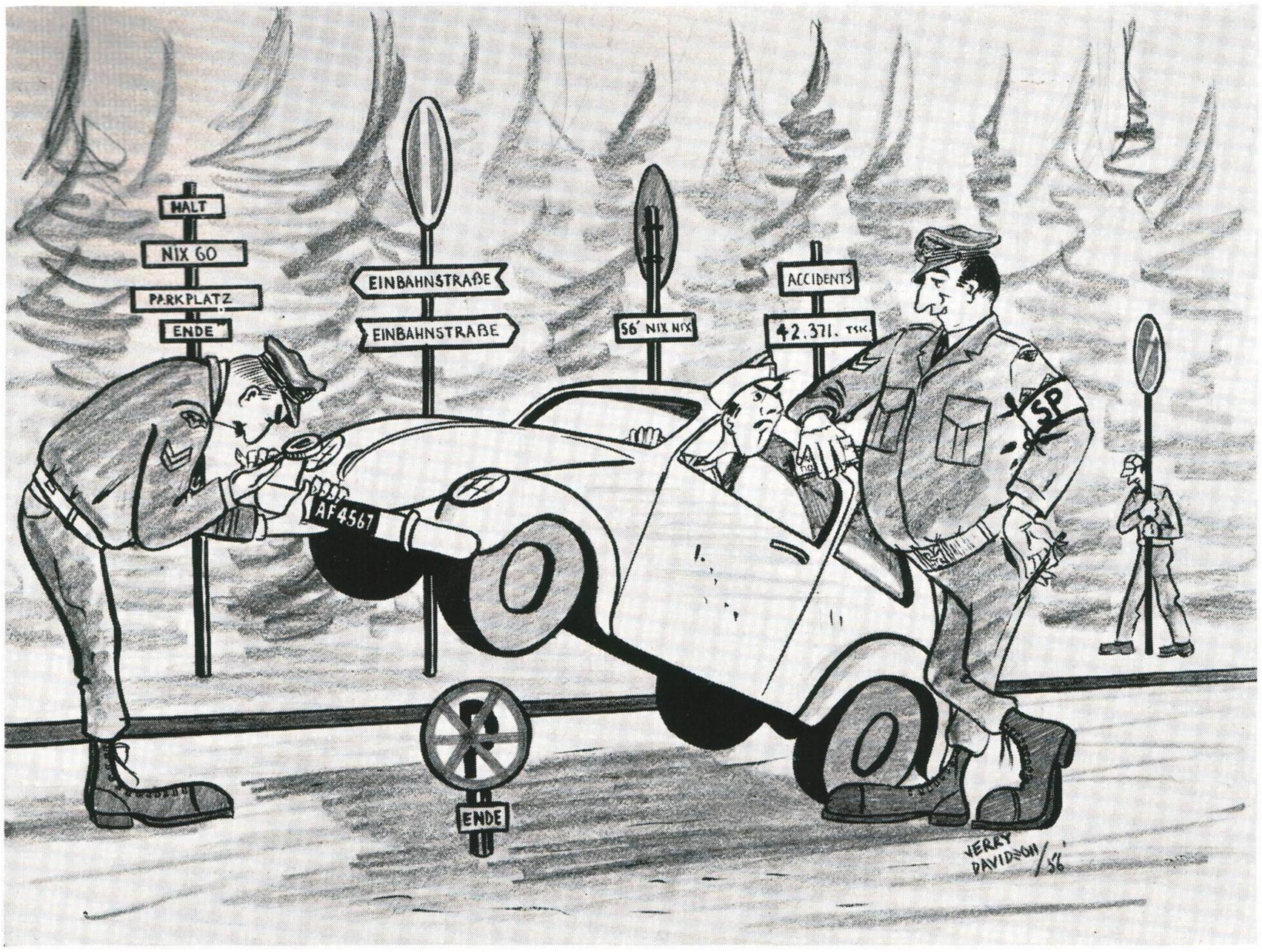
Atomic Development — Canada has been warned that she may lose her leading position in the world of atomic development unless she trains more personnel. Dr. Gordon Shrum, head of the Physics Department at the University of British Columbia says that the nation's position in atomic research cannot be maintained unless some university is given an atomic reactor and high-energy machine capable of producing atomic particles.

The reactor would cost from one to ten million dollars depending on the size and type, and the high-energy machine would cost an additional five million.

Saskatchewan Power — A large steam plant costing 40 million dollars and generating 264 thousand kilowatts will be built at Estevan, Saskatchewan by the Saskatchewan Power Corporation. It will be located about 10 miles from the international boundary in the heart of the huge lignite coal fields of Southern Saskatchewan, and is expected to be completed in 1965.

PPCLI — The Princess Patricia's Canadian Light Infantry Regiment has started its move from Currie Barracks in Calgary to Edmonton, where they are taking over from the Queen's Own Rifles. So far, only an advance guard has moved to Edmonton, with the rest of the batallion expected when the Griesbach Barracks, just north of Edmonton, are completed. The First Batallion will join the rest when it completes its tour of duty in Germany.

Newfie — 1955 was Newfoundland's best ship-building year since confederation with Canada. Ten new ships were completed, nine were started and permits were issued for another twelve to be built in the near future.



"Come come now, my good man! Surely you can't be serious about a remark like that — traffic signs don't just appear overnight, you know!"

MILITARY RAIL TICKETS GO UP

Until last month, Canadians in Europe were able to benefit from a sizeable reduction in rail fares throughout Germany. This reduction (for military personnel and dependents amounted to roughly 70 per cent off the normal German rates.

New regulations brought into force in January still offer everyone a good deal, however the military fares are now approximately **half** the civilian rates.

With the arrival of German sovereignty, it is only to be expected that some of the held-over benefits of occupation days will disappear one by one. Exemption from road tax, gasoline tax, and other concessions may be in line for review in the coming months.

TRY A WINTERSPORT HOLIDAY THIS YEAR

The Station Travel Bureau in the Education Building has a long list of Winter Sports holidays covering most of the famous European skiing centres.

Amongst the all-inclusive tours offered are;

(a) Nine days to Switzerland (Arosa, Davos, St. Moritz) from $60.00. Leaving by train from Karlsruhe every Saturday from now till March 26th,

(b) Nine days to Austria (Kirchberg, Bad Gastein, Seefeld) from $50.00 up. Leaving by train from Karlsruhe every Saturday from now till March 26th.

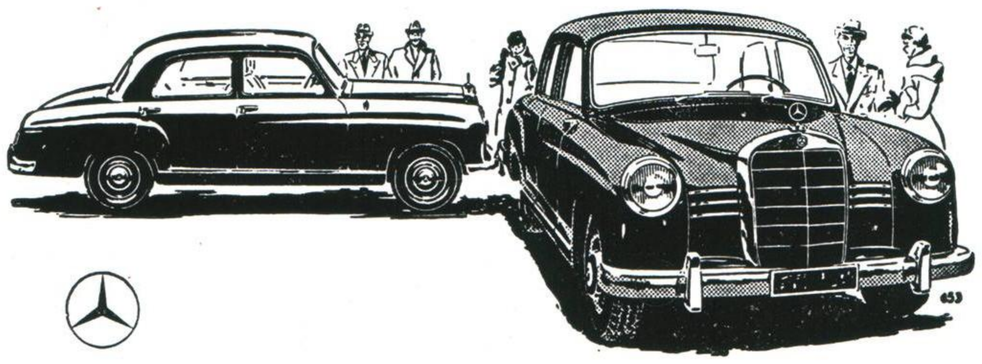
Details of these and many other fine holiday opportunities may be obtained from Miss Pingel in the Travel Bureau — Local 292.

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MERCEDES-BENZ

Spotlight on . . . .

Instrument and Electrical Section

Instruments

It has been said that a modern fighter aircraft is but a platform for its armament. Before it can destroy the enemy, however, it has to be navigated to the area by its instruments, and that is part of our job — keeping them in top condition by servicing and maintenance.

In this article we shall try to give you an insight into the section and introduce you to some of the personalities and their occupations.

We start off in the office, where we meet the heads of the department. The man in charge is WO2 Hayman, who is from Winnipeg and has a background of sixteen years air force service. He came to this station after holding a similar post at Station Moose Jaw, Sask. As can be expected, in this job he has to be on hand at all times to make decisions on matters of policy and discipline within the section. He is often seen with a pair of coveralls on, working on the hangar floor when a tricky snag has cropped up.

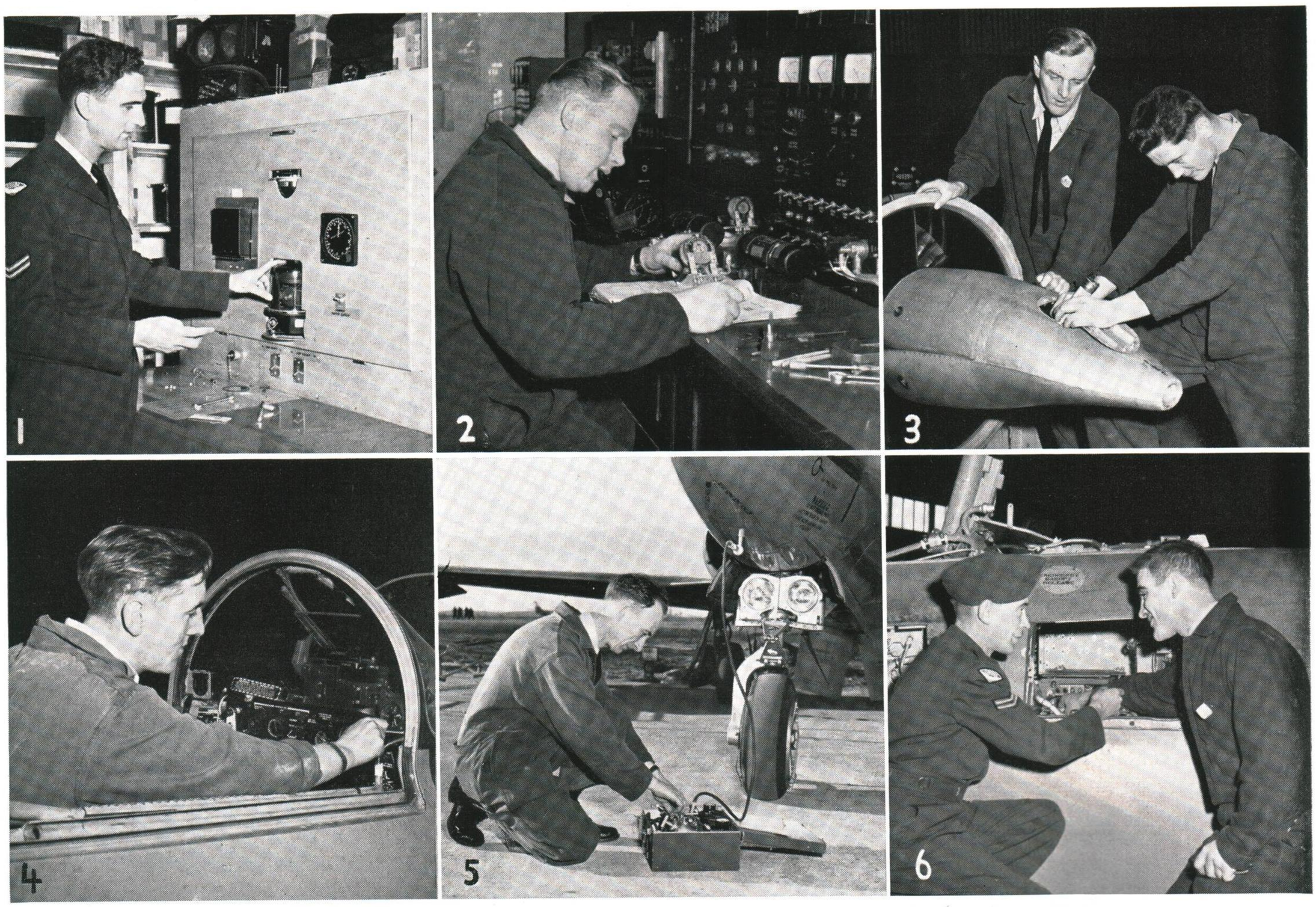
WO2 Hayman is helped extensively in his work by the Instrument Section Chief, FS MacPherson. The Flight holds the section inventory, sees the place is running smoothly and keeps the various characters in the department under control (this is no mean job in itself). He can frequently be found in the calibration room, checking new equipment or advising on calibration. FS MacPherson is a Prince Albert, Sask., man, with a total of fourteen years service behind him. The section takes this opportunity to congratulate the Flight on passing his Group 4 examination on the last trade board.

Now for a look at the calibration room, which also serves as the instrument stores. This small empire is under the control of Cpl Bradley. It is a room in which there is a continuous flow of instruments and equipment old and new, all of which are calibrated before being installed in the aircraft. To explain the calibration procedures would read like a training manual, but in a nutshell the instruments which pass through this section range from the simple altimeter to the complex electronic gyrosyn compass . . . not forgetting of course the traditional mascot of the Instrument Technician — the aircraft clock.

This brings us to the workshops and the majority of the section. It is from the workshops that most of the aircraft work is directed, under the supervision of the crew chiefs — Corporals Ross and Browne.

The work is mostly routine inspections on the aircraft, with a few modifications and special inspections thrown in. As can be expected, on nearly every aircraft some trouble or other is found which has been overlooked by the squadrons, and which must be rectified.

It is a far cry from the instruments of the modern fighter to those of the old time aircraft of twenty or thirty



1 "How do you read me?" Cpl Bradley calibrates the gyrosyn compass. **2** "Pass me a U. C. R." A voltage regulator fails the test set by LAC Harris. **3** "It's in there somewhere" Cpl Mitchell and LAC Gieser inspect a generator. **4** In true tradition, LAC Binns winds the clock. **5** Getting down to the job, LAC Bone checks the airspeed system. **6** "Now do you get it?" Cpl Scarlett gives some gen to LAC Desmarais.

years ago. Nevertheless the principles remain the same, although the simple air and vacuum instruments are slowly being replaced by less bulky electronic instruments. Maybe that is why the Instrument Technician of to-day has to be something of an expert in the theory of flight, not to mention the various laws governing powers of force, magnetism and electrics.

Electrical

The aircraft electrical trade was introduced into the RCAF in 1939. Since then it has steadily grown, until to-day it is recognized as one of the four major trades.

The Wing Electrical Section has the job of maintaining aircraft electrical equipment ranging from one-amp fuses to three-phase inverters, without which an aircraft could not get off the ground.

This maintenance is carried out under the direction of FS Ward, a Calgary man with 15 years in the air force. He is assisted by five corporals, each of whom has a two-man crew. These work continously on the aircraft checks doing routine inspections, modifications and repair work.

In the section itself is a test panel which resembles a Frankensteinic laboratory. This is used for bench testing equipment, amid flashing lights and whirring generators. The man who seems to know what he's doing in these surroundings is LAC Harris, whilst LAC Adcock usually looks on from a respectful distance in the tool stores.

Mention should also be made of the electrical staff employed in Technical Services Ground Handling Section and in the Battery Shop. These are also responsible directly to Wing Electrical Section, and have the task of servicing ground starting equipment and recharging batteries for aircraft and ME vehicles.

These tasks are many and varied, and the days are full, but the electricians are happy with their lot, and will continue to give prompt and efficient service, as in the past.



FS MacPherson and WO2 Hayman discuss the latest special inspections.

So there it is. If in writing it has appeared as though we've been blowing our trumpet, well maybe we have. For we consider the contribution our section makes to the operation of the station is as vital as any, even if our work does not normally rate much publicity or attract much attention.

Invitation to a Motorized Fox Hunt

A local German Auto Club is arranging a special type of fox hunt for its members, and has enquired if any Canadians would like to get in on the project.

Planned for a week or two after Easter, the German Club needs to have a rough idea of the numbers to be expected, and is consequently extending this invitation well in advance.

The Hunt is open to anyone with a car or motor cycle, and does not involve high speed driving. The route is marked out beforehand by a club member (who also plants a few deliberately misleading arrows, too), and at the end is a circle sign, painted in the same colour as the arrows, which indicates the goal is in sight. Competitors then search for the fox (represented by a fox's tail) which may be within 500 or 1,000 yards from the last sign. There will be first, second and third prizes for the winning contestants.

The programme will include an address of welcome from the Club President, followed by a run-down on the rules for the hunt. After the hunt all vehicles drive back together for the prize-giving and celebrations. The invitation promises all Canadians a "Jolly Meeting."

Those wishing to get in on this unusual event are asked to give their names to Frau Bauert at Local 199. Further information will be given later.





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OLD SWEATS

by Flight Lieutenant R. E. Zwicker



Squadron Leader John G Begg, C.D.

Shortly after his arrival at 4 Wing, S/L Begg entered his twenty-first year in the RCAF and can therefore be classed as an "Old Sweat."

Born in the pleasant little village of Toronto, he stayed for only six years before heading for Angus and Barrie Collegiate for his education. The buzzing and spluttering aeroplanes in the vicinity in those days must have caused a sympathetic vibration for on 27 Nov 35 he found himself on the other side of the fence at Camp Borden as AC2 JG Begg.

Having graduated from school, he discovered he was studying just as hard as ever, first on the Armament Artificer Course, followed by an Instructors Course. At the end of 18 months, the recruit suddenly became an old timer with the exalted rank of LAC and his "A" grouping. He was now ready for his first transfer.

His new unit was the Permanent Force Detachment of No 10 City of Toronto Squadron (now 110 Sqn). Here, his chief duty was to instruct ground crews and pilots on armament matters. One of his pupils was a W/C Curtis, who later went on to become CAS.

But LAC Begg was not finished with courses himself. During his tour at Toronto he took such courses as parachute packing, prop-swinging, supply, and other miscellaneous instruction. Being the only single man on the detachment he was always "volunteered" for odd jobs. In addition to his regular duties, two nights per week were devoted to instructing at Toronto, and for a time he also carried on two nights a week doing the same thing in Hamilton. The remaining three nights of the week were his own unless some other duty came up . . . and they had fire picquets and guard duties in those days too!

When 1938 rolled around, Sgt Begg was ready for his posting to Trenton. Here he instructed the Senior Armament Instructors and Armament Officer Courses. At the outbreak of hostilities, F/S Begg found himself on the Armament Officers Course which he had been instructing the week before, and in June of 1940 he was commissioned.

He had a short stay at Camp Borden once again until Oct 40, at which time he was transferred to 2 Bombing and Gunnery School at Mossbank, Sask. Before he left in Oct 41 he had gained a wife and one extra ring around his arm. Leaving Mossbank as OC of the Ground Instruction School, he was transferred to the same position at Lethbridge for a year. In June 42 he became a Squadron Leader. Air Armament School, which was now at Mountain View, Ont., sent for him in Oct 42, and he arrived to take charge of the Senior Staff Officers' Familiarization Course. For a six months' period he was OC of the Armament Visiting Flight, followed by a further half year as OC Air Armament School (Ground). This shifting around was necessary each time one of the senior officers headed for a six month overseas tour.

For years S/L Begg himself had been asking for a chance to get overseas, and many times came close to it only to have the plans fall through. Finally his overseas posting came through and he departed from Mountain View on VE-Day! He journeyed to England where he was given a refresher course on armament and then sent to Oldenburg, Germany on the Disarmament Wing—as Accounts Officer!

He returned to Canada early in 1946 and after various "odd jobs" was sent to Suffield Chemical Warfare Experimental Establishment. On R-Day (Oct 46) he reverted to F/L. At the end of 1948 he was transferred to the Travelling Regional Trade Board, but was promoted out of the job immediately by regaining his S/L. Then began a seven year tour in the Ottawa area.

At the end of 1948 he became Project Officer for Armament Activities at CEPE Rockcliffe. S/L Begg held this position for three long but interesting years. He was then transferred to AMCHQ in August 52, where he remained as branch head dealing with the technical and supply aspects of weapons until 4 Wing beckoned in Oct 55.

S/L Begg, his wife Joy, and 13 year old son Brian, arrived at the Wing after driving the Rocket 98 from Le Havre. They moved into PMQs almost immediately — the first PMQ they had ever been in. They now reside in Building 26, Apartment 2.

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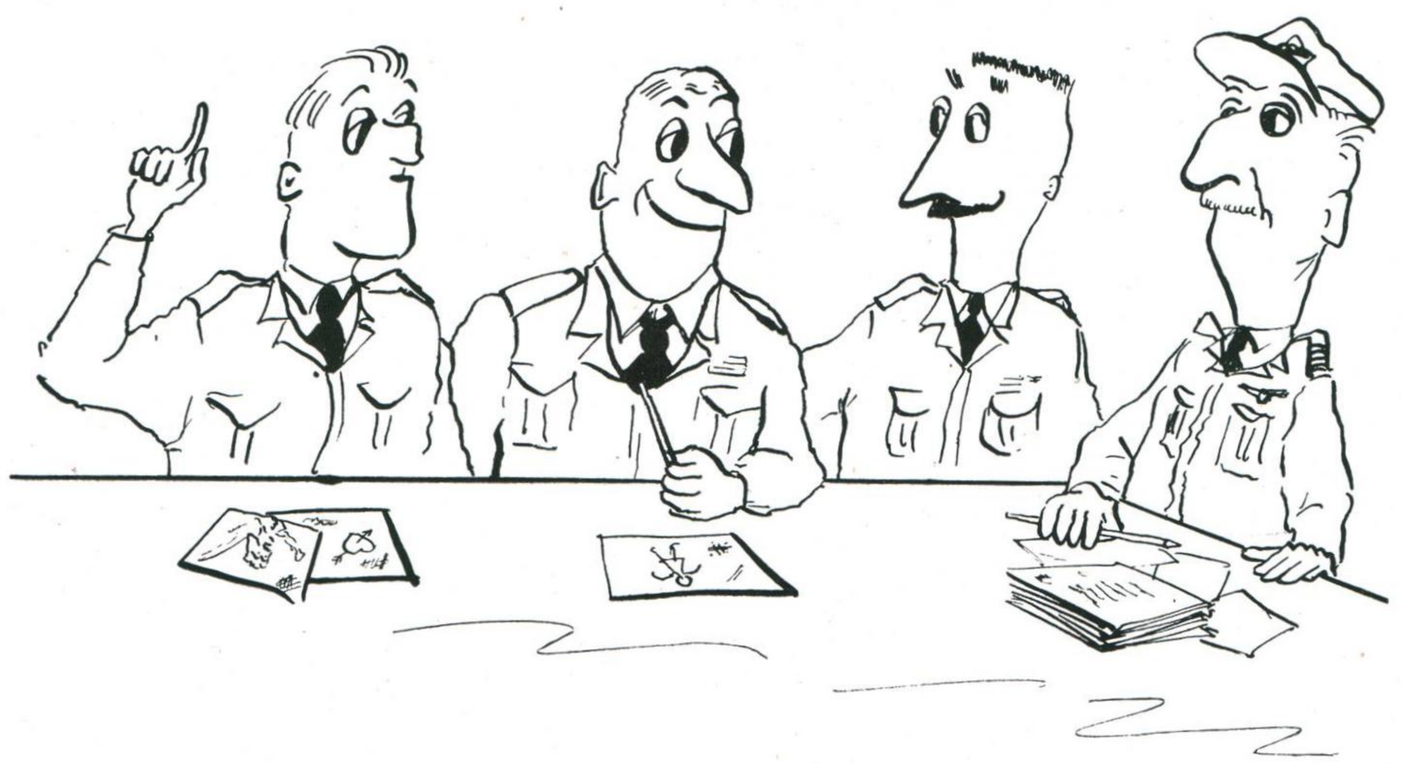
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PLEASE CAN I HAVE ?

by LAC R. Binns



It is a well known fact that no air force station could operate without the existence of a certain group of people. Although there is no mention of them in the air force trade structure, they are the life's blood of the station. They are expert orators, spouting confidence, yet the very souls of humility. They have the crafty look of Bill Sykes, and the innocence of Little Audrey. They control many thousands of dollars, but always insist that they are broke. Who are these people who enter the meeting room with a look of extreme poverty and leave with a facial expression reminding one of a small boy who has just stolen a farmer's last apple?

They are none other than the Station Fund Committee.

When the new member attends his first station fund meeting, he does so with a feeling of extreme pride in the fact that he has at last made the "big league" and that from now on he will be on nodding terms with the C. O.

When he has finally cut his way through the thick blue mist of tobacco smoke, however, found a seat in a quiet corner, and had his name taken by the secretary (who is surrounded by reams of pencils and erasers, to say nothing of cigarettes which have been offered to her by the other committee members, evidently in the hope that she will spell their names correctly), he begins to take stock of his fellow committee men.

He immediately gets an inferiority complex, for no matter which way he turns, he sees he is outranked. He begins to think he has wandered into the wrong meeting and is preparing appropriate excuses when he sees another bewildered being of the same rank as himself, sitting in another remote corner, and looking exactly the same as he does.

This brings back some of his self-confidence, but at that moment, in walks the chairman with a benevolent look on his face which reminds the new member of the Santa Claus at a five and ten cent store.

The chairman makes his excuses for being late and then looks around at the committee to see if they believe him. When he feels reassured, the chairman opens the meeting, which immediately gives the new member the feeling that he has stumbled in upon an art school, for as soon as the secretary begins to read the previous minutes, members on all sides take up pencil and paper and commence to draw scale pictures of Marilyn Monroe and rocket ships. The more talented ones draw sketches of something that looks like a cross between the static one receives on the television screen, and the eyes of a party-goer, the morning after.

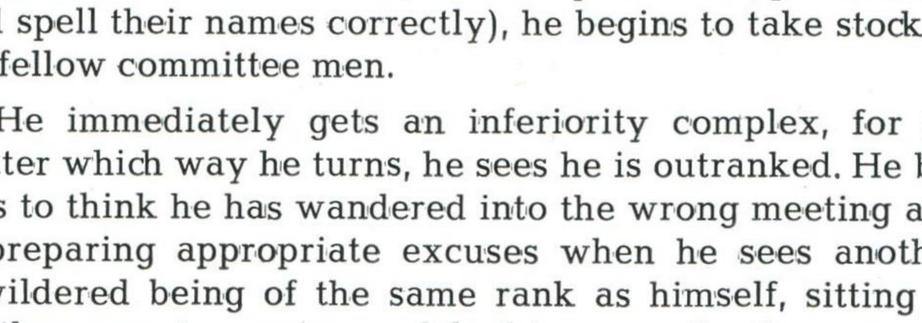
After the secretary has been offered at least three more cigarettes, a person who holds at least five sheafs of papers in his hands, stands up to read the NPF account.

The new member descends into a coma, still hearing in the distance the speaker telling the meeting how much is in the fund and why they are not going to spend it. This amount usually runs into the thousands of dollars and is collected from various sources such as the station stores, snack bar, shows and the Corporals' Club.

The accountant runs through these figures at a speed resembling a 4 Wing motorist racing past a hitch-hiker. When he has finished, he resumes his seat with a look of sorrow in his eyes reminding the new member of a man who has just divulged an international secret.

It is at this time that the members of the meeting come into their own, each trying to catch the chairman's eye so that he may plead first.

Usually the chairman will have none of this, and looks around the table to single out someone to start. This someone could be anyone from the chairman's dearest friend,



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to the one who looks most inoffensive, to the one who never has anything to say, or to the PMC of the Corporals' Club.

The individual who starts, straight away adopts an attitude of humbleness.

He probably wants no more than ten dollars for new badminton birds, but the story he tells is at least 300 per cent better than any squadron pilot's wartime reminiscences.

Thus the meeting continues with requests from members ranging from stamp tongs for the Philately Club to multi-coloured volleyball costumes, which may or may not ever be used.

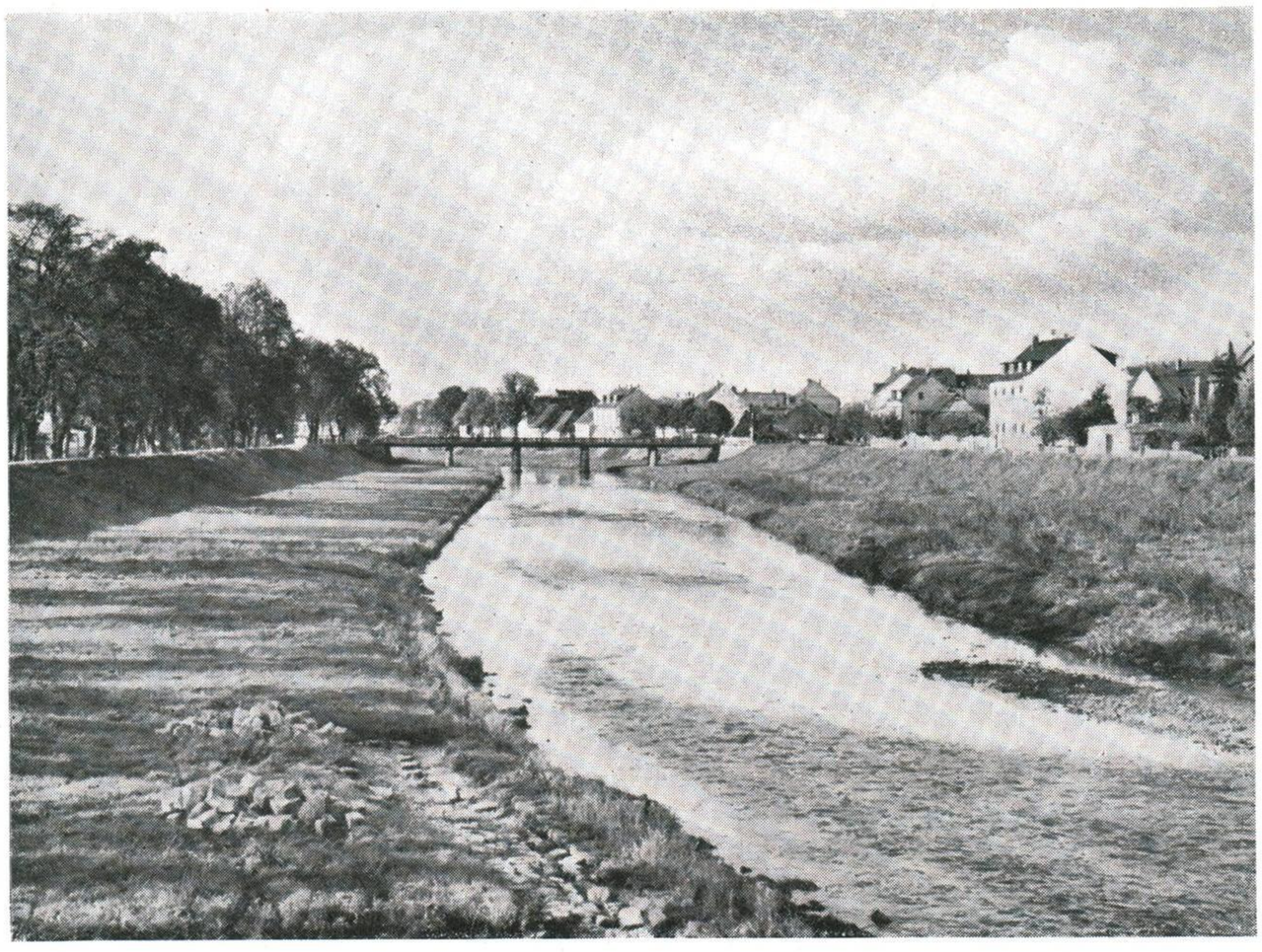
After every request, the chairman asks the committee for comments, but not before he himself has stated his own viewpoint, told a funny story and offered the secretary another cigarette, and also checked the account to see if there is any money left. The new member is amazed to see that everyone agrees with the viewpoint, laughs at the joke, that the secretary rejects the cigarette, and that there is money left in the fund.

This procedure can carry on for any length of time, but usually after about four hours, the chairman looks around the table, sees that everyone is bored, looks at his watch, and asks for an adjournment until the following day as he has to meet a deputation of young girls from the nearest town who want to obtain an autographed picture of last month's "Old Sweat".

As soon as the adjournment has been moved, the room empties as rapidly as if the place were about to be raided



by the police. The new member is carried out by the tide of humanity, and finds himself wandering in dazed condition back to his section hoping that no-one will ask him what transpired at the meeting until he has had a chance to read the minutes.



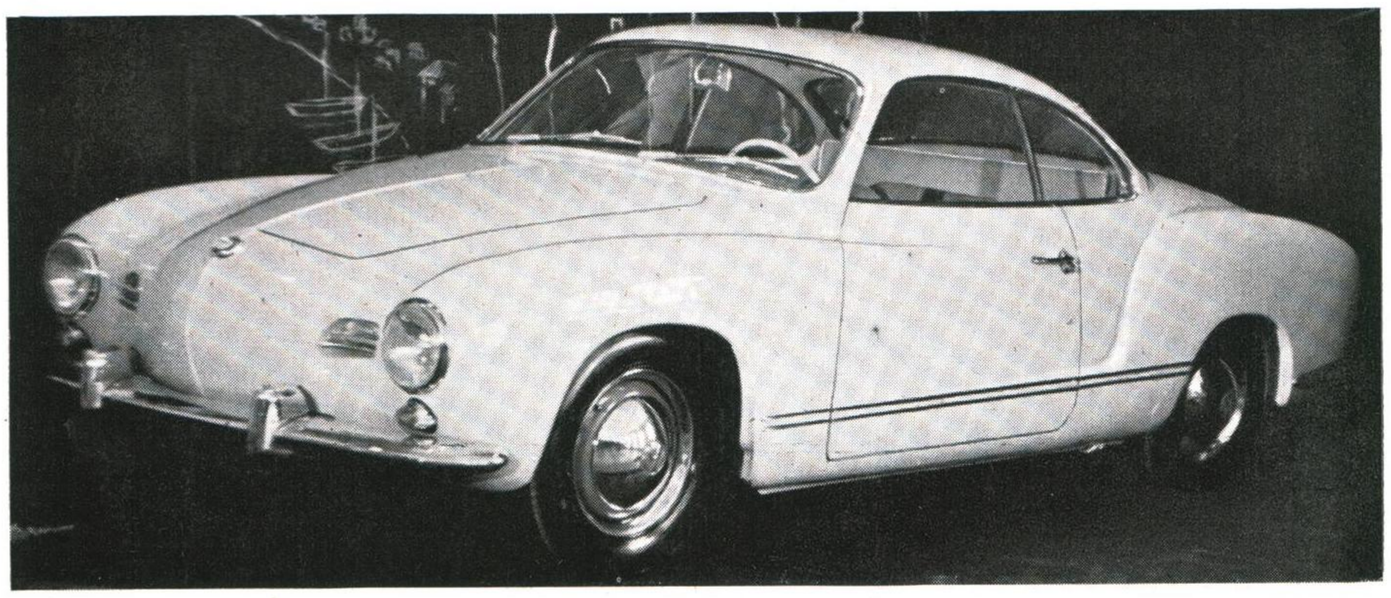
READERS' PHOTOS — 15

This familiar view of the Murg River was photographed from the main bridge entering Rastatt, by LAC Clapham, an ardent member of the 4 (F) Wing Photo Club.

It was taken with a Ricohflex camera, using an exposure of $^{1}/_{25}$ of a second at a lens opening of f 11. The cloud effect was obtained by the use of a medium yellow filter.

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A GANDER AT THE GHIA



The 1956 Volkswagen Karman Ghia Coupé.

This racy little bus labours under the name of the "Volkswagen Karman-Ghia Coupé" and having appeared for the first time in 1955, is still something of a rarity on the roads in Germany.

Built on a standard Volkswagen chassis, the bodywork is made by the Karman Company of Osnabruck, and owes its lines to the Italian designer, Ghia. The car therefore combines the reliability, robustness and running economy of the Volkswagen with a degree of elegance and comfort far beyond that offered by its older brother.

The engine is the same four-cylinder, air-cooled, rear-mounted installation with its 1192 cc capacity, but geared up slightly to give an extra 200 r. p. m. This promises a maximum autobahn cruising speed of between 115 and 120 k. p. h. (about 75 m. p. h.). Twin carburettors can be added for an extra 46 DM over and above the list price of 7,500 DM ($1,780.00). The only other change in the mechanical features is an added torsion bar between the front wheels to improve the cornering qualities.

Although it resembles a cross between a standard Volks and a Porsche, the Ghia makes no pretence at being a high performance sports car, its main drawing card being its undeniably beautiful lines, and its internal comfort. When we speak of comfort, however, we restrict our comments to the front two seats, which are deep, well-upholstered, artificial leather covered and easily adjustable to a wide range of positions. The car is somewhat optimistically described as an "occasional four seater", which is all very well if your occasional passengers are no taller than four foot two; however for average-dimensioned human beings, a definite knack is required to be able to retract into the cramped space at the back, which offers very little knee room and even less space for the head. Hats don't even rate a mention inside the Ghia.

The curved glass windows in the doors are an unusual feature, and together with the generously proportioned curved windshield, offer excellent visibility. VW owners will also note the very large rear window with approval The standard VW heating system is used, with the addition of a most effective windshield de-mister. The dash is simple but neat, incorporating a speedo and a self-winding clock. The passenger seat is provided with a hand grip on the top of the dash for use whenever the driver is tempted to display the car's excellent cornering qualities. The customary four position gear shift is used, with the gear lever and hand brake in their normal location between the seats. Two-tone horn and blinker-type turn indicators come as standard equipment.

Raising the rear hood, the engine installation is identical to that of a normal VW, with the exception that the air filter has been moved to the side and the battery is located in the rear.

Considering its sleek lines, the Ghia offers a surprising amount of luggage space, most of it being behind the fold-down rear seat. There is room for a further suitcase under the front hood behind the 10 gallon gas tank.

Wrap-around bumpers front and rear afford some much needed protection to the large, beautiful but vulnerable side panels, and for accessory lovers, imitation wire wheels can be added for fifty dollars a set.

With an empty weight of 1,600 pounds, the Ghia is slightly heavier than the ordinary Volks, but performance figures are very similar. The engine is rated at 30 h. p. as usual, and road tests showed it to have enough power and accelleration to satisfy any owner except the out-and-out sports car fiend. Sitting close to terra firma, the sensation is stimulating even at relatively low speeds, but the scanty headroom places the driver with a sloping skull at a definite advantage.

The Gerstenmaier Garage offers five to six months delivery on the Karman-Ghia, and has orders already for five from members of the RCAF. It seems a very good bet to take back to Canada, with Volkswagen's ever-growing parts and servicing organisation to take care of most of your worries. The thought of having any fender work done on those large, beautiful side panels might cause grey hairs, or possibly replacing the curved window panes in the doors. Apart from these two considerations, the Ghia offers Volkswagen reputation, economy and performance, plus good looks and a dash of eccentricity, all for a figure which places the Ghia well within the Canadian low priced field.

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PORSCHE

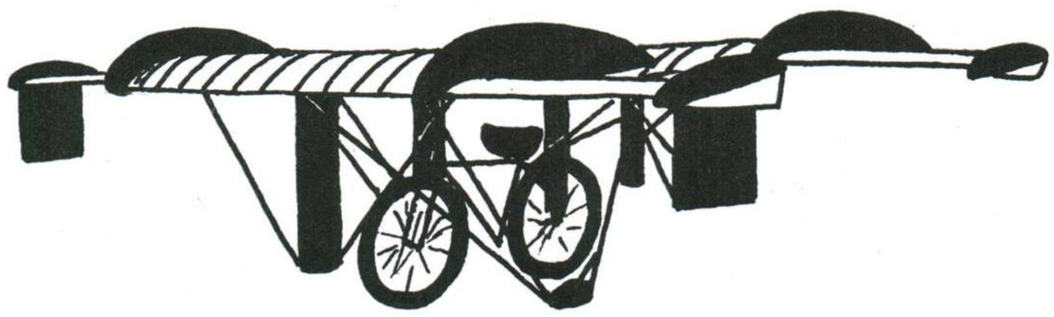
VW Standard	Factory Price		895.00	Dollars
VW De Luxe Model	„	„	1100.00	„
VW Export Model	„	„	1126.00	„
VW Convertible	„	„	1472.00	„
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A word on the ORNITHOPTER

by F/O Bill Clare



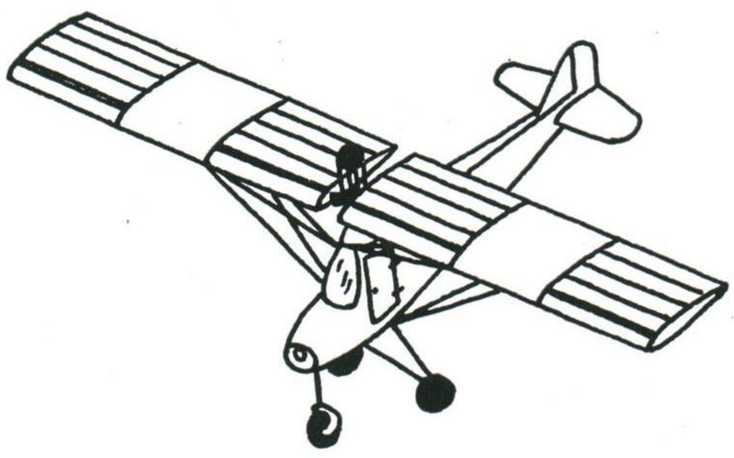
This was the original Ornithopter, the invention of one James Caldwell of Medicine Hat, Alberta. It was really no more than a bicycle, with wings fore and aft that flapped like a bird. Although the cycle's engine rated only two horsepower, Mr. Caldwell was able to pull himself five to ten feet into the air with a bird-like rhythm.

In the days of World War II, when this contraption made its first appearance, Caldwell was considered something of a crackpot. Indeed, he was an odd looking little man. But there was some surprisingly good reasoning behind his "Thopter".

"Private planes to-day are expensive", he said, "and not really self-sufficient as a mode of transportation. In many cases more time is spent getting to a plane at the airport and getting from the destination airport to the city than if the traveller had made the trip by surface transportation."

"An airplane is needed that can take off and land in a space no bigger than necessary to park an automobile and yet much cheaper than a helicopter. When we have an airplane that will be practical for use by everyone, there will be such a demand that they will have to be mass-produced. The price will consequently be lowered to compete with automobiles and the real air age will have arrived. The answer may be the Ornithopter."

Although the first Ornithopter never got more than a few feet off the deck, James Caldwell was a determined man and he never gave up. He sold shares in his Thopter project and travelled to Malton, Ontario to get expert advice. The result is pictured below with the inventors explanation. Nowadays there is a new confidence and pride in his voice when he repeats his motto: FLY LIKE A BIRD.



This is the new Ornithopter as redesigned by the expert aeronautical engineers at Malton, Ontario. They say that the design is now aerodynamically correct and that the number of moving parts is reduced to the minimum

The wings are hinged on their centres. While one half of the wing goes up with the valves open, the other half goes down with the valves closed. The lift is constant. A four foot connecting rod between the two wings gives each wing a four foot stroke at the same time.

In an airplane the wings have an upgrade or positive angle, (the angle of attack). In an Ornithopter the wings have a down-grade, negative or gliding angle. In a glide it is the weight that propels, overcomes resistance and creates vacuum on top of the wing.

Vacuum is two-thirds of the lift. When the motor adds the other one-third of the lift by the down-stroke of the wings, all the forces necessary to sustain flight are present. This is the bird-flight formula.

THE FIRST THREE ARE THE WORST

Who said that two could live as cheaply as one? Evidently the managers of the hotels in Monaco (land of the Big Casino) are trying to prove the point, because they recently announced that the hotels of that diminutive country have decided to offer newly wed couples a 10% reduction on their bills **after** the third day of their stay.

BAYREUTH MUSIC FESTIVAL

It is not too late to book your seats for the 1956 Wagner Music Festival, which will be held at Bayreuth, Germany from July 20th to August 25th. Tickets are on sale at all leading Travel Agencies.

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Sports and RECREATION

Volleyball

Inter-Section Volleyball has been plugging along and has now narrowed down to six teams in the play-offs, which started January 31st. As the finals had not yet taken place at press time, we are unable to publish the name of the winning team. However the ME Teams have threatened that either they are going to be 1956 champs, or a lot of people will be walking for the next twelve months.

Teams in the finals are; (1) ME first team, (2) ME 2nd team, (3) Wing Maintenance, (4) 414 Squadron 2nd team, (5) ME 3rd team, and (6) Wing Armament.

Basketball

This activity has exceeded all expectations this year, with high standards of play and fine officiating. The teams have now reached the play-offs, and the standings at time of writing were; (1) 414 Squadron, 15 points, (2) Wing Maintenance, 12 points, (3) Headquarters, 10 points, (4) 422 Squadron, 6 points, (5) Telecom, 2 points, and (6) 444 Squadron, nil.

The three top scorers in this league are; KuKucha (Wing Maintenance) 81 points, Chartrand (Headquarters) 73 points, and Duggan (414 Squadron) 66 points.

Bowling

Supply are leading in the "A" league, with the dark horse team "Odds and Sods" showing dust to the rest of the keglers in the "B" league, The winners of the first half of the league are either resting on their laurels. or else have lost their clover leaves, as at present they are sure dragging at the back gate.



Some of the first customers try out the ice soon after the opening of the arena. (Photo by Focus)

Theatre

In the theatrical field, January saw two fine presentations. The US Army Drama Club from Heidelberg staged "Dial M for Murder", and this was followed by a variety show called "Red, Hot and New", featuring professional artists who have played from one end of Europe to the other.

While still on this train of thought, plans are in the air for another station variety show. Those persons possessing talents, developed or undeveloped, are invited to contact Sgt Fortier at the Sports Palace, Local 76.

Recreation Generally

Those of you who intend to get around and see something during your tour in Europe have only to drop across to the Sports Palace to find out about travel to any part of the continent. While not the most complete travelogue around, there is enough information available to assist you in your vacation plans and give you some new ideas for travel in Europe.

BADMINTON CLUB NEWS

The morning of January 14th, through fog and icy windshield, saw volunteers from 4 Wing Badminton Club take off in a bus bound for 2 Wing, to take up a challenge.

Needless to say the whole week-end was full of skits from the first movement of the bus. We boiled over twice — the bus that is — and had to stop for water, but we finally made the trip in three and a half hours.

We barely had time to grab some lunch, change, before we were on the courts. We did ourselves proud though and took three out of the five events. Cec Klinowski and Grace Reid came through for the ladies' doubles, Bill Smith and John Charron the mens doubles and Cec along with Moe Julien took the mixed doubles. The singles were both won by 2 Wing — Miss Bouchard and Mr. Fife.

2 Wing certainly have a lovely gym floor and it was a pleasure to caper around on it.

The girls were lodged in the W. D. Barracks and I do not think the residents will ever forget two certain characters in particular who were yelling "Aufweinerschnitzel" up and down the long corridors at 3 in the a. m. One W. D. even offered to carry their luggage out next morning — just to get rid of them I suspect.

Seriously though, it was a lot of fun. We had good games on the whole, the party given in our honour was a big success (wonder if Scottie knows the party is over by now) and all in all a great time was had.

Our thanks go out to 2 Wing for a terrific week-end. We are looking forward to them coming here on the week-end of February 18th for a return match, at which time we will do our best to return their kind hospitality.

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*Just put a few lumps of ice in an "on the rocks" glass and pour in a jigger of Seagram's V.O.

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The Commanding Officer throws in the puck for the first face-off in the game between the RCAF Flyers and Düsseldorf. The game marked the official opening of the Station's brand new ice arena. (Referee: F/O LeCompte)

ICE ARENA OPENED

Saturday the 21st of January was a real Red Letter-Day, recreationwise, for 4 Wing as this was the opening day for the new Ice Arena. The first official game featured the Air Division Flyers and the Eis Hockey Club of Dusseldorf. The Germans put up a great display of fight but were completely outclassed by the smooth Flyers team. Final score; Flyers 11, Dusseldorf 1.

Prior to the first faceoff, handled by G/C Christmas, the 4 Wing Band under the direction of Sgt Guy Fortier played the national anthems of the two teams. Between the periods Mrs Karl Wacker of the Wacker Construction Company (who built our rink) presented the Station with the Karl Wacker trophy for Intersection Hockey. It is a large urnlike trophy in silver, and will make an outstanding display item for the lucky section.

On Tuesday the 24th, our own Intersection League got underway with six teams after the silverware. Teams competing are: Headquarters, 414, 422, 444, Tech Services, and Wing Maintenance. When this article was written each team had played two games and the fans were convinced the Flying Frenchmen from Headquarters were going to be pretty hard to stop. They beat 414 by a score of 6—2 and defeated the strong 444 team 4—2. It is still awful early in the season though to pick a winner. So far the brand of hockey shown has been good and the large crowds have kept the players on their toes. The usual growing pains of a new league have been in evidence but are rapidly being straightened out. Results of games played to date:

24 January;			
Headquarters	6,	414 Sqdn	2
422 Sqdn	6,	Tech Serv	0
26 January;			
Headquarters	4,	444 Sqdn	2
Wing Maint	5,	Tech Serv	4
29 January;			
414 Sqdn	5,	Wing Maint	2
444 Sqdn	3,	422 Sqdn	1

The original schedule called for games 4 days a week but this has since been changed, so there will be games every Tuesday, Thursday, and Sunday evenings with the first game starting at 1900 hours and the second at approximately 2100.

One thing fans are asked to consider; the referees are all trying to keep the games moving for your entertainment but in a contact sport like hockey refereeing is a hard job. You in the bleachers may see many things they do not, but on the other hand they also may see things you don't. So far they have all done a good job and they, like the players, will improve as the season progresses.

RCAF Pucksters Build Goodwill for Canada in Europe

This is the third year the Flyers have been taking on all comers in Europe. Started in 1953 by Flying Officer Pete Cunningham, who was later killed in a jet crash, the Flyers were designed to give hockey-loving airmen an opportunity to play again, and to promote goodwill for Canada and the RCAF.

At first the Canadians had difficulty with the European rules in effect for their games. But Cunningham and, this year, coach Warrant Officer Harry Strong and business manager Flight Lieutenant Chuck Keating insisted that the players abide strictly by the rules of the host countries.

"We like to win as much as the next fellow", said forward F/O Bud White "but we know that we carry the good name of Canada and the RCAF on our shoulders. If it's a choice between winning by rough-house tactics or losing by playing strictly to the European code, we'll take the latter course. All the fans want over here is good, clean, fast hockey without the rugged body contact that is standard in the United States and Canada. That's what we try to give them."

Last year, the boys won 25, lost 19, tied 6. Not exactly a super-impressive record, but when you consider that there are no ex-pro's on the club, that they travelled 60 miles to Mannheim to practice in their spare time, and they were up against some of the outstanding clubs in Europe, it wasn't bad.

This year they have played against the Dutch national team, Dusseldorf, Krefeld, Mannheim, Bad Nauheim, Berne, Zurich and Milan.

All jet pilots or ground tradesmen with the Air Division the Flyers returned recently from a five-game series in the Swiss Alps. Playing against some first-division Swiss teams, the Canadians split even, winning two, losing two and tie-ing another.

In their game against the Swiss national champions of Arosa, the Flyers battled on even terms until midway in the third period when the 5,000 foot altitude caught up with them and Arosa wrapped up the game.

The boys did better in their next two games, edging Flims 3—1 in a picture-postcard setting, and walloping Lenzerheide 21—2 at night under the lights.

At the fabulous resort town of St. Moritz they played a spine-tingling, wide-open game with the result in doubt until the final whistle. Score 6—6.

They wound up their tour at Davos against the league-leading team in Switzerland, losing 9—6 after piling up a 4—0 first period lead. The fans were behind the Flyers almost 100%. Chants of "Canada, Canada," were started by younger groups and every time the Flyers scored, the cheering was deafening.

Although the Flyers compared well with all the Swiss players they were outplayed in the losses by former Canadian pro's who are hired to train the local players.

Comparing European hockey players with Canadians, defenceman F/O Bill Smith said: "From what I've seen and heard, the calibre of European hockey is improving all the time. Most of the Europeans don't start skating and playing hockey as soon as they can walk, the way we do in Canada. But the importation of Canadian coaches has made a big difference.

"That big fellow for Davos, Stu Robertson, is a really good trainer and he has three or four 17- and 18-year-olds who are of Canadian junior standards right now. The Swiss will be tough to beat in a few years and, of course, the Swedes, Czechs and Russians are no slouches on blades," he concluded.

That the RCAF Flyers are excellent goodwill ambassadors for Canada cannot be denied. In one penalty-free game in Switzerland, more than 5,000 people were in attendance and the game was nationally televised and broadcast.

When Europeans think of Canada, they immediately think of hockey. And it may well be that the impression some Canadian hockey clubs have left over here hasn't been the best. Playing and practising in their spare time the RCAF Flyers are out to correct that impression. From fan reaction and press reports, they are doing just that.

RCAF Officer Referee at Olympics

Flying Officer J. H. L. (Lou) LeCompte of the RCAF's No 1 Air Division Headquarters in Metz was named by the Canadian Amateur Hockey Association and the American Amateur Hockey Association as the North American delegate to the International Referee Pool who made up the officiating staff for the Olympic Hockey Games in Cortina d'Ampezzo, Italy 26th January to 5th February.

A native of Ottawa, LeCompte played most of his hockey with RCAF teams, and wound up his active playing career in 1948 as a standout defenceman with the "Ottawa RCAF Flyers", who in St. Moritz, Switzerland, won the Olympic and World Amateur titles for Canada that year.

Since 1948 Lou has directed his energies towards officiating rather than active playing and holds an Ontario Hockey Association and Canadian Amateur Hockey Association referee's ticket. Last year, as Canada's official delegate, he attended conferences at Berne and Davos in Switzerland when international rules and regulations for referees were discussed.

As one of the official referees at last year's World Amateur Hockey Tournament in Germany, LeCompte won the respect and admiration of coaches and players from many nations including Russia, for the fairness and strict impartiality with which he handled games, according to tournament officials.

As a former player and referee in both the North American and International version of Canada's national sport, Lou stated, when asked what he considered were the big differences between the game played in North America and that in Europe — "In Europe, any form of bodily contact is frowned upon, and only in the defending zone is it legal to throw a body-check, however clean; whereas at home clean body-checking is permitted in both the defending zone and the centre-ice zone as far as the centre red line."

"And," added Lou with a gleam of reminiscence, "A defenceman who can effectively take out an onrushing forward by means of a good stiff body check, is just as much an asset to his team as the back-checker or sweep checker. "As a referee," concluded Lou, "I find the European game no easier to control. However, I cannot help but feel that the spectators over here are getting slightly more for their money than they are at home."



CURLING

by F/S AR Doe

Curling started somewhere around the 16th century in the land of the Haggis eaters. The game was first played in Canada in 1759. The first curling club was formed in Montreal, the Royal Curling Club, in 1807. Since then the game has grown in popularity all across Canada, so that now there are over 26,000 members registered with the Dominion Curling Association.

The game is played on a level sheet of ice or rink 138 ft. long and approximately 15 ft. wide. At each end is a "hack", a toe hold in the ice from which the player throws his rock or stone. Twelve feet in front of the hack is a "button", a 12 inch centre of a 12 ft. circle called the "house." Across the centre of the house is a line known as the "tee". Twentyone feet in front of the hack is another line called the "hog line." Each end of the rink is identical, so now let's get on to how the game is played.

The game is a team competition game, each team consisting of four players: the first (or lead), second, third (vice-skip or mate) and the skip, who is the mastermind or the scapegoat, depending on whether the team wins or loses. At the start of the game the thirds (vice-skips) flip a coin to determine which team will throw first, the loser of the toss curling first, but having the choice of rocks. The lead man throws his first rock, and alternates with the lead of the other team. Every man on the team throws two rocks each, the skips being the last to curl.

How to throw this hunk of granite? The stone or rock has an average weight of 40 lbs. and with practice may be thrown with great accuracy. The object of the game is to get as many rocks in the house closer to the button (centre of the house) than your opponents. The rocks may be thrown two ways: an inturn — where a right-handed player throws the rock with a clockwise turning motion, and the outturn — where the rock has an anti-clockwise motion. The skip of the team will indicate where he wants the rock, and place his broom on the ice where you should aim your rock. The speed or weight you throw the rock depends on ice condition and whether the skip wants you to put your rock in the house or knock an opponent's rock out. To put a rock



A tense moment as a rock approaches the house.

in the house is termed "draw weight" while a knock-out shot is called "hack weight." When one of the team is curling, the other two members may sweep the rock at the skip's instructions. Why sweep? There are many different views on this, but when swept, a rock will go further and curl less, making the rock go straighter. A rock to be "in play" must not touch the sides, must be completely over the "hog line" and not completely over the line at the back of the house.

At the end of an "end" (when all the members of both teams have each thrown two rocks) the thirds only of each team determine the score. The number of rocks in the house of one color closer to the button than any rock of the other color are the ones that count, one point per rock. The game consists of 8, 10, or 12 ends.

Now for some timely tips. Don't sweep a rock into the house, as only the skips are allowed in the house. Clean your feet well before going on the ice, and be sure to wear rubbers. One little grain of sand will stop a rock. Be on time, for every ten minutes you are late, you lose one end, and one point. After 30 minutes the game is forfeited.

Liniment for aching muscles is available from the dispensary.

THE STORY OF BUEHL

by Mrs Marie T. Bauert

Like so many of the towns and cities in Baden Province, Buehl dates back to the time of the Roman occupation of this district. Proof of this can be found in an old Roman mile-stone, which was erected as a border-marker on the river Bühlot. The inscription on the stone says that it was erected in the year 100 A.D., and that the distance from Buehl to Mainz was 120 Roman miles. The stone itself is now in the Karlsruhe museum.

First mention of the town in official records appeared in 1283. At that time the local castle, Burg Windeck, was under the rule of the Counts of Eberstein, the honourable gentry of Windeck being the owners of two domains — the old Windeck Court and Castle Court (nowadays the Hotel Zum Badischen Hof).

As far back as 1324 the town had a local Court of Justice, with a chairman and twelve judges, and the district included the parishes of Buehl itself and Kappel-under-Windeck. The word "Buehl" in English means "hill" or "hillock", and the town's official seal of jurisdiction, which originated in those early days, consisted of three mounds on a silver background. This has remained the coat-of-arms for Buehl up to the present, with the same blue-gold-blue colours.

Buehl's rise to prosperity was due largely to King Ruprecht of Pfalz, who granted the town the rights of Free Market. During the 15th Century, much of the Windeck property was sold to the Markgrafen of Baden, and in 1514 and again in 1525 the town was the scene of revolts by the peasants. A chairman of the local council, a certain Wolf Tucher, was the leader of the rebels, and on May 25th, 1925, he signed the Renchen Treaty on behalf of his followers.

In those days the small market town had a fortification system consisting of a moat around the town with two large gates, one of which was known as the Witches' Turret.

The 17th Century brought much suffering to the district. The Croats burned the place to the ground in 1622, and when the Swedes arrived eleven years later, Buehl was again laid waste. In 1684 the Hannoverian troops pillaged and plundered the small community, and again in 1689 the French invaders set fire to the castles and carried off what few treasures remained.

Those early fortifications have long since disappeared, however at one stage, they were part of a chain of strongholds which included the fortress of Stollhofen, and others through the flat Rhine plains and up into the Buehl valley.



The town hall (left) and Church of Saint Peter and Paul with its Gothic spire and storks' nest.

During the Napoleonic wars at the beginning of the 19th Century, Buehl suffered further occupations by foreign soldiers, and was forced to pay heavy contributions in money and goods to the invaders.

In 1835 the Grand Duke Leopold of Baden gave the community the official status of a town, and since that date, it has developed and prospered. Present-day Buehl is a thriving centre with an industrious population. It possesses up-to-date schools, a modern hospital, and some expanding new industries. A large proportion of the town's working population is employed in local factories, which include the UHU Glue Plant, Rosel Heim Cosmetics Industry and the Speirer artificial flower factory.

Being located on the main railway line to Basel, Buehl also benefits from being the terminal point for two other local trains — the Buehl-Buehlertal line and the Buehl-Kehl line.

Its population has climbed to a figure of 9,000, and from May to September each year, the town hums with activity as one of the biggest centres of the Baden wine-growing

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The Fruit Market in Buehl.

district. The wine-festival in May each year is the occasion to try some of South Germany's best wines, including the "Buehlertaler Spätburgunder", "Affentaler Red Wine", "Neuweierer Boxbeutel", "Varnhalter" and "Steinbacher Riesling" brands.

All these famous wines are supplied to the airfield from the Geppert vineyards, which are the largest in the Affental.

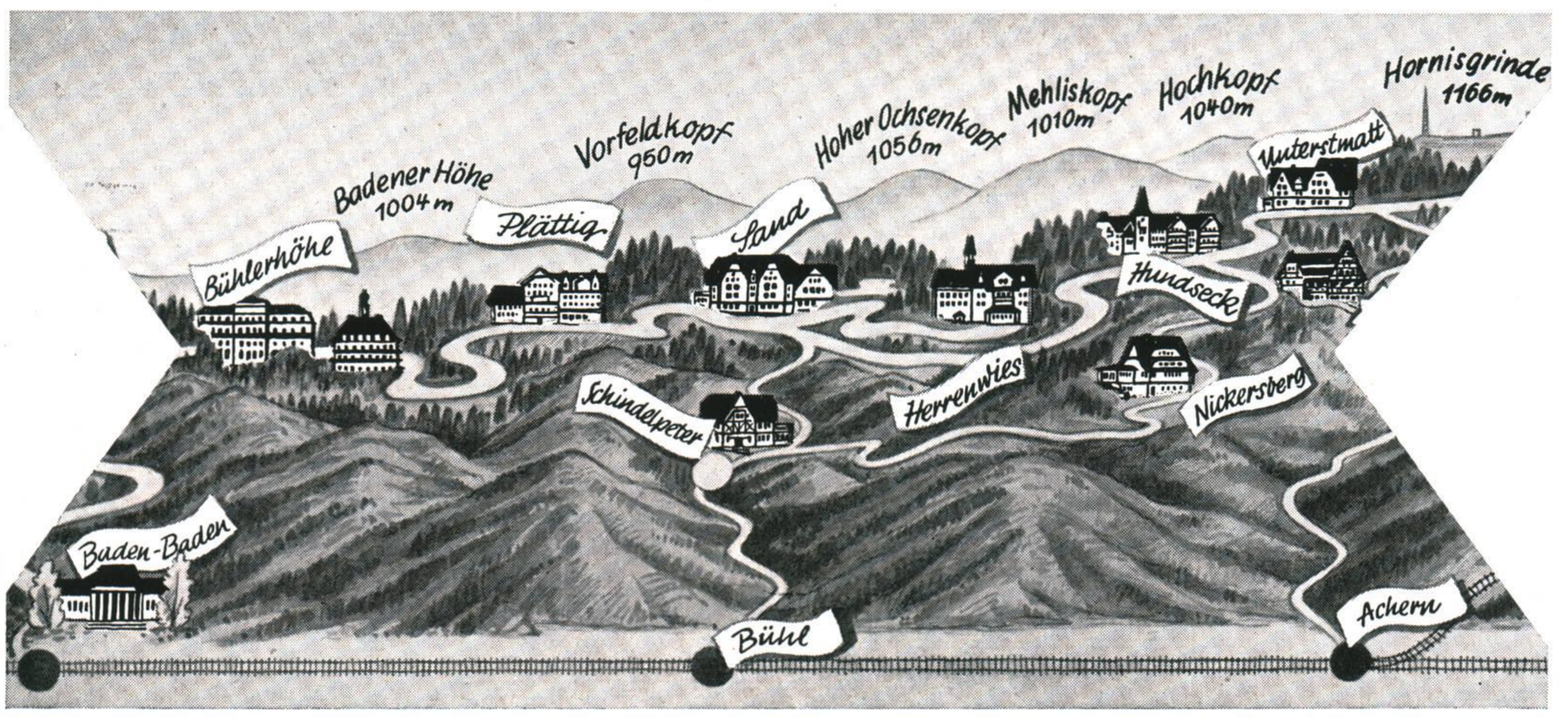
Many other fruits are grown, including peaches, strawberries, pears and plums. August is the time of the Plum Festival, when the streets are filled with a great procession of floats decked with flowers and fruits.

Buehl can also boast of having the highest stork's nest in this area of Germany. Perched on top of the town's prominent Gothic church steeple, the nest offers its occupants an undisturbed view over the district from an altitude of 186 feet. To all Germans, the stork is the symbol of fertility, so the children of Buehl put lumps of sugar on their window-sills in the hope that the storks, which return from Africa every Spring, will bring along with them a baby brother or sister. It is also regarded as a good luck omen for the whole town if its stork's nests are occupied.

During World War II, Buehl did not suffer too severely from bombing; even so a total of 466 houses sustained some damage, 44 of them being totally destroyed. Almost all have since been rebuilt.

Only nine miles from the airfield, Buehl now offers a variety of interests to Canadian visitors. The "Schloss Buehlerhöhe", "Kurhaus Plättig", and other first class hotels at Sand, Herrenwies, Hundseck and Unterstmatt are all regular calling points for Canadians on Sunday afternoon drives. For lovers of old castles, the Burg Windeck, Yburg and Schloss Neuweier offer scope for exploration. Special mention should be made of Schloss Buehlerhöhe, which is frequented by statesmen and distinguished guests of all nationalities, and known throughout Europe as a health resort.

Buehl prides itself on being the home of good cooking, with many local specialities. It is a friendly town where the visitor can be assured of a hospitable reception. Bürgermeister Dr. Kist is a frequent visitor to Baden-Soellingen, and the cordial relations between the Buehl Town Council and our own Rhine Valley Park Council are a source of particular pleasure.



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Personality of the Month

by Sgt Vic Ralph



Flight Sergeant H. J. Kane

Flight Sergeant Kane was born in Saskatoon, Sask., in 1914, his parents being originally from Southern Ireland. His formal education terminated in 1929, coinciding inconveniently with the start of the depression.

His wanderings and numerous changes of employment were intended ostensibly to enable him to collect first-hand material for a Kane literary endeavour; however, so far the world has been spared exposure to this interesting project.

Since an Irishman is always known to either fight or run (and Harry has bad legs) he was caught by the Saskatoon Light Infantry Recruiting Officer in 1939. He served in England with the first Division, and was a platoon commander when his unit hit the Sicily beaches. Later on he saw service in Belgium. During his overseas tour, Harry met and married his wife, Anne, who accompanied him back to Canada in 1945.

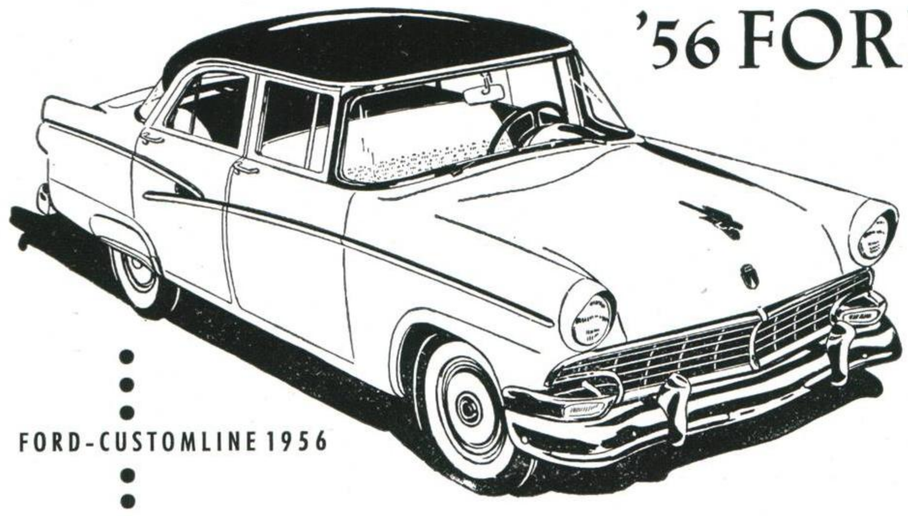
After his release in 1945, he sold cars and parts for Henry Ford in Vancouver for three years, then bought his way into the RCAF. His first three months were spent at Trenton as a store basher, but after the first quarterly stocktaking, he hurriedly remustered to Service Police.

Postings to Vancouver and Winnipeg brought him up to February 1954, when his move overseas came through. During his spell at Winnipeg he picked up the nickname "killer" while serving hamburgers in a Salsbury House as a short-order cook. The quality of the hamburgers no doubt hastened his transfer to the Air Division.

Harry Kane has given staunch support to his section and his Mess, and is very popular in both. In view of his obvious love of broadcasting it seems a shame his Irish ancestors neglected to call him "Mike". Fellow mess members are familiar with his daily "boredcasts".

This article appears just as it seems we shall have to lose the Kane family, as a transfer to Langar is looming on the horizon. This is a good place to wish them the very best of luck in their move across to 30 AMB.

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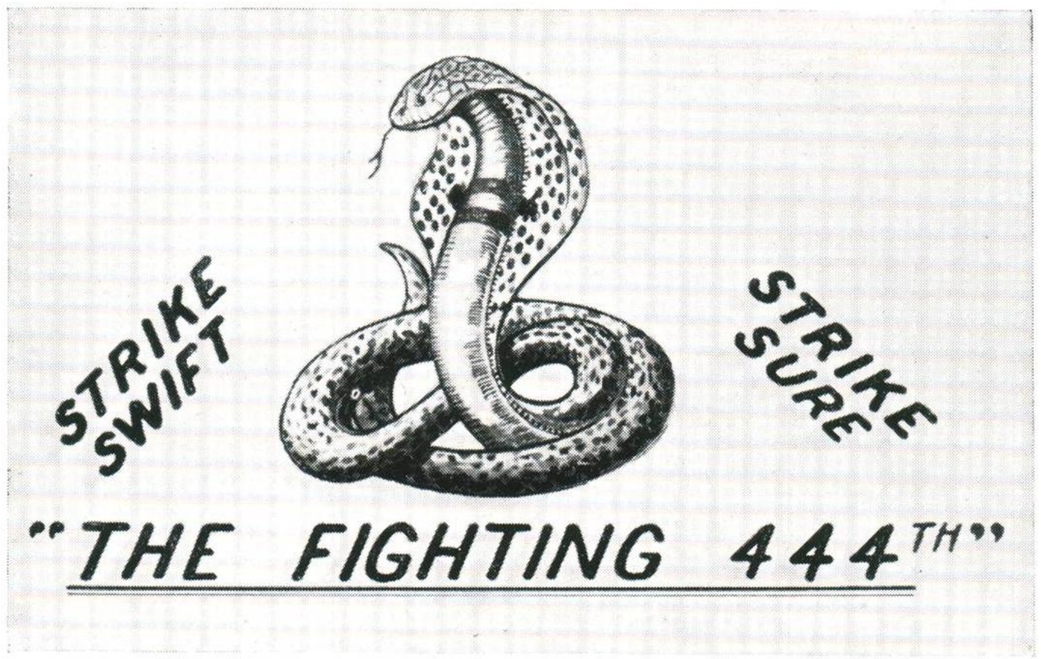


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by Flight Lieutenant A. J. Bauer

Along about the 16th of Jan, a strange fever gripped many squadron pilots. Peculiar only to F/O's, this malady caused a steady procession, not to the hospital, but to the combined lounge where the F/O qualifying exams were written. Fiendish looks on the faces of F/L's Bob Huson and Harry Vinish added to the misery. The only thing the candidates were not supplied with at these exams was a personally autographed screwdriver. Never mind men, we may get revenge next year.

This month we welcome aboard S/L ERB Gray, formerly of Training Command. He spent several years at CFS Trenton and before arriving in Germany, was OC Standards Flight at 4 FTS, Penhold, Alta. S/L Gray who is accompanied by his wife and three boys, will be gaining Sabre experience with the squadron, prior to a further Air Div transfer.

On Jan 14th we were glad to see F/L Abe McLeod again. Abe has completed the 6 week Jr Officer's Administrative Course, commonly called JOAC (and that's no joke), at London Ont. Abe also spent a week's leave in Los Angeles while at home.

F/O Rocky Redman, wife and Austin Healy departed during Jan for his FIS posting at Trenton. We're really going to miss the Rock around the squadron as a pilot, for his hockey skill and terrific personality. At a farewell party for Rocky and F/L Rig Stamison (our Air Div recruit) two most eloquent speeches were heard. We'll all remember Rocky's philosophic comment on postings. "Postings are like pregnancy; you've either got it or you haven't, and I've got it (Posting I mean)".

Concerning the former, (pregnancies we mean, F/O Les Price, (on loan to the aerobatic team) has a brand new baby girl. Congratulations to both parents and new daughter.

Airmen's Report by LAC Bill MacKinnon

Everyone seems to be having cold weather troubles, in particular the owners of automobiles. Guess we just aren't prepared for the Canadian type weather we have been having here. Just tough it out fellows, summer is coming.

Bill Chevrier seems to have a slight problem; his troubles stem from a combination of Hockey and Fasching, seems they just don't mix. The question is, Bill, which will you give up?

Speaking of Hockey, we are surprised by the lack of broken bones and sore muscles, guess you fellow must be in good shape, or else you have a non-aggression pact with the other teams.

Well trade board results are out and congratulations to the people passed, Ben Pessah came up with a 90 percent. Nice work Ben, have you figured out what happened to the other 10 percent yet?

That's it for this month men, except for the 64 dollar question — who is and who isn't going to Rabat? Guess we will have the answer to that one in the near future, or as Bert Vince would say, "They just can't send me down there again."

414 SQDN

The Black Knights

F/O C. T. Paine

To soothe my new Flt. Commander's hurt feelings (I neglected to mention his arrival on the staion a while back) I want to bring to your attention his recent advancement to Flt. Comm. of A Flt. F/L Smiley has departed on the Ski course and surviving that, to Canada. Good luck, Blake. We extend our great hairy arms to welcome F/L Sparky Wilson to the resort.

The same night that a baby-blue peoples-car, piloted by yours truly, came to a grinding halt, F/O Flynn met up with a Marciano-type German, who didn't think it was cricket to take his licence number. While lying prostrate with all four in the air he decided not to start an international incident and discreetly withdrew. Very cool move Pinky.

I was reading through the Boom Book the other day and happened to notice an entry which I thought would be of interest. I hate to blame anyone, but I think F/O Morrison is responsible. This is his story:

"Circumstance: At 50,000 on a stall off a climbing attack on 4 a/c, the subject a/c spun out. Immediate corrective action was taken, and suddenly I was in a screaming vertical dive — WHAT TO DO? I applied back pressure. No response. 45—44—43 thousand. More back pressure. No response! 38—37—36 I had already passed mach 1 and was fast approaching the heat barrier. I took a short grip on the stick, planted my feet firmly on the instrument panel and took up the strain, throttle off, brakes out. NO RESPONSE 20—18—16—15—13—10—7—5—3 Only one thing left to do! I began winding up the altimeter. It was a tough fight! 3—2—1—2—3—4—3—2—2—3—2—3—2—1—2—3—2—3 Finally intense application won out. One hand on the altimeter Knob, one on the stick, I fought the a/c back to base. It is expected the u/s pilot will receive a very high reward for his meritous and valiant efforts during this trying experience."

Heinz Fessler

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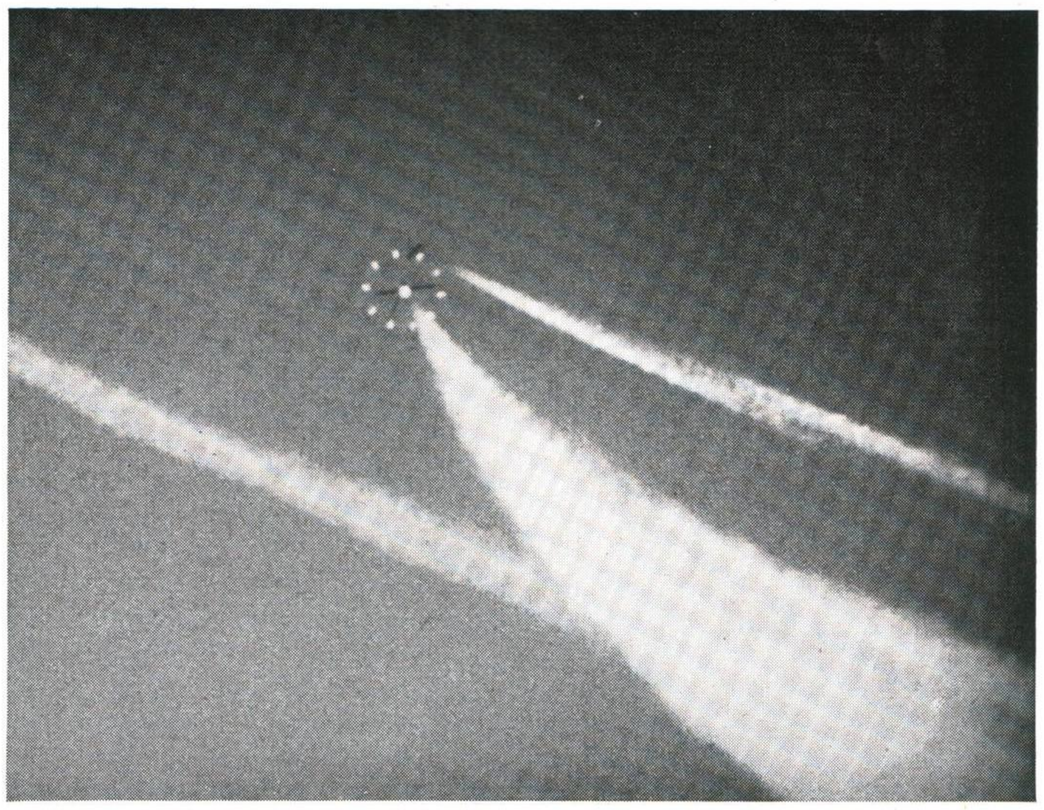
HUEGELSHEIM

HAUPTSTRASSE 18

Through the Gunsight

by Flying Officer Brian Bell

This photograph caused the printers some trouble in deciding which way up it should appear. Careful inspection will nevertheless reveal that this is actually a print taken



from a single frame of camera gun film, processed for the "Flieger" by Corporal Wright of the Photo Section.

The film was taken by the pilot of the aircraft, F/L Macdonald of 444 Squadron, during a recent air exercise, and the centre pipper of the reticle sight is lined up exactly on an "enemy" aircraft in front. Contrails from the target and two other aircraft are clearly visible in the picture, and serve to illustrate the pro's and cons of this phenomenon of high altitude flight.

Without contrails it is difficult to pick out another aircraft at distances over three miles. Contrails increase spotting distances up to twenty miles or more, and become very important in military operations. The advantage of being able to locate an enemy from his contrail, and the disadvantage of having him able to locate you, are therefore obvious.

During the past few months the ground observer has probably noticed more contrails than usual. This is mainly due to the atmosphere being colder during the winter. Their formation depends on temperature, humidity and height. At a specific height the air is 100% saturated, so when an aircraft's exhaust is added to the atmosphere, the water content of the exhaust increases the degree of saturation, causing condensation. The low temperatures at altitude (-25 to -60 degrees Centigrade) cause ice crystals to form, and these appear behind the aircraft. Depending on altitude these may dissipate quickly, or may remain in the air for several minutes.

Contrails appear chiefly above 20,000 feet, because the atmosphere is not usually cold enough at lower levels to form them. Their upper limit is reached when the atmosphere becomes too dry to support them.

De Ruler for Mak Start de Tur-been

Editor's Note;

The following article was handed in to the Editorial office by a gentleman with a thick accent and an obviously keen interest in his work. He disappeared before we had time to ask his name, rank, birthmarks, etc. however readers will recognise his contribution as an excerpt from the Pilots Operating Instructions Book for the Sabre 6.

De firs ting is for commence de hoil pump. When de pres-sur is ho-k, den commence de tur-been. Hopen de trottle walve pretty slow, so de steam what his turn to water his come out de lille hole on de bottom. When de water hain't no more, plug de lille hole by shut de walve.

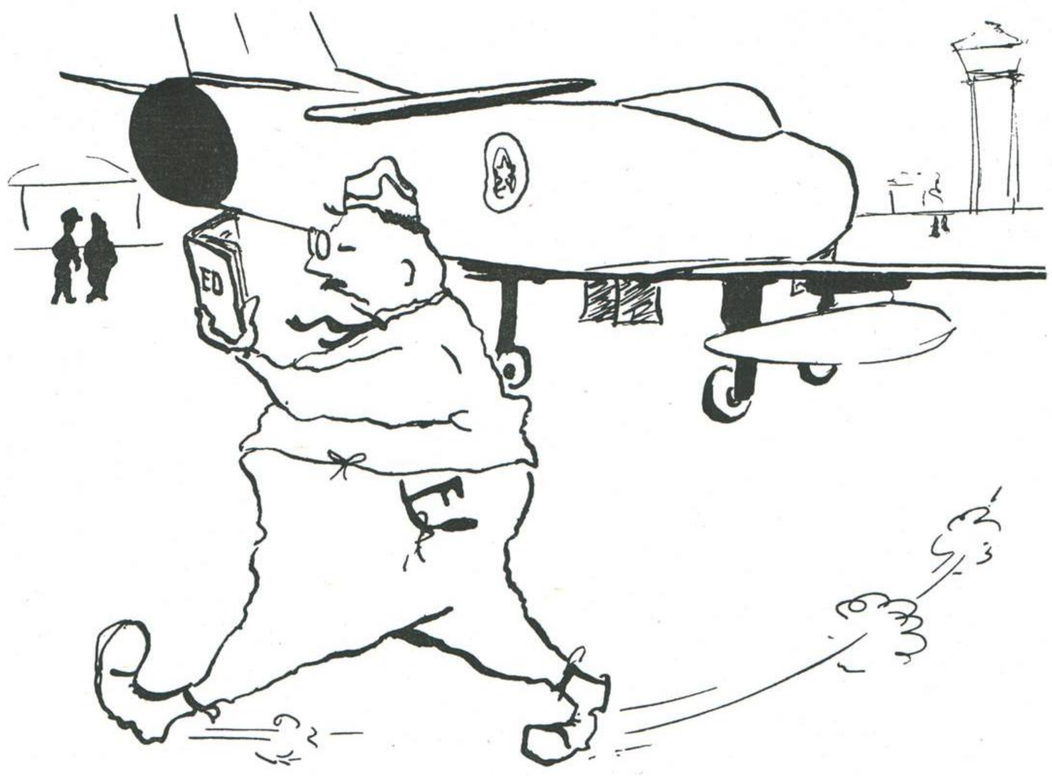
When de tur-been his start for turn hover (not de whole machine — just de rotor) den shut de trottle walve.

Now's de time for look for see hif you hear someting. Hif you don't hear someting when you look good, she is ho'k for mak go fast. Look de hoil pres-sur, look de water, look de steam, look everyting, and hif she's ho-k, took him to top speed. Now hif she hain't blow up, by now she is ho-k for put de load.

Try first de hexiter, to see hif she is work. Put you han hon de wire, de hodder han on de tur-been. Hif you harm his feel like your foots asleep, she's ho-k.

Now everyting his good for de load, so shut de switch, han let er go.

Hall de time de hengineer must walk around de tur-been



han look for someting. Hif you no fine, dat's good. But look hanaway so's your boss tink you good hengineer.

P. S. Don't forgit for git some wacuum.

Touring our Flugplatz

Recreation Run Down

As it has been a while since our last mention in despatches, this month's edition is devoted to the latest happenings in the home of the aged.

F/O McHardy visited some American friends in Heidelberg, and ended up playing the bagpipes on the stage for several hundred persons. He stole the show.

In between running his band and organizing variety shows, Sgt Fortier has been handling the PMQ Town Council elections. Sgt Barbeau has been lying low of late, however if you drift into the gym some day around four thirty, you may catch a glimpse of him tripping around gracefully, demonstrating to his teenage girls the secrets of poise and balance.

Cpl Lucas has been running the school for hockey officials, while LAW Gallant went on leave to England for two weeks. However she was back again three days later . . . this modern generation you know.



by F/L R. W. Huson

"Let's all go to the M. E. party!" Apparently that was the slogan as approximately 150 M. E. personnel, their wives, sweethearts and guests arrived in fine fettle for an evening of fun, frolic, and good fellowship at the Gasthaus "Adler" in Buehlertal.

The party was highlighted first by the number of prizes for various dances and novelty awards, and second by something that resembled a cross between a soccer pile-up, a football scrum and a rugby huddle. After due consideration and a number of bumps, it was realized that the thing in question was a novelty dance, patterned after musical chairs. The winner (and we feel, he could become world champion) was LAC Frank Gagnon, who outlasted LAC Coderre to claim the event.

Taking bets on the outcome was our financier and one of the party organizers, LAC Slim Giles. Another highlight, and we do mean high, was the dance between our suave and distinguished C Tech O and his partner. This could be titled the high and low of the evening. To clarify the situation and explain, the Wing Commander was dancing on the floor and his Lady on a chair. By this method they made a perfect couple.

While we're telling this tale we might as well mention a few other notes picked up by our roving reporter. As usual Cpl "Flash Gun" Birnie gained more experience and we hope some fine pictures of our party. "Lover-Boy" — there can only be one (no names, no pack drill) was living up to his reputation, and we presume where there's smoke there's fire. "Pit" Demers was as usual embracing the most robust and solid bit of feminity in the house.

To top off a wonderful evening, LAC Mel Levey used all his charm and perseverance to hold the audience spellbound with his warbling. Good show Mel, you sure surprised a lot of people. Mel, without the benefit of orchestra or music, put on a real professional show. All this, mind you, after having put in his normal 8½ hour shift on night duty.

The boys presented Mr. Ferguson, our genial warrant officer, with the biggest, blackest, and longest cigar they could find. It is estimated that it was good for approximately 4 hours smoking. So till our next party, good smoking Fergy.

Wing Armament

M&W

Well another month has rolled around and everything has been fairly quiet up at this end. Some of our boys were away on leave, most of it being spent in the local area.

FS Galley returned from a leave spent in Scotland, where he picked up his frau and two kinder, who had been visiting relatives there. We welcome you to 4 Wing, hope you enjoy your stay at this pleasant spot.

Cpl Al Clavel has deserted us for a spell of T. D. at the sunny south resort, Rabat. On his return he will be leaving us for that place known as Canada and civvy street.

Sgt Thompson has been having a busy time trying to whip up the Curling Club, of which he is president, and has been very successful as we have been curling for nearly three weeks now. Biggest holdup was brooms, but they were finally procured locally, and are on sale at the P. X., so all is going very well and the league is in full swing.

Cpl Goddard is a busy man being i/c of the ranges. Now that the Riffle Club is in full swing it keeps him jumping all the time.

LAC McIsaac took the plunge on Jan 21 and is now an old married man. Our congratulations to you, Mac, may you enjoy many happy years of married life.

Fasching season is in full swing again, and some of the boys are living it up as best they can. Really enjoying themselves too, but those mornings after are harder to take than the Fasching. (Is that why F/L Zwicker took leave at this time?). Oh well, it won't be much longer now and it will be over for another year. Thank goodness.

Congratulations to three of our boys who have joined the ranks of the Group 3. Namely LAC Jack Ashford, Rocky Levecque, and HD Bishop. Nice going fellows.

SYSTEMS

The end of the month of Fasting and Fasching! The fasting being, of course, because of the holidays and Fasching there just ain't no money left to live on.

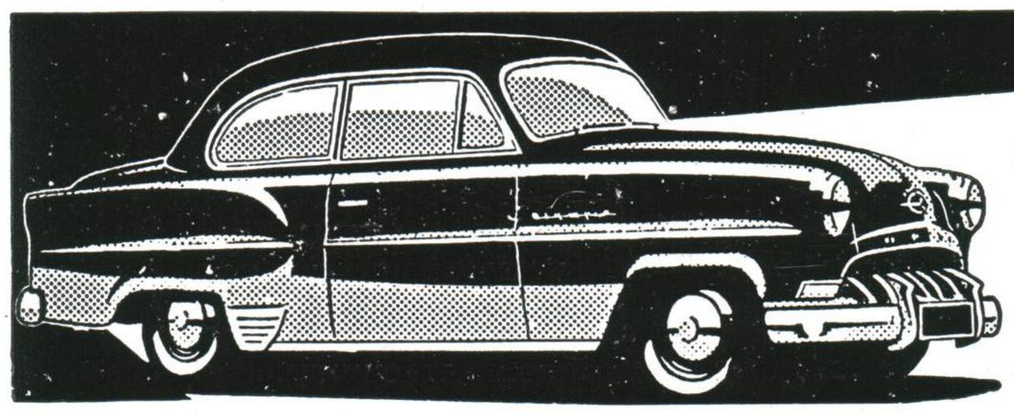
We're pleased to congratulate Sgt Bob White on his marriage to Rose Marie and hope they enjoyed every minute of their honeymoon.

Mel Nelson and Tommy Thompson are both on leave at the moment and are to be seen about camp occasionally, so it's supposed that they are either broke and resting or just using the camp as home base for Fasching festivities. LAC But'er returned none the worse from a Scandinavian leave. He reports a fine time but confesses to having been more interested in the night life than the scenery.

We are indebted to 422 Sqn for the presence at Wing of LACs Garland and Rowan for the last few weeks. Bob Garland is getting practice for a tour at Rabat Detachment and Jack Rowan joined us for two weeks of calibration also. They certainly are getting it. The Test Benches have been going full time for the last month and the boys have been a big help. We hope they get as much from us.

FS Rootes is on leave but seems to be devoting it to the Motor Club Service Garage. We wonder how many people realize how much of his time and effort have gone into making it the success that it is.

Before we finish we offer congratulations to those who passed their trade-board and condolences to those who did not. Better luck next time!



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CAMP-PAIN KAPERS

Wing Armament has become the scene of a new activity, that of Campaign Headquarters for two budding politicians running for councillors in their respective Wards and both backing Sgt. Ralph for Mayor.

We heartily recommend that you vote into office FS Salter and Cpl Walker for Wards Three and One respectively.

Doug Salter (Dynamic, Ever Progressive, your choice and ours, and next councillor of Ward Three) says; "Never Falter, Vote Salter for Ward 3". Len Walker (Ward One's Steady, Hard-Working, Energetic councillor-to-be) calls upon you to; "Get it Done, In Ward One, Vote for Walker".

TECHNICAL Services

by Sgt Ed. Huston.

Perhaps the best news we've had in Tech Services this month is the word that Cpl Roy Farmer is now a father. Mrs Farmer presented Roy with a 6 lbs 8 oz. girl on Sat. Jan. 21st. Congratulations from everyone. Roy is also to be commended on the quality and quantity of his cigars.

The Workshops bowling team captained by Cpl Bill Jones is presently in fourth place in the league, after losing a game to Sgt Sopaz and his Ground Handling bowlers, Bill immediately challenged them to a grudge match, but the game had to be postponed. Joe's team is in 3rd place but Cpl Jones states flatly that the league standings of these two teams will be reversed as soon as they meet in a regular league game. Sgt Sopaz's only comment is, "Never happen". Joe still holds the high triple for the league and both he and LAC Jim Dwyer are among the top ten for high average. On the workshops team, Cpl Claude Gray and Cpl Al Dalton are among the top ten, so it should be an interesting game. If you can't get down to the alleys to witness this contest just open the doors of your PMQ or barrack block and listen to it.

Tech Services Hockey team lost a hard fought game with Wing Maintenance. It really was a hard fought game — the boys have the contusions and abrasions to prove it!

LAC McDonald is back off two weeks leave, which he spent in Belfast. Mac reports that the spirit of that city is excellent, but admits that he spent most of his time admiring the beauties of Ireland. He even dated a few of them.

Cpl Tessie Verreault is leaving next week on a conducted tour of Italy. More on this next month.

LAC Bill Smith, our genial Scot, came back from the land of the thistle last week bearing (of all things) a Haggis, which he promptly and reverently hid in the tool crib. For three days Bill had a steady diet of Haggis, the rest of us a steady diet of Gaelic. The Haggis is long gone but the Gaelic is still with us.

Sgt Harry Ruggles will be moving from bachelor quarters soon, Mrs Ruggles and family are due on the continent on Feb 13.

LAC Len Geiser is now with Ground Handling, replacing LAC Cashmore, who, having done his penal servitude with Sgt Sopaz, has returned to the quiet life in Wing Maintenance. Welcome to Tech Services Len.

LAC Claude Girard of Workshops is now a Group 3 M Tech having passed the last trade board with excellent marks.

LAW Mary McFarlane is presently on leave at home in Scotland.

Spring must surely be just around the corner for Cpl Claude Gray was observed the other day negotiating with a local farmer for a bucket of earthworms. With the fishing season at hand we suspect that he intends to restock his worm ranch. Claude raises his own bait and has a secret food formula (probably red meat in Steinhager) which is guaranteed to bring out the savage instincts of the most inoffensive earthworm.

Fishing this year should be good!

READERS' PHOTOS — 16

One of the gate towers in the mediaeval town of Rothenburg is the subject of this photograph, taken by AC1 Bud Ziegler. A popular tourist centre, Rothenburg is a paradise for lovers of art, history, architecture, for photographers, painters and writers.



The visitor is transplanted into the Middle Ages when he enters the old walled town, with its symphony of colour, its picturesque arches, old churches, narrow streets and cobblestones.

The townsfolk maintain the many old traditions and customs, some of which date back hundreds of years, with the market square in front of the ancient townhall forming the setting for many dances, festivals and pageants.

From the Ground Defence Section . . .

February finds the Ground Defence staff still a little short of wind after spending most of January blowing up balloons of various shapes and sizes, but mostly coloured brown and green. Quite a number of people from around the station had an opportunity to join in the fun.

The other inflated article in the school is FS Doherty's chest, after handing out the cigars in honour of the arrival of William Richard Edward on January 10th in fighting trim. Congratulations to the Dohertys, who again pulled things off in typical fashion despite a little confusion regarding E. T. A.

Sgt Herb Schell is over at the hospital as this is written, with our wishes for a speedy recovery from a nasty bout of sickness,

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Business is booming in the weapon stores since the opening of the O'Brien & Michaud Canteen, designed to cater to the needs of students. After only a few weeks of operation we are considering closing the weapons department altogether and concentrating on the soft drinks and chocolate.

Wing Maintenance are to be congratulated on being the first (and largest) section to have all their personnel checked out in all phases of Ground Defence. Maybe this example will help to move along some of the slower sections who are dragging their feet at the bottom of the list and spoiling our statistics.

Another busy time for all is looming in April, when we will again have the job of conducting the Air Division Rifle Shoot. We're hoping that the 4 Wing team will be able to repeat their 1955 victory.

Our office phones have always been amongst the busiest on the station, but since Curling Secretary Hargreaves got his new job, all records for the number of callers per hour have been broken. We're busy dreaming up a special half day Ground Defence course for all those curling enthusiasts who drop in for a chat or some information. We're not fussy how we get our students.

The map of Canada is being rolled out again on the desk these days as repat time draws near for FS Doherty, Sgt Schell and Cpl Fryatt. The Dohertys and Fryatts are anxious to get back to display their Germany-born offspring, while Herb Schell still maintains he's losing money every minute he's over here.

The Stuart family finally made it into PMQs after an extended period of suspense, and are now settling down to a pleasant tour over here. Their new address is more convenient as they are much closer to the station hospital, where the various members have been spending a good deal of time since coming to Germany. Hope that's all over now.

We conclude this month with belated farewells to Corporals Clowater and Pruden, who have moved into the high-income bracket on their transfers to Metz.

Accounts News

Pay Accounts by Verna Knox.

Since last reporting some time before the Festive Season we have had several changes in staff. However we all managed to pull through the round of parties, fog and icy roads in fair shape.

Our world traveller, LAC Mack Hersey, returned from Rabatt in time to join the festivities, but has now left us again on a month's leave to his home in Middleton, Nova Scotia. LAW Flo Williams returned to the office recently from her leave with a sparkle in her eye and a sparkler on her left hand. When's the day?

FS Len Good has taken over the section following Sgt Wenman's departure for the ranks of the peaked cap. We also welcome our new clerk-typist, Mrs. Vivian Daly, and hope she likes it here.

Farewells and lots of luck to LAW Laura Puurola, who left us some weeks ago for Langar, U. K. Congratulations are in order to LAC and Mrs Jerry Lord on the arrival of their new daughter, Joanne, on 13th December. Speaking of birthdays, it's a good thing they only happen once a year as they can prove to be expensive (eh, Tiny?).

Supply Accounts by Simone Durkin.

Now that the celebrations are over we have all settled down to serious business, with lots of firm resolutions. Our welcome list this month includes Sgt Marty Martel, who has taken over the Section, and Mrs Marg Wright, our invoice clerk.

Cpl Bill Warden and LAC Joe McInnis have taken office in the Supply building, although they still drop in with vouchers from time to time.

LAC Joe McInnis and Mrs Joe are also in line for congratulations on the birth of a daughter on December 31st. You get your income tax deduction after all, Joe.

NPF Corner by Jill Fortier.

We said "Auf Wiedersehen" to our movie star a short while ago (no, not Betty, but LAC Jimmy Stewart). He is now making with the Bonjours in Metz, where he is presently employed.

NPF seems a bit deserted these days with Cpl St Marie away on leave. He has a new hobby by the way, and at the moment is delving into it further ... yes, our John is quite the ornithologist! We're really proud of that man.

We now have a brand new **steady reliable wedding attender** in our happy corner. Just let Jan know when or where ... and she'll be there.

Mrs Hazel Bissette gets a hearty welcome to NPF this month. Let's hope you'll be with us a long, long time, Hazel.

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Soellingen Sally Reports

by Cpl JM Chechotko

The activities of the festive season had gradually subsided back to normal when somebody suggested we go along with the German Nationals and go Fasching for a few months. Betty Krueger, Pat Mousseau, Tiny Kientz, Tessie Verreault, Pat Grubb, Jennie Chorzempa, Reggie Regenwetter and others have many interesting stories to tell. By the way readers, don't take me wrong -- it's just our turn to sit back.

Another wedding or two were held during the month of January. Winnie Anker was married to LAC Thompson on the 21st in the RC Chapel, with a reception in the mixed lounge. The following Saturday Rosemarie Boulding, whom we were all delighted to welcome back from Canada, returned to exchange marriage vows with Sgt Bob White. The wedding took place in the Protestant Chapel in the evening, with a lovely candlelight service.

A posting came in for two airwomen typists to 3 Wing. As the news got around FS Carter was swamped with requests for the transfer and it was decided to draw names to see who would go. Coreen Davis from Supply and Doreen Bourke, who was employed on repatriations, are on their way to 3 Wing. We also bid farewell to Jackie Bourdon who is now at 1 Wing, Laura Puurola at Langar and Marion Lewis who is at Air Division. Good luck to you all.

New arrivals are Teddy Hanson, Billie Alexander, Joyce Campbell, Ann Anderson and LAW Bailey. Welcome to 4 Wing and may your stay here be an eventful one.

Engine Bay Oil Spots

by LAC E. L. KuKucha

The best thing to offer for news this issue is the remarkable outcome of the last trade board. An amazing 100% pass was obtained, and congratulations go to LAC's McNeil, Pullman, Gratton and Berthiaume. The arguments have already started as to who is going for coffee. Oh well, there are always our office types.

For the past month one of our kipper chaps has been writing a book called "How to be Happy Though Married." It seems he departed for the Motherland and obtained a ball and chain (who is still in England). The only fore-warning was a telegram received the day after the wedding. Our sincerest congratulations anyway to LAC Tony Tyrell and wife.

We would like to take this opportunity of welcoming Cpl. J. R. Tremblay, who arrived here after spending three years at Chatham (who said he's crazy?).

A little more spirit has been added by the formation of the Engine Bay Sweats to partake in this game called soccer. As the game gets underway there is a cry from our captain "Never mind the ball — kill Ron Binns." All these threats are really unnecessary, as the Sweats recently came out on top with a 4—0 shutout.

The section was well represented as spectators at the opening of the Ice Arena. I've been told that the game was very exciting after the third goal, and also that the hot dogs were very enjoyable. Is that right Mrs. Buffet?

Supply News

by Flying Officer Jim Third.

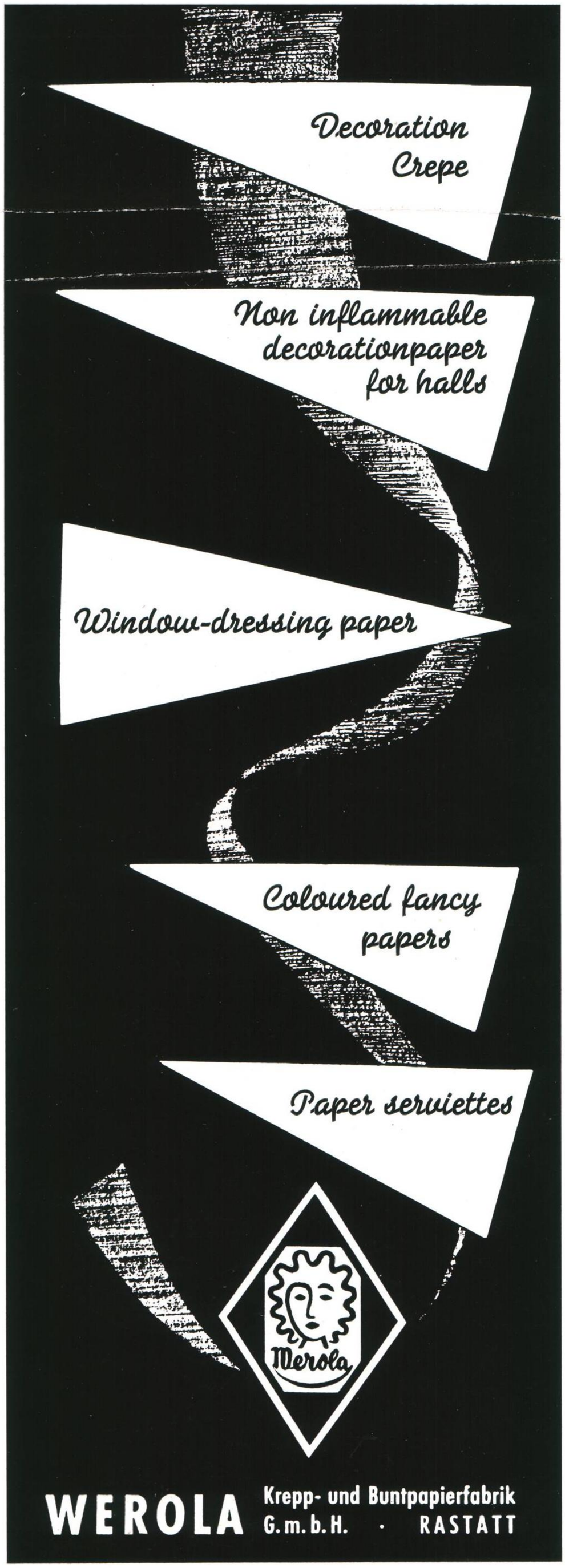
The stork was very busy around Supply during January. In chronological order, a baby brother arrived for Sgt Joe Wade's two daughters, another girl for Cpl Mack Mackenzie (making four of the fairer sex), and lastly, the overworked bird brought a boy to Cpl Floyd Fossen.

Newcomers to Supply are LAC's Ed Harris and J. Henshaw, both from Greenwood; LAC L. D. Tomilson from Halifax, LAC Gord MacArthur who is with us now after remustering from ME and Corporal Elaine Basanta, who has moved over to Supply after working with the Air Force Police. We hope this contact with the law will have a beneficial effect on the section.

We'll be saying good-bye in the next few weeks to LAW Corinne Davies who is transferred to Zweibrücken and to LAW Elsie Cannon, whose long-awaited move to 3 Wing has also come through. She will be most happy to join her husband up there. LAC Ken Young is also leaving us soon for Gros Tenquin.

The congratulations of the section go out to those who achieved their Group Three at the last trade board. From Supply were LAW Lattie Lattimore, LAC George Moore (now en route to Canada) and LAC's Gregoire and Jacques. The extra pay should come in handy.

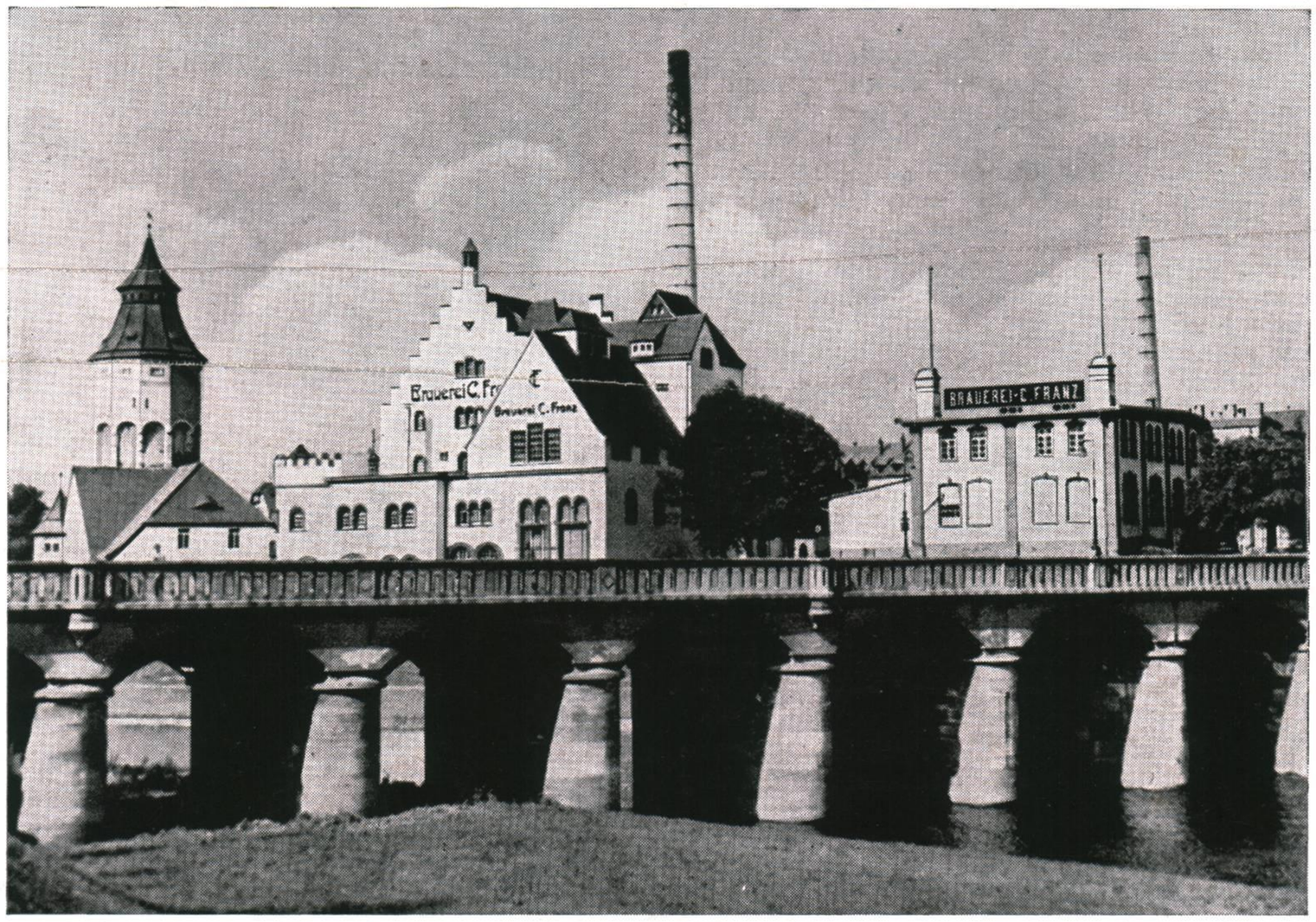
I guess our pleas of "Let's have a party" have finally produced results. The Gasthaus Rebstock in Oberbuehlertal is slated to welcome us again on February 17th. See you there!



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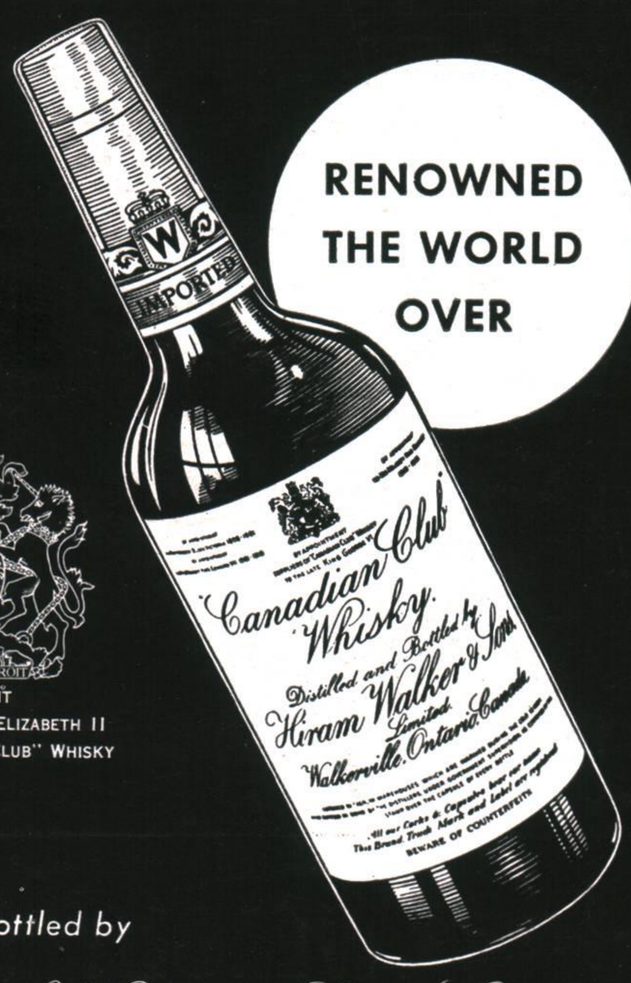
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