

Schwarzwald- Flieger



WATCH ON THE RHINE (COVER STORY PAGE 1)

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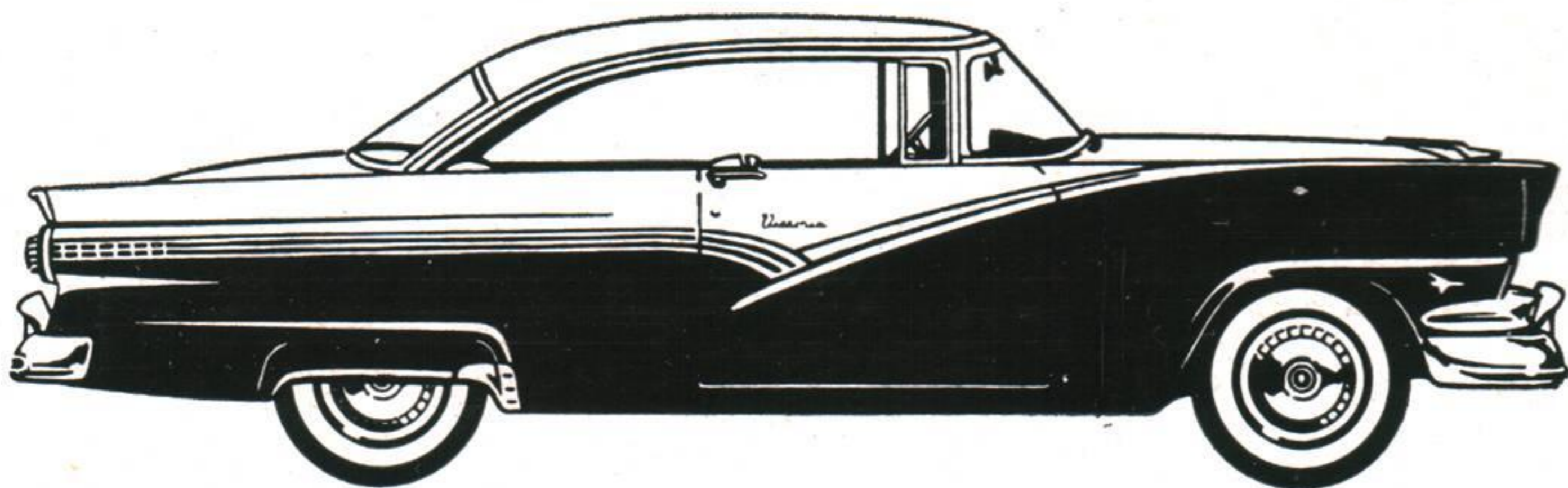
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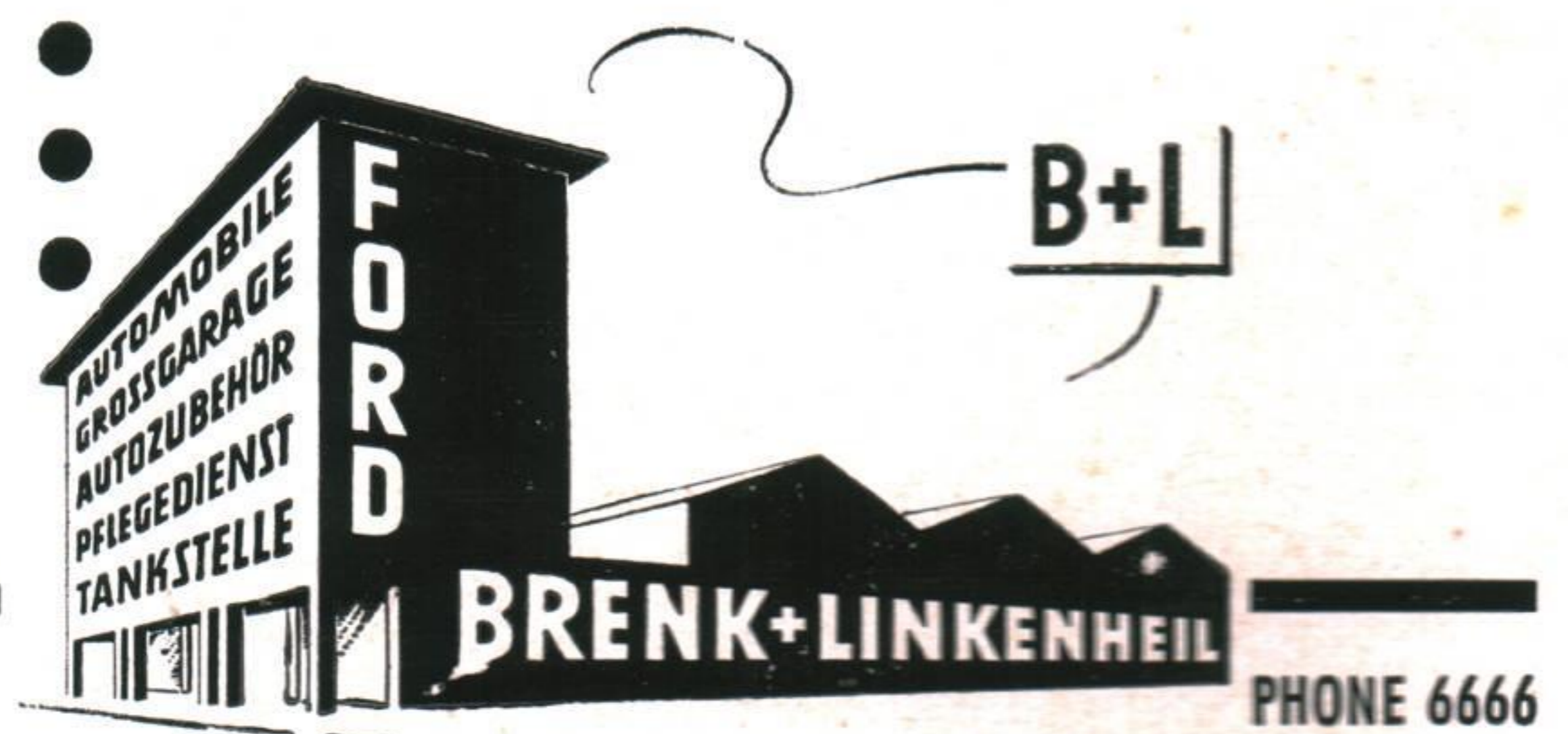


Your Ford Dealer announces the coming of the 1956 FORD CAVALCADE to 4 (F) Wing on Thursday 29 March 1956. On display on the Volleyball Court behind the Swimming Pool from 0900 to 1500 hrs.

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EDITORIAL

Civvy Street or Service Life? During the next year many Officers and airmen will be reaching the period in their service life when their original enlistment is about to expire. The choice between release or re-engagement, returning to civilian life or continuing in the service, is not an easy one and deserves your serious consideration.

There is often a tendency to estimate our personal value to the Air Force rather generously and allow this self-assurance to develop into over-confidence. Don't labour under the delusion that three or five years in the RCAF automatically qualifies you for a key position either in the RCAF or on Civvy Street.

During the time you have been in the RCAF you have become a skilled tradesman. To what purpose you use this skill and the benefits you accrue from it depends upon you and your immediate decision. Returning to Civvy Street creates the problem of finding suitable employment. Many industry lay-offs have made good jobs (and they must be good jobs to compare with your service pay) extremely difficult to obtain. Consider here your life in the RCAF together with all the amenities you enjoy in the service. Consider and examine both sides of the picture thoroughly. The final choice is yours to make.

Separate the Civvy Street of your IMAGINATION from the Civvy Street of REALITY and then contrast it to the advantage of a well-paying service career. CHOOSE WISELY.



John Griffin Library

Schwarzwald-Flieger

(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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This Month's COVER STORY

Cover Picture was taken by LAC Ron Dent

This month's cover picture is of Herr Kuhn and his dog "Benno" patrolling the Rhine River.

Herr Kuhn is a customs official who with his dog and fellow customs officials patrol the Rhine from Karlsruhe to the Swiss border. The patrol is on duty 24 hours a day to prevent smuggling on the river.

Benno is trained constantly by Herr Kuhn and every two weeks a customs official arrives to check on his progress. Besides this there is a competition held every year by the customs officials, usually in the late summer, when the dogs and their trainers compete to see who has the best dog. The winners are given cups and prizes.

When Herr Kuhn finished his course as a customs official near Bonn he went to Epfenhofen near the Swiss border where he first met Benno. Together they went on an intensive training course for 8 weeks and when they were through they were sent to Hugelshelm as part of the patrol in that area. Benno is kept outside at all times to keep him in condition for his job and when he is off duty he is kept away from the public as much as possible.

Special permission had to be obtained to have this photo taken as the customs officials in Germany are not allowed to be photographed by the public.

Airwomen go Underground in England

Crawling on hands and knees two miles beneath the earth's surface was only part of a recent experience for four airwomen from 30 AMB, Langar, when they visited the Firbeck Main Colliery at the nearby town of Warsop, England.

For Cpl Dorothy Rogers, LAW Patricia Douglass, LAW Mary Smith and LAW June Mylrea, the adventure began when they put on protective clothing and then dropped more than 10,000 feet in the elevator at a speed of fifty miles per hour.

A company official accompanying the girls explained the workings of the colliery, which is the country's largest producer, and told them its output that particular week had been 11,000 tons.

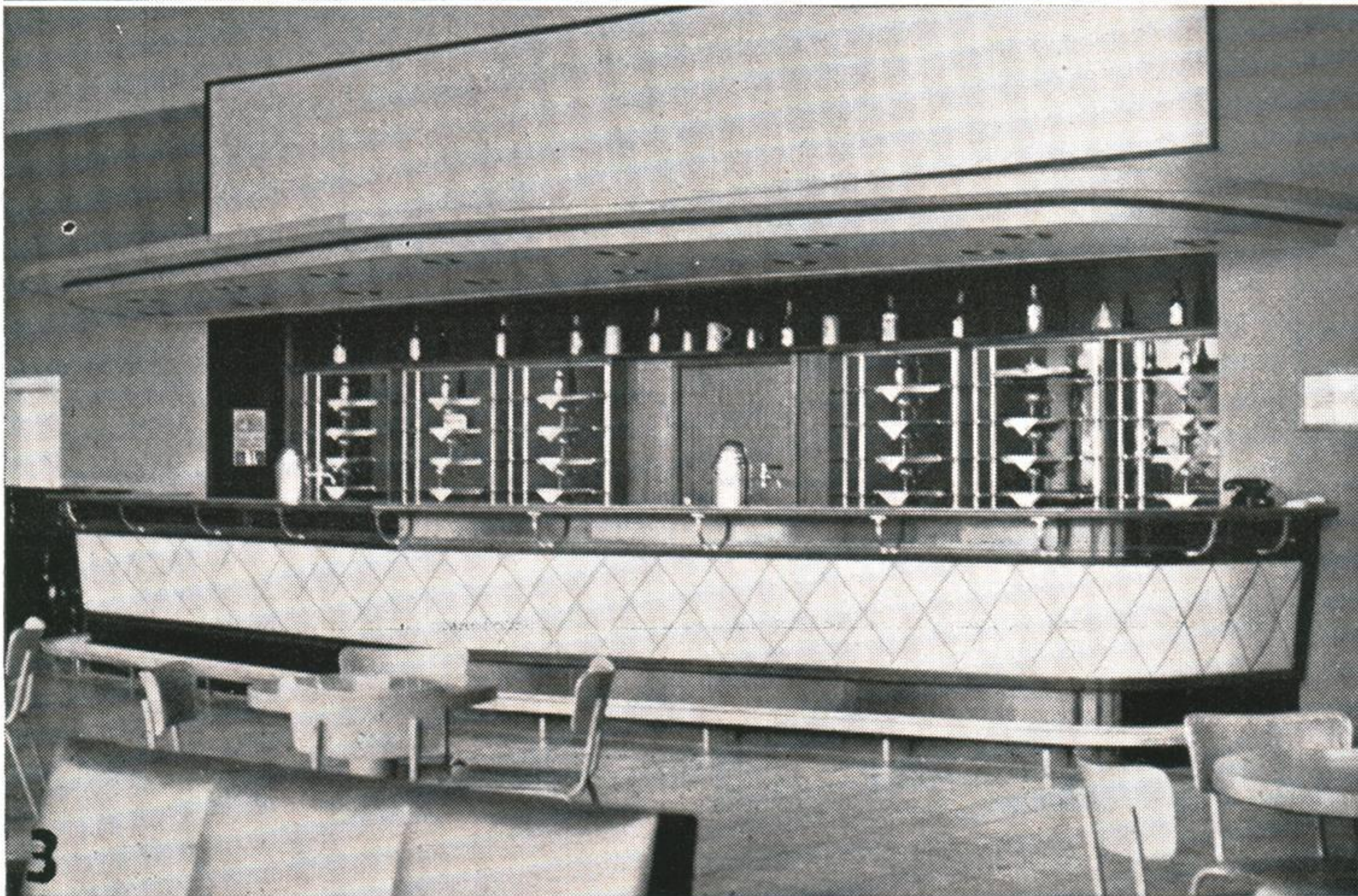
Speaking of their excursion down the Firbeck Mine, LAW Mylrea said they went through a tunnel, crawling on hands and knees for two hundred yards.

"Apparently the men climb through these small openings and pick the coal out of the earth in this awkward position," she added. "It just so happened we met another Canadian down there as we were crawling around on all fours, too."

The girls stayed downstairs for three hours, thoroughly enjoying their subterranean tour. Nevertheless they were happy to return to the surface at the end of their visit, and escape the fate of the pit ponies, who pull the trolleys on the underground railroad. Once the ponies go underground, they never come up alive.

TAKE A BOW, WING SERVICES

by Cpl B Warke



Photos by Focus

- 1 Your Wing Grocery Store — Mrs. Norma Paige tries to get through the seemingly never-ending line of customers.
- 3 The new Airmen's Bar — Approximately \$5,000.00 expenditure from the Station Fund.

- 2 The Corporals' Club — another Station activity.
- 4 Your Station Store — If they haven't got it, they'll try to get it.

Amid the class of hard working homo sapiens, eg. lumberjacks, dress designers, chimney brickers, Marilyn's agent, we have a group of little known personel who comprise the operating staff of wing services and the various committee members. Little known, because they seem to be always working out of the limelight, the contribution they make for the amusement, recreation and training of station personel is one of the most vital factors of keeping morale of Air Force personel "ad astra". The mainstay of all these goings-on are the various committees connected with Wing Services.

First and most important is the Station Fund Committee, headed by the C. Ad. O. and comprised of the presidents of other committees and various appointed members. These long-suffering bodies elect to hold the purse strings for monies coming from the N.P.F. institutes and to grant, or not, funds for sports, dances, clubs, etc. as the members see fit. Then the various committees fall in line, and although not an integral part of wing services, they work in direct liaison with the Station Fund Committee and so have a fair amount of influence on grants, etc.

One of the foremost sections connected with Wing Services is Central Warehouse, ably bossed by W/O Kieth Bean who likely takes more aspirin than he sells. What with trying to cope with seasonal purchases in the store, special orders in the PX, supply line headaches and multi-other worries it is a constant surprise to find fresh celery in the store when half the country is snow bound. When buying supplies from our Yankee friends we usually take second choice for they must supply their own personnel

first and when one-quarter of an order comes in, it is rather frustrating. Directly serviced by Central Warehouse is the PX and Snack Bar, with their civilian workers, many of whom are dependents and what with the turnover and stock available for sale, do a wonderful job of keeping us supplied with cameras, watches and those delicious daily specials in the Snack Bar. Also supplied by Wing Services is our counter in the Theatre and refreshment stand in the rink, plus supplying the various section canteens with their break-period cokes, etc.

Next we have our Laundry with Cpl. "Chub" Lenz in charge of dirty shirts and under him a harried staff of civilians who do their best in keeping our airmen's clothes cleaned and uniforms looking as if they were just issued. After that we have the store, run by Sgt. Howard who is seriously thinking of being a manager of Safeway's when he goes home, — surely they can't have any more headaches than here, what with milk coming from Holland, cheese from Denmark, cereals from England, eggs from anywhere and nothing ever coming in at the right time and all and sundry complaining about the high prices.

The Corporal's Club, Airmen's Club and Airwomen's Club also form a part of the organization and the radio station with its volunteer workers fills a very special niche with the news from home, music, announcements and other various programmes. The library and its committee supplies the station with the best reading material for all tastes and purchases new books from time to time to keep up with the current trends in literature.

Profits from the various clubs and institutions are turned



Photo by Focus

5 The Snack Bar — Anything from a steak to a Coke.

over to N.P.F. accounts and when duly requested by the station committees for dances and purchases of different kinds, Station Fund hashes over the matter and arrives at a satisfactory conclusion. As an example, recently \$12,000 was spent as partial cost of the addition to the swimming pool, \$5,000 for renovation of our Airmen's Club and over \$1,500 for the Airwomen's. Of course these are exceptional expenditures but every month part of the cost of this magazine is borne by the Station Fund, the radio station is allotted \$ 50.00 monthly and grants are made for dances, parties, sound systems, sport equipment as requested by the Sports Committee and multi other uses. Seems like everyone tries to cut a slice of the pie and it's up to the members to keep fingers off. I hope this clarifies to some extent the functions of your various committees and institutes and possibly you will not think ill of the members when they turn down a request for a combined bar and radio for your club.



Photo by Focus

6 Mr. Bert Erhart, the manager of the 4 (F) Wing Auto Club, busily engaged in cramped quarters desperately trying to accomodate 800 car owners.



The Black Knights

F/O Chuck Paine

F/L Sparky Wilson makes the opener this month. He received a very kind offer from "the boys at the stable", 422 that is, to attend a short, but concise course on morse code. He politely refused the offer but obviously did a little studying on his own as we haven't had a repeat performance (yet).

On the second Friday in March we had a small stag at the Herr Printz in Ettlingen to bid "Bon Voyage" to F/L Blake Smiley, going to miss his screams of anguish, and F/O Jim Brunette. We wish them all the best back in Canada.

The last few weeks have been rather hard on the local slopes, what with five or seven atheletic types careening down them every afternoon. The "get-some-health" programme has been working quite well, but after every two or three mach runs down the hill, the up and coming skiers undo it all in the lodge with a quick Gluh wien. Personally I prefer mine before strapping the boards on. Gets my courage up.

F/L Seaman's boys took off for Gaggenau one fine rainy afternoon to visit the Mercedes plant there. They were quite impressed but came home minus samples.

As a last newsy bit, on Cabaret night in the mess "The Wino Trio" entertained a guest of honor and showed him the glories of the li'l green bottle. I think F/O Barger has slipped our grasp though, and returned with renewed vigour to Scotch.

Rhine Valley Park

SCOUTS & CUBS

On February 7th, a meeting of the Group Committee was held, at which a new slate of officers were elected. The committee now consists of:

Chairman — S/L Magee (120)	Member — Cpl Stewart
Vice Chairman — F/L Reid (122)	Member — FS Kenedy
Secretary — FS Robinson (116)	Member — Sgt Patrick
Treasurer — Sgt MacDonnel (151)	
Member — F/L Saunders (121)	
Member — Mrs Nickerson (President Mothers Auxiliary)	

A vote of thanks was tendered to the retiring committee for doing a wonderful job. The past year saw 73 boys organized into packs; camping and other equipment purchased; and several camps and jamborees attended.

The following personnel will continue with their splendid work as leaders:

Boy Scouts — Cpl Scarlett
Cubs 1 Pack — F/O Swartman
Cubs 2 Pack — Cpl Lauzon
LAC Pessah
Cpl Cox

Questions regarding Scouting and Cubbing should be directed to the members of the Group Committee who may be contacted at the phone numbers listed.

It is hoped to keep all parents and interested persons up to date on Scouting and Cubbing activities, through the medium of the "Stadtmitte". In turn may we request the support of all parents in these activities.

PHILATELY

by F/L W. W. Scott

What does the year 1956 hold for you? Are you going to be content carrying on in the same old way, or are you keen to improve your knowledge during the months to come? Perhaps you are a sports enthusiast, interested in model trains, aircraft, building model boats, keen on music, auto fiend, or a follower of ancient or modern art. Regardless of what your current hobby or interest is, did you know there are new horizons that can give you additional pleasures and entertainment in your own particular sphere? The key to these little extras can be yours through the medium of stamp collecting.

No doubt in the past you have heard of philatelists, philatelic societies, and here at 4 Wing you must have read about the station Stamp Club. Have you ever stopped to think what stamp collecting actually means? The popular notion is that it consists of saving stamps from all parts of the world and mounting them in some type of album or book. Actually that is only one of several ways to collect stamps. Today more and more collectors are turning to the specialized field. In this day and age the nations of the world are bringing out so many new issues one cannot hope to keep up a general collection and know the story behind each stamp.

You may be wondering "what is a specialized field? How can I supplement my current hobby or interest through the medium of stamp collecting?" As a sports enthusiast you could form a collection of stamps with pictures of sporting events from all over the world. Behind every picture there is a story and one could accumulate some very interesting stories relating to sporting events of the past.



Photo (1) depicts three of the stamps issued by the Third Reich commemorating the 1936 Olympic Games which were held in Berlin. Think of what an interesting collection could be formed covering the olympic games of the various years.

Another angle would be to form a collection of ancient and modern sport, or you could concentrate on one particular sport, or the sports of any one nation or group of nations such as the British Empire Games.

For the model train, aircraft, and boat builders there are unlimited opportunities of obtaining picturesque and interesting stamps. There are stamps with old and modern type locomotives, electric and diesel engines, stamps with signals.

The field of aviation is well covered by most countries. Here one could specialize in military or civil aircraft, aeronautical pioneering, or the latest jets. Many people find it interesting to collect airmail issues.

Boats and ships offer many possibilities. There are stamps of sailing ships, steamships, great battleships, native canoes from darkest Africa. Germany has issued many stamps that would form an excellent nucleus for stamps of the sea. Most of the pre World War I stamps of the German colonies portray the luxurious yacht of William II.

Famous composers adorn stamps from all corners of the earth. Germany has issued stamps portraying Bach, Beethoven, Mozart, Schubert, Handel and Strauss.



Photo (2) displays three Deutschland stamps on the subject of autos. The first two were issued during the International Motor Show, Berlin, February 1939. The 6 plus 4 pfennig stamp depicts early Benz and Daimler cars, while the 25 plus 10 pfennig one is a picture of the famous "peoples car". You may be asking yourself why these stamps have two monetary denominations. For instance in the 6 plus 4 pfennig value, the first number indicated the amount of money required for postage and the second number denoted the amount to be credited to "Hitler's Culture Fund". This novel method of collecting taxes is used by several European countries and just recently Germany issued a set of four stamps which provide taxes for the "Humanitarian Relief Fund". The other stamp in photo (2) shows a view of a motor coach popular in the year 1906 and was issued last summer to commemorate the 50th Anniversary of Postal Motor Transportation.



Even if you haven't any hobby there is something in stamp collection for everyone. Young or old, rich or poor, male or female, all can find a few minutes or many hours of fascinating pleasure in this interesting pastime. You can build a specialist collection or you can collect stamps with pictures of animals, flowers, cities, religious scenes. The Roman Catholic Marian Year of 1954 provides a wonderful source of stamps of the spiritual plane. The Saar issued a set of three in August of that year (photo 3) consisting of various portraits of the Madonna and Child. Other interesting Marian Year issues are available from Vatican City, Ireland, Spain, and France.

Don't forget every stamp tells a story, and for the story behind photo (4) we have to go back into history 1,000 years to a warm sunny day in August, 955. The hero of that day was the German Emperor Otto the Great who came to power in 936. He was on a visit to Lombardy when he heard that treachery was stalking his domain in what is now known as Germany. His son Ludolf was plotting to take control of the kingdom, and on his return home he was seized in Mainz and imprisoned. He escaped and in 953 found himself at war with his son and rebel followers.

For many years the nomad horsemen of the Magyars had raided and even crossed the Rhine. Now, encouraged by the rebels they attacked Emperor Otto in force. The two armies clashed on the 10th of August 955 on the plain of Lechfeld near Augsburg, Bavaria. The battle proved to be a decisive one and the skill of Otto the Great destroyed the



main Magyar army and drove the remnants back to the Danubian plains which their descendants still occupy.

On the 10th of August 1955, the Deutsche Bundespost issued five million copies of this 20 pfennig reddish purple coloured stamp to mark the 1,000th Anniversary of the Battle of Lechfeld.

(Personnel interested in further information on stamp collecting are cordially invited to attend the next meeting of the 4 (F) Wing Stamp Club. Meetings are held every first and third Tuesday of each month at 1930 hours in the HQ conference room.)

AIRCRAFT

Aircraft construction in Western Germany is to be initiated by the well-known Dornier Company, who intend to go into production next year with the Dornier 27, a high wing light aircraft of high efficiency.

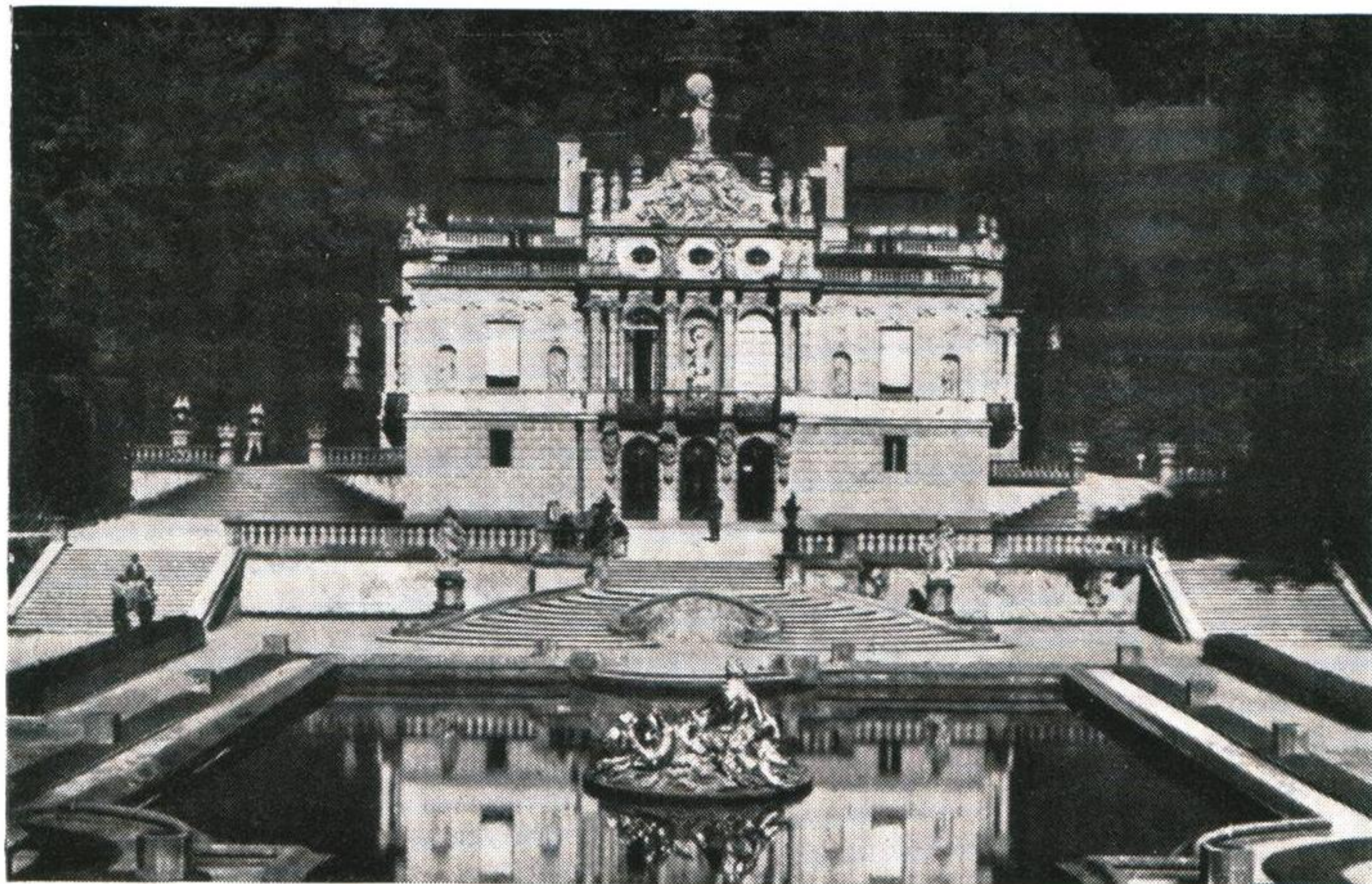
The light fighter-interceptor prototype now being constructed by Aerfer in Naples, Italy, will be capable of supersonic speed, according to preliminary data issued by the company. The swept wing jet will have two engines, one of them auxiliary to provide a reserve of speed and manoeuvrability.

The Bell X-2 rocket powered supersonic research aircraft, which is to replace the X-1 which established a top speed of 1,650 m.p.h., will have a cockpit, insulated and pressurized, that can be jettisoned as a unit. A ribbon parachute will take the complete cockpit to a lower altitude where the pilot can make a conventional bail-out. The power plant is said to be a Curtiss-Wright rocket engine rated at approximately 15,000 lbs. thrust. The U.S.A.F. states that the first flight of the X-2 will be made this year.

The U.S. Navy's "Sidewinder" air-to-air missile is expected to cost less than \$1,000.00 per round in production — one-tenth that of the comparable Navy Sparrow and U.S.A.F. Falcon missiles.

A pilotless model of a ramjet has been developed by scientists at Farnborough working at the National Gas Turbine Establishment to a stage where it can achieve nearly 2,000 m.p.h. An air-cooled turbo jet capable of operating at very high internal temperatures has also been developed.

American aircraft may have some difficulty in topping the 65,876 feet set up in August by the British Olympus-powered Canberra. The Chance Vought FU-1 Crusader prototype Navy carrier-based fighter has been performing well at over 60,000 feet, and may be the plane to top the British record. The Douglas F4D failed to reach 60,000 feet on its official attempt but Pratt & Whitney is apparently over the high-altitude ducting problems with the J57 engine fitted in the Crusader prototype.



READERS' PHOTOS — 17

by AC1 "Bud" Ziegler

On one of those glorious weekends spent in Garmisch a visit to Linderhof Castle will make it even more glorious. The castle is situated amid the Bavarian Alps only a short distance from Garmisch and can be visited either by tour or on your own. For a small fee of something like 2 D Marks you can visit the entire estate including the castle itself, the cave, the kiosk, St. Anne's Chapel and enjoy the magnificent scenery of the Alps at the same time. The castle itself was built less than 100 years ago and was only inhabited for about 10 years, thus, everything is as it was, with the original carpets, mirrors etc and complete with Dresden chandeliers, candelabra, ivory statues, marble staircases and a host of other priceless objects.

The walls throughout the castle are of silk in pastel shades and royal blues and purples, hand embroidered in 24 Kt gold leaf which is raised about 4 inches off the wall. This work was done by 60 French women over a period of more than 6 years. Speaking of French the overall design of the place is mostly French as Ludwig III (our King of the Castle) was a great lover of French art and also French women.

The grounds boast statues of Louis, Marie Antoinette and many other French artists and royal subjects.

Due to the fact that Ludwig (at 19 became king) had spent a lonely childhood he had a natural love of solitary dreaming. Thus he had his castle built and designed according to the personal specifications of his childish dreams.

His cave or Grotto was man-made of rocks although the lake is actually a real underground source. The grotto is illuminated in different colours and upon the still lake is a gilded shell-shaped boat, complete with cupid darlings. The grotto also boasts the King's throne, also shell shaped. Upon the walls are life size paintings. Here Ludwig could lose himself in his world of imagination.

The rare beauty of King Ludwig's castle and surroundings can be compared only to castles in fairyland.

DAIMLER BENZ A.G.

BADEN-BADEN BRANCH

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Touring our Flugplatz



Supply Section News

The current cold spell did not daunt the party spirit at our section party held on the 17th of February, in the Combined Lounge. Good music, good food and refreshments that lasted till the wee hours of the morning. Just ask F/L Davies!

The traditional German beer steins were presented to a number of our departing airwomen by F/L Davies, looking very resplendent in full dress mess kit.

First on the list, we reluctantly said "Bon Voyage" to LAW Ev Lucas who will be sailing very soon for Station Trenton. Her familiar "super-sonic" footsteps will certainly be missed in the section, especially on pay day when Ev cheerfully relieved one of half one's pay!

Cpl Connie Teed (nee Olson) has retired to being a housewife and those leisurely breakfasts in bed. Lots of luck in your new role.

LAW Corinne Davies has unfortunately left us for the, as yet undiscovered, attractions at 3 (F) Wing. Corinne declared that this transfer was only a challenge to her packing abilities. We never saw so much jammed in so little space.

LAW Elsie Cannon very joyfully left our section to join her hubby at 3 (F) Wing.

(Golly, fellas, won't these transfers ever cease?)

Among the new comers to Supply, we say "Welcome"

to LAC Tomilson from Station Halifax, LAC Ouellette from 13 X Depot, LAC Harris and LAC Henshaw from Station Greenwood and LAC Peters and LAC Skarbs from Namao.

Came across a little poem the day after the party which seemed to fit in so well. It goes something like this —

"Tho we enjoy with such delight — tonight,

Partying can be such sorrow — tomorrow . . . !!

The title, by the way, is The Way to Get A Head —??

Accounts News

Pay Accounts by Verna Knox

With so many of our staff on leave this past month and several of us away sick with the flu, there has been very little activity around our Section.

F/S Good took a week's leave and apparently finished off the Fasching Season in great style. From a few of the remarks heard around the coffee cup, the Deutsch Frauleins really went all out. Our PAO found a "witch" with green hair and apparently, when unmasked, she was anything but a witch — that corner couldn't have been too dark, Sir!

Cpl Pat Mousseau spent an enjoyable two weeks at Garmisch and returned to the office looking very rested. Cpl Tiny Kientz also had a week's leave and took the fatal step of becoming engaged. Our NCO i/c is shaking his head these days with the remark: "It just isn't safe to let these gals go on leave."

Supply Accounts by Simone Durkin

Everybody is having a sneezing good time in our corner lately. It seems that one no sooner gets rid of a cold that another picks it up. It even caught up with our Marty, who spent a few days in the hospital but is now back with us, the picture of health.

Bill Warden is on leave at present, just staying home playing "Mama's Little Helper."

Bob Wilson is wearing a great big smile these days, reason being that the Airwomen just moved in next door. If he comes in a little tired in the mornings we'll know that he was putting in a few extra hours as "Duty Peeping Tom." Unfortunately, it will only be for a short while, after all, good fun can't last forever.

Things have been pretty quiet around here, so we'll just say 'so long until next month, hoping to have more news for you then.

N.P.F. Corner by Jill Fortier

It seems that we are forever saying Hello or Goodbye in this very active corner. We have lost our "REAL GAY BETTY" who, at the time of this reading, is all settled and busy at Station Rockcliffe. Best of luck at your new station Fraulein Kreuger.

John "our ornithologist" came back from Paris with lovely tales (and pictures) of beautiful and rare birds — Just out of this world! I think that the name of the Zoo was the "LIDO" — must remember that for our next trip to Paris.

F/O Oliver our scintillating N.P.F.A.O was on leave for a short while catching up on some good (?) reading. His eyes looked much too bright when he returned — I think that he caught up on some good sleeping instead.

Jan is very sorry that Fasching Season has ended, she is thinking of introducing the custom back in Canada when she returns. I'm in favor, isn't everybody?

Herr Siegel is away for a while, resting on top of some



Decoration presented to W/C Stabler with LAC Sid Dobson and LAC Levy doing the honors, at a Farewell party held in the Mixed Lounge Tues evening 21 Feb 56. Dancing, entertainment and Southern Fried chicken added to the success of the party.



Mr. C. Ritchie Canadian Ambassador to Bonn on a recent visit to 4 (F) Wing inspecting the Guard of Honour with the Guard Commander F/L Pete Semak and G/C B.E. Christmas.

mountain. We all wish you a short convalescence, Mike. You are missed by all.

We don't hear Mrs Bessette's meoldic voice quite as often these days — I wonder why? Could it be that she is not enjoying the often-repeated walks to and from the Warehouse these **COLD COLD** days? Patience Hazel, "Spring is just around the corner," very soon the walks will be very enjoyable.

Last tid-bit but a very important one: We all join in to wish Mary Slaght a very hearty welcome to N.P. F. We are happy to have you as a co-worker.

Latest Gen From Telecom

by LAC Chris Black

February, a month always good for a chill or two, really gave Europeans a mild taste of good old Canadian winter weather. But to some car owners, a pre-duty daily task of making that bodacious (censored) motor start. On the subject of cars, I was told from a good source, that an anonymous Telecom car owner was awarded a free two hour parking space, on the Main street of Monaco for the Rainier-Kelly wedding, by submitting a motto that was accepted by the "SCDD" (Society Of Clueless and Dumb Drivers) which read as follows: Drive carefully, the life you save may be mine. I'm walking.

First off, congratulations go out to one of our pretty switchboard operators, LAW Winnie Anker (now Thompson) and to LAC Tommy Thompson of Wing Services who were wed the 21 Jan. A word of mention might be given F/L Scott who gave the beautiful bride away.

Attention all Telecom personnel, a change in the Senior NCO department has taken place. WO (ex fire picquet) Arsenault has climbed another notch and now sits himself quite comfortably in the Maintenance Telecommunications Officer's chair. Now here's the one to worry about, FS (W Tel WO) Johnson is currently the big threat, with such duties to hand out as fire picquet, duty guard, orderly Sgt and Cpl etc. At this writing many memos have come out of his office, this I know for a fact, but no sign of a whip as yet. The very best to you both in your new positions.

On entering Bldg 9 you will now notice some fancy little signs adorning the various offices. They've also installed one of the very latest creations in incinerators, a blow torch type of thing which burns oil and has numerous buttons, valves, fans, and what have you. There's only one slight snag though, they forgot to give us an engineer to operate it. With these improvements they've even given us a cute little cleaning woman, her name is Ausmann Gertrud and we the radio operators are especially fond of her.

In the past two months, farewells were said to, Cpl Boyd, LAW's Bourdon and Lewis, and to LAC's Rau and Young who surprisingly enough have all been transferred to various units in Europe. An extended hand is given Cpl Helen Quiring and LAW's Alexander and Hanson all FtrCops and to LAC's Bauder and McClean both Com-TechsGrd, McNamara a ComTechAir and Turnbull a ROP. We hope your stay at 4 Wing is a happy one.

Engine Bay Oil Spots

by LAC E. L. Kukucha

Alas there it was the end of the month and just returning from leave (amongst unprintable comments from some people) and it seemed almost impossible to write this article, but Sgt "The Whip" MacDonell said "Write" so write I did.

As the leave year draws rapidly to a close there is but one thought uppermost in everyone's mind, where can I spend the last few days of leave (16) have the most fun on the least money? (Authors Note: I know a city in Holland to recommend — Right Dan?)

When returning from leave I noticed the Sarge was doing more walking than his usual sitting. Inquiries reveal that he journeyed to Undersmatt with his capable instructor Sgt Lobban and found that sliding down a hill on two skis and "Empennage" is fun but hard on the "Empennage".

We welcome to our fold Sgt D Simpson from CEPE Namao and also a 5 1b 6 oz bundle of joy with blue boots to LAC Philipps and wife. On the last report all three were doing well.

Cpl R Wrightson and LAC J Snadden both members of the Karlsruhe Rod and Gun Club have now acquired their hunting licenses. Congratulations fellows — it's things like this that help foster community relationships.



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FENDER BENDERS



by 12345.

After a very harried month, we are back again for a few more bits of news. Congrats are in order for Len Senior and Vi Just on their impending marriage and we'll sure try and make it there. What a feeling to wake up on the first of March and see that snow disappear! Shades of chinooks, all our heavy equipment personnel can wipe the sweat off their foreheads and relax 'till next winter. No more being bugged by C & E Section and Workshops personnel can relax too, and build up their supply of welding rods again.

Our "World Traveller at 21" is home again — Cpl. Wells has returned from a jaunt through the East and we are all looking forward to seeing his pictures. Our boss is back from leave too, and tells us he had a very good time wheeling his Volks through Spain.

The M. E. have finally done it, instead of winding up in second place as we usually do in inter-section sports, we copped first in Volleyball and the battle cry is "On to Air Div". Wing Maint. gave us a run for the money, but they should as practising in the hangar is quite a help. Well, summer is coming, so we'll soon be out on our own compound at break periods.



Members of the ME Section glad to see the last of it

We say good-bye for a while to "Stogie" Ferguson; our W/O is off to Air Div. to mastermind the M. E. there, so have a time and hurry back, Fergy. Our steno, Phyl Campbell, is off to Canada, so bye for now and take a copy of the magazine back home for a souvenir.

Was going to include a few words about our hockey boys, who play for Tech Services, but on second thought I shouldn't until the news is more encouraging.

It's easy to see the advent of spring, one of the harbingers is our visits by the wheels that make the world turn. LAC Levey and Kirkpatrick have "caritas" which attacks one from the rear and is caused by prolonged sitting in staff cars. They toured the Black Forest under the capable hands of bus driver "Louie" Gaudet and we hope they enjoyed the stay at our fair Wing.

We hope everyone who drives a car will realize that now the "spring thaw" is here, extra precautions must be taken. Excessive water and slush on the roadways and highway, not only constitute another driving hazard, but make it imperative for you to remember that the pedestrian cannot duck every flying sheet of water and mud, so above all, be a courteous, "NON-SPLASH" driver. For the car owner, now is a good time to have your car thoroughly checked and cleaned up in readiness for the long hard drive through the summer months. A little care and preparation now will insure many miles of trouble-free driving in the months to come.

Maintenance Memorandum

by Cpl DS Chisholm

My apologies for missing last month's edition. After a year's work on the Sabre, I finally found out what makes it tick by taking the course at 3 (F) Wing.

Scads of examination results have been released since I last made a deadline. On December 31, 1955, FS "Soup" Campbell got the good news that he had made his Group 4. That, no doubt, made the departing year complete. The last trade board results gave us three new Group 3 mechanics in the persons of LACs Bob Allan, Gregoire, and Jim Dicks, and also a new Group 2 Mechanic in LAC Horncastle. Congratulations men, and to the few that missed, better luck on the next writing. The Corporal's Qualifying Exam results showed a 100% pass for Wing Maintenance riggers. Corporals Stouffer, Dawson and myself join the remainder of hangar riggers in having the ordeal a thing of the past.

An overdue welcome is extended to LACs Lenson and Richard, both single, happy athletes who immediately proceeded to bolster our famous "puck chasers". And speaking of hockey, Maintenance is well stocked with riggers in the personages of LACs "SinBin" Allan, "Red" Monteith, "Watch-Pocket Rocket" Richard, "Leapin" Lenson, and Cpl "Teeder" Kennedy, who, while not a rigger, is among our crowd and certainly shouldn't be overlooked.

Somewhere along the line two babies were born, (that I know of), and passing the cigars while boasting of their prowess are LACs Dicks and Miller. Pat gave Jim Dicks a hand with his prize though, and it turned out just what was wanted, a 7¹/₂ lb. boy, which they promptly named William. Nancy and Derrick Miller produced a girl, their second, and of the same gender. Congratulations to the four proud parents.

The shuttle service carried out by a small Volkswagen between Baden-Baden and the I & R Section is being conducted by Sgt. Bill Fairley who leaves us midway through March for Cold Lake. Bill thinks it's a poor way to introduce his German wife to Canada, but the best of luck is wished you on your new unit, Bill.

LAC Figenshaw left us some time ago for Canada. This leaves the A. R. Techs shy a real hard worker, and we wish him good luck also.

A final word concerning hockey. Wing Maintenance has a real good team, but no team can perform to maximum if it doesn't receive fan support. So, come on you guys, gather up your noise-makers (or kiddies, whichever is applicable) and your wife and/or girl friend and get down to the arena and make with the lungs.

Wing Armament

M&W

Well it's happened — the little men in the white jackets have arrived at Wing Armament. But don't think we have at long last gone off the deep end, it's just the painters redecorating the inside of the buildings.

It sure is hard to keep track of people these days. Everyone seems to be either going or coming back from the rest of his annual leave before April 1st rolls around. The weather and road conditions seem to be such that everyone is spending his leave close to 4 (F) Wing, although F/L Zwicker spent some time touring the various Fasching establishments. When last seen, S/L Begg was heading the Rocket away from the ice and snow of 4 (F) Wing and driving toward the ice and snow of Garmisch.

Cpl Clavel arrived back at 4 (F) Wing from a tour of duty at Rabat. Cpl Goddard has just bought himself a new Browning Shotgun so anytime you want Stan just wander over to the Skeet Range.

Cpls Andrew and Vogler received word that they passed their Cpls. Qualifying Exams.

Valentine's Day has come and gone. As usual on such occasions there was a sudden dawning and a last minute rush to the PX by husbands to buy the little Frau a remembrance of Valentine's Day. To those poor souls who have just, or are about to cast themselves on the sea of matrimony, never forget Valentine's Day, because when you arrive home exhausted from your day's work at 4 (F) Wing you will suddenly discover that either your evening meal is at best luke warm, or that an awful eerie silence has descended, or in extreme cases, both forms of torture are used.

Somebody in the Armament Section sent Betty Duncan a Valentine. We are not going to do such a cruel thing as mention the bounder's name but he is the shortest man in the section. (*)

(*) Editor's Note: (See Dave we didn't mention your name name at all).

SYSTEMS

In the absence of your regular scribe, Sgt Whipple, I'll endeavour to fill you in on the happenings around the old homestead.

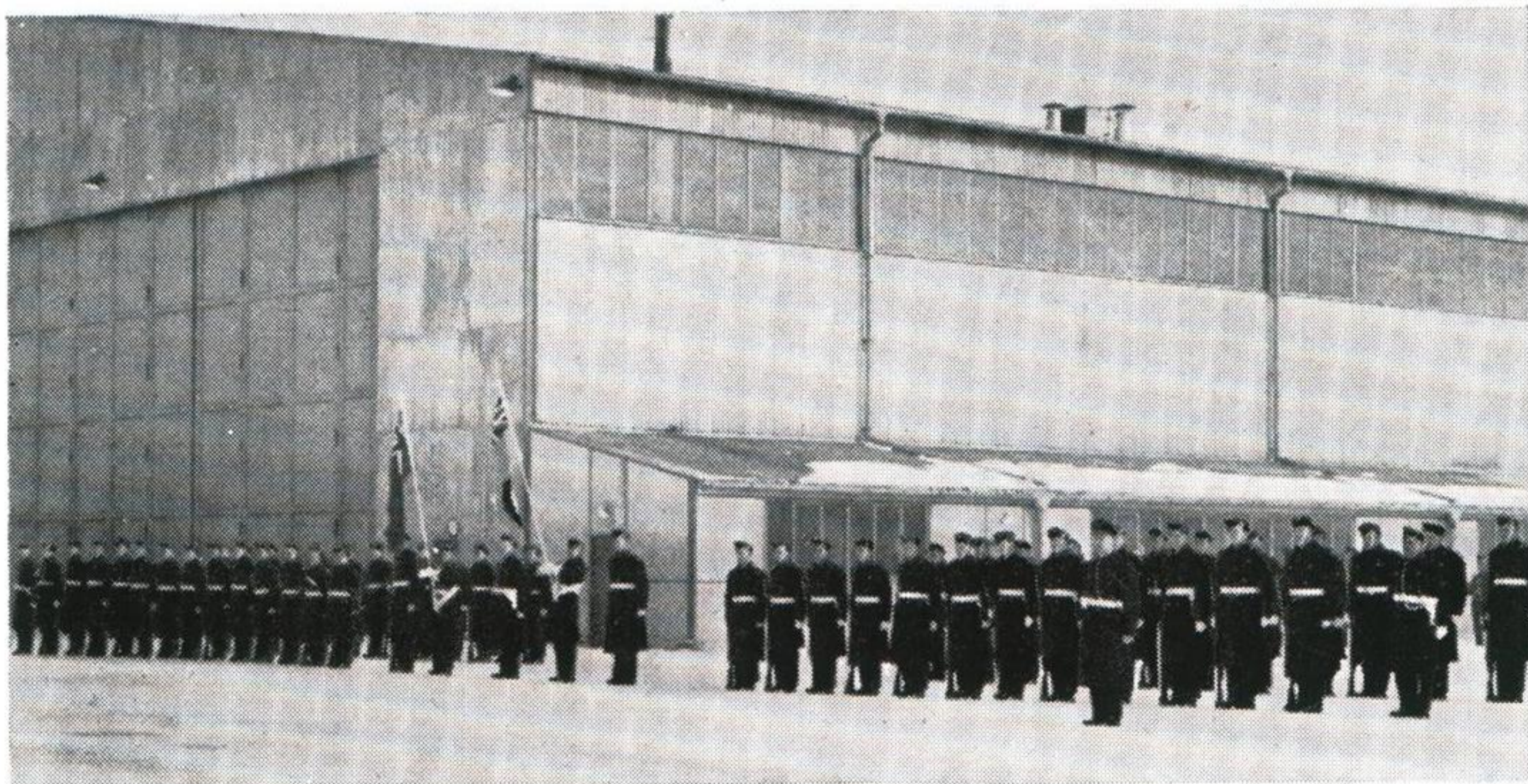
The highlight this month will be a big blowout at one of Baden's renowned beaneries. When this is read the Arm. Fest will have come and gone. We are all hoping for the best, especially those Canada bound types, whose imminent departure is the excuse for depleting the section fund to nil or next door to it. Cpl Donovan wants a party anyhow to celebrate the passing of his Qualifying Examinations — Congratulations, Terry!

Even though a party is always a good deal, there is a sobering thought, — what are we going to do for personnel? Both our Tech Reps, Doug Turko and Frank Coyman, also Cpl Dun, LACs Way and McDougall are headin' for the land of the round door-knob and non-folding nickel. I realize we can cope with the beer load but what of the work load? Oh well!

Fasching, the great Bavarian institution, has come and gone for another year. This news will probably be welcomed by a lot of our wives, but after all girls, you do trust us don't you? Anyhow it wasn't us married guys sporting the big heads and cherry eyeballs. (A small tip — don't mix champagne and cognac — it will double the distance between your ears in an hour).

Anyone for Hi-Fi? Drop into Wing Armament and see Mel Nelson's latest horror — four chassis', a turntable plus speaker box; incredible as it seems, a good brand of sound comes out, so if you have a few hundred square feet of space in your room that is going to waste Mel would be pleased to wire it for sound (approx cost — all he can get.).

That winds us up for this month folks — so Auf Voir or some such (I spent a weekend in Paris once and haven't got over it yet).



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Technical Services

Cpl Bill Jones.

The long awaited bowling contest between the mighty Tech Services and the Fabulous Tin Bashers took place on Feb 8th. The game was keenly fought and the results as follows: Tech Serv. 3, Tin Bashers 1. A return meeting in the playoffs is eagerly anticipated.

Since going to press last month one of our Tech Services hockey stars paid a short visit to the Station Hospital. For Sale — one pair ice skates, with blood on the blades, guaranteed art collectors items. For further information call Local 157.

Of late a constant line of hockey players have been gathering at the workshops barrier, requesting the manufacture of various items. For your information, we specialize in the following: suits of armour, complete with shoulder and elbow spikes, guaranteed proof against body checks, guards for all parts of the anatomy, weakening hockey sticks and we especially recommend our breast plate (polished) surmounted with spikes. We give our word that this creation will stop anything. So, if you are behind in the hockey race, drop in and see us.

A buzz of excitement has been going through the section all week, as our time-expired personnel looked forward to receiving their sailing dates.

LAC Zruchuk and LAC Saumure are leaving this month, and a section party is anticipated in the near future to cheer them on their way.

Records are still being established at 4 (F) Wing. Here is a rather unusual one. At the first hockey game, this person is Coach, at the second game he is ice cleaner, at the third he is the dressing room attendant. Guess Who? And while we are playing guessing games, who is the Skip who sold the game?

In the "Slip of the Lip" department top honors go to the hillbilly from Workshops who interrupted my lecture on Irish Shillelaghs to ask if a Shillelagh was'n't a little green hat worn by the Leprechauns in Ireland . . . Nuff said.

CHESS CLUB

A Station Chess Club is being formed and anyone interested in playing or learning the game is asked to submit their names to Cpl Dubrole (phone 116) or LAC Elcombe (phone 136).

Flying Control

by LAC Ernie Somers

We missed our deadline for the last issue and several of our boys got away before some of our readers knew where or when they were going. I speak of FS Joe Wright who left us for Goose Bay where he will work on Approach Control. LAC Ron Cuthbertson left for Lachine early in February though I cannot say just what Ron's intentions are. Best of luck to you both.

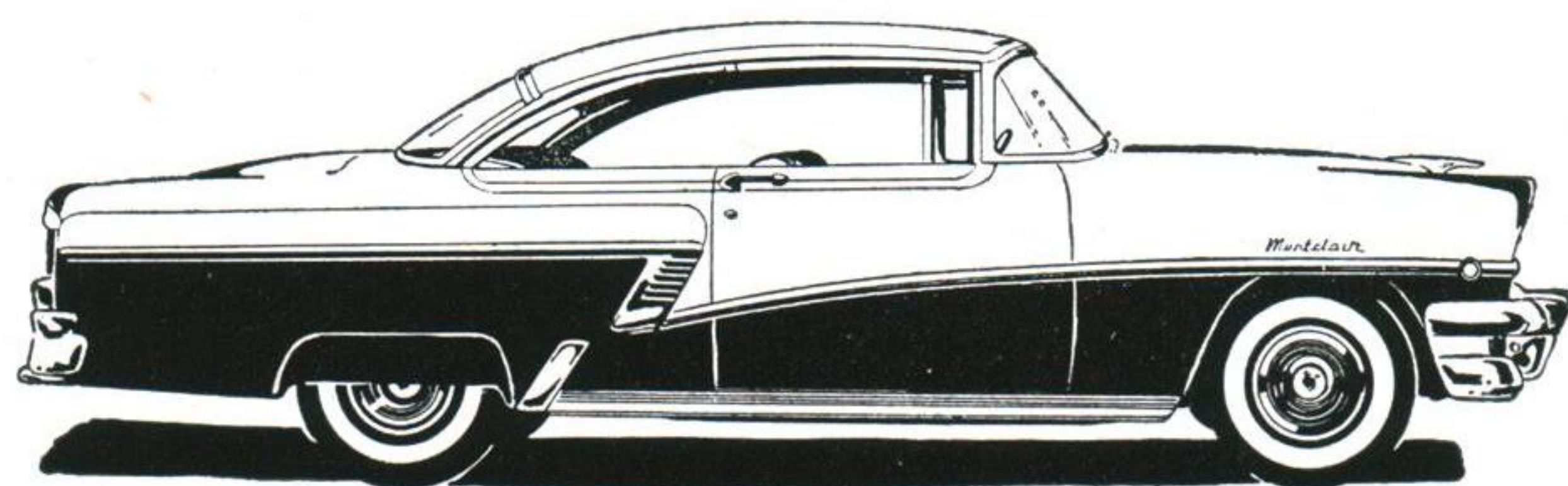
Welcome aboard to LAC Eddy Zchwartz, our new ACOp from 2 Wing. He will find a high standard of efficiency here at 4 Wing but we're sure he'll measure up. Hope you have a nice stay at 4 Wing, Eddy.

A farewell party was held on the 27th of Jan, in the mixed lounge, for our departing Comrades, F/O Wally Fletcher, FS Joe Wright, Sgt Bob Perkins, Sgt Andy O'Connor and our own Ron Cuthbertson. The party followed along the lines of a party program and a smashing time was had by all. Mugs were presented to our departing friends by F/L Laughlin who drew many tears from everyone.

FLYING CONTROL PARTY PROGRAMME

- 2030 Hrs All Party types, at the sound of the horn race to the bar and start boozing (No fist fighting allowed while waiting to be served).
- 2100 Hrs Husbands are to clear away from the bar and dance with their own wives at this time, in accordance with C Ops O's Order 1/2 CUT/1956 AIR DIV INST.
- 2105 Hrs Back to the bar.
- 2130 Hrs Late comers race to the bar allowing the old fellows like F/L Laughlin, W/C Allan, F/O Burns 10 yards handicap.
- 2130-2200 DANCING
- 2200 Hrs Everyone should be loaded enough so that all are incoherent. So this is a good time for presentation of the mugs to the Mugs, along with the same old speeches where we all pretend we are all sorry to see them go.
- 2230-2235 Everyone must have a good cry at the bar for our departing Comrades.
- 2235 Hrs DRINKING
Till DANCING
- 0100 Hrs EATING
FIGHTING
Removing the bodies.
Getting the CO, C Ops O cornered.
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Departing Comrades last chance to put in for extension.

P.S. Sgt Petit took advantage of this and I hear his application has been approved.



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TOMAHAWK

422

422 (F) Squadron

by F/O Bill Clare

S/L CC MAGEE, DFC, CD

There are very few men we have met who have had a more interesting and versatile career than Tomahawk Squadron's Officer Commanding. But suprisingly enough, people on the Wing know little or nothing about him. This month we will try to rectify this.

S/L C. C. Magee joined the RCAF in September 1940 as an Air Gunner and put in 300 hours on Coastal Command, working his way up from the rank of LAC to FS at stations like Alliford Bay QCI (6BR Sqn) and Coal Harbour and Pat Bay, B. C. (120 BR).



S/L C. C. Magee, DFC, OC 422 Sqn.

He took a cut in rank from FS to AC2 when he remustered to pilot in May '42 and went on to train in Edmonton, Virden, and Yorktown. Newly commissioned P/O Magee shipped overseas on 27 Mar 43 for AFU and OTU training and it was at 3 LFS (finishing school) at Feltwell that he met the crew that was to take him and the big Lancaster bombers through the war. And it was at Feltwell that the Magee crew met an ex-Pathfinder who infuenced their training greatly. F/O Magee and his crew trained hard and were recommended for the Pathfinder Force directly from Finishing School.

March 1944, found F/O Magee in 7 Sqn Pathfinder Force which he left later that month to help form the new 582 Sqn. The crew worked for this squadron for almost a year and the many tales of interesting missions are too long to mention here. The Magee bunch became a Primary Blind Marker Crew, an exacting type of work that required expert co-ordination between Navigators and Pilot in order to mark a target for a main bomber force sometimes only a minute behind.

F/L Magee (promoted in June 44) was instrumental in a very important raid to pave the way for a Canadian Advance shortly after D-Day. This was the Breaching of the Dykes at Walcherin Island — the Netherland coast.

Our O. C. was awarded the DFC in 1944, was promoted to S/L in Jan '45 and received a bar to his DFC upon rehabilitation after completing 60 Ops trips (27 day and 33 night) as a member of the Pathfinder Force.

S/L Magee re-enlisted in 1946, after a brief course in the University of Toronto, as a F/L. Then there were many interesting postings including a KTS Administration Course, Air Cadet Liaison Officer at Toronto, Telecom Course at Clinton, Ontario, Trenton Air Armament School where he was a Staff Pilot, Flight Commander and Course Officer.

Then came a course with the Fleet Air Arm of the Royal Navy which again took him overseas and found him flying British fighter aircraft like the Sea Fury.

F/L Magee became S/L Magee on his return to Trenton where he was Chief Air Instructor and from there to a seemingly routine job at the Directorate of Arm (Air) at AFHQ. But this proved invaluable and interesting as it took him on many TD trips visiting such places as Nellis, Sperry, Wright-Patterson Fields — USAF Bases from Florida to California and even to the University of Chicago.

It was during this period that our flying O. C. first encountered the Sabre while on TD to Chatham. While on TD in the U.S.A. he also checked out on the Mustang and the F80 Shooting Star. S/L Magee has 2300 hours total on 25 different types as pilot alone.

After leaving AFHQ our O. C. went through the regular channels — Gimli, Chatham etc and did a short tour at 2 (F) Wing before coming to 422 (F) Squadron.

S/L Magee met his wife Jane in high school in Toronto and they were married in 1939 before the war. They have a nicely rounded family David, Bonnie and little Paul. It has been a happy association for everyone on the squadron and one we hope will continue for quite a few years.

OUT BASKET

Last month we saw the last of F/L Gil Guerin, who was the "oldest" existing pilot on the squadron until he left. At times "Gill" has taken over command of the squadron and we're sorry indeed to see him go. We will probably see him every now and then as his posting took him to Metz as Personal Assistant to the AOC.



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And this month we lose another old original, F/O Gordon Ellis. "Gordy" has shot down "multi" squadron pilots regularly and we'll all miss this able chap. Gordy, his wife Elaine and little Barry sail on the "Italia", the middle of the month for Trenton. Happy Landings, Gord.



F/O Gordie Ellis

Next month it will be F/O Ken Harvey who is to leave before the middle of April. We're gradually pouring all our personnel back to Canada and they're all the best men we have. Anyway, so-long Ken, we hope that you and Mal and the wee ones will be happy in the land of the big PX.



F/O Ken Harvey

LOOT

In Toronto, seven-year old Evelyn Leigh rummaged through a pile of junk behind a hospital for crippled civilians and found a paper bag containing \$500.00. Authorities are trying to find the owner of the money. It is possible that it belongs to a patient in the hospital, or that it is part of the loot from an \$11,000.00 holdup of a bank ten-months ago, which was reported by the thief to have been sent to a crippled children's hospital. No institution received the money then, but if no owner for it can be found, it will revert to the girl's parents for her use.

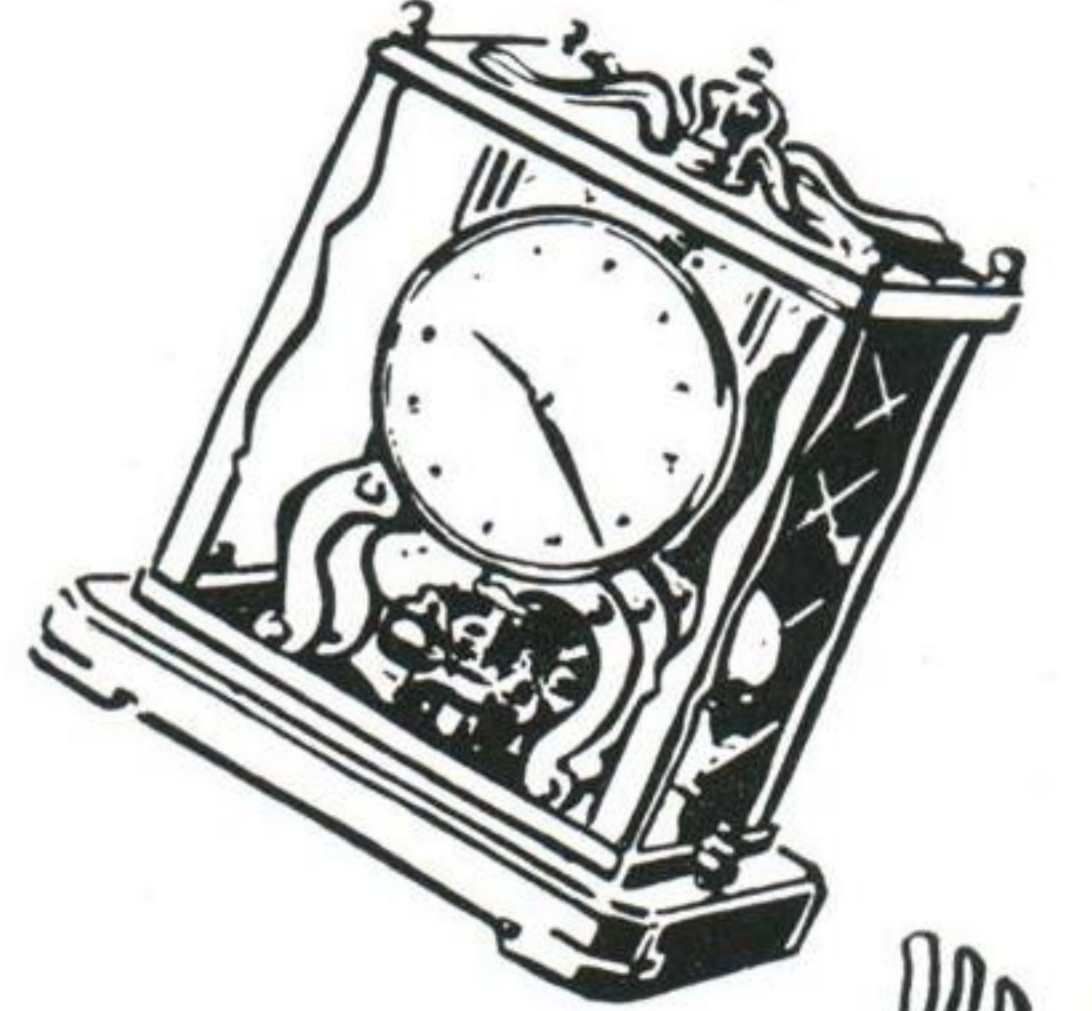
PORTUGUESE POSSIBILITIES

Portugal may soon be able to offer one of the best opportunities for cheap and sunny vacations. A complete tourist centre is scheduled to open this year on the beach of Carcavelor, midway between Lisbon and the Estoril. There will be accommodation for 1,500 visitors in bungalows, tents and trailers, with the most modern and complete recreational facilities such as swimming pool, skating rink, movies, banking and even a small bull ring.

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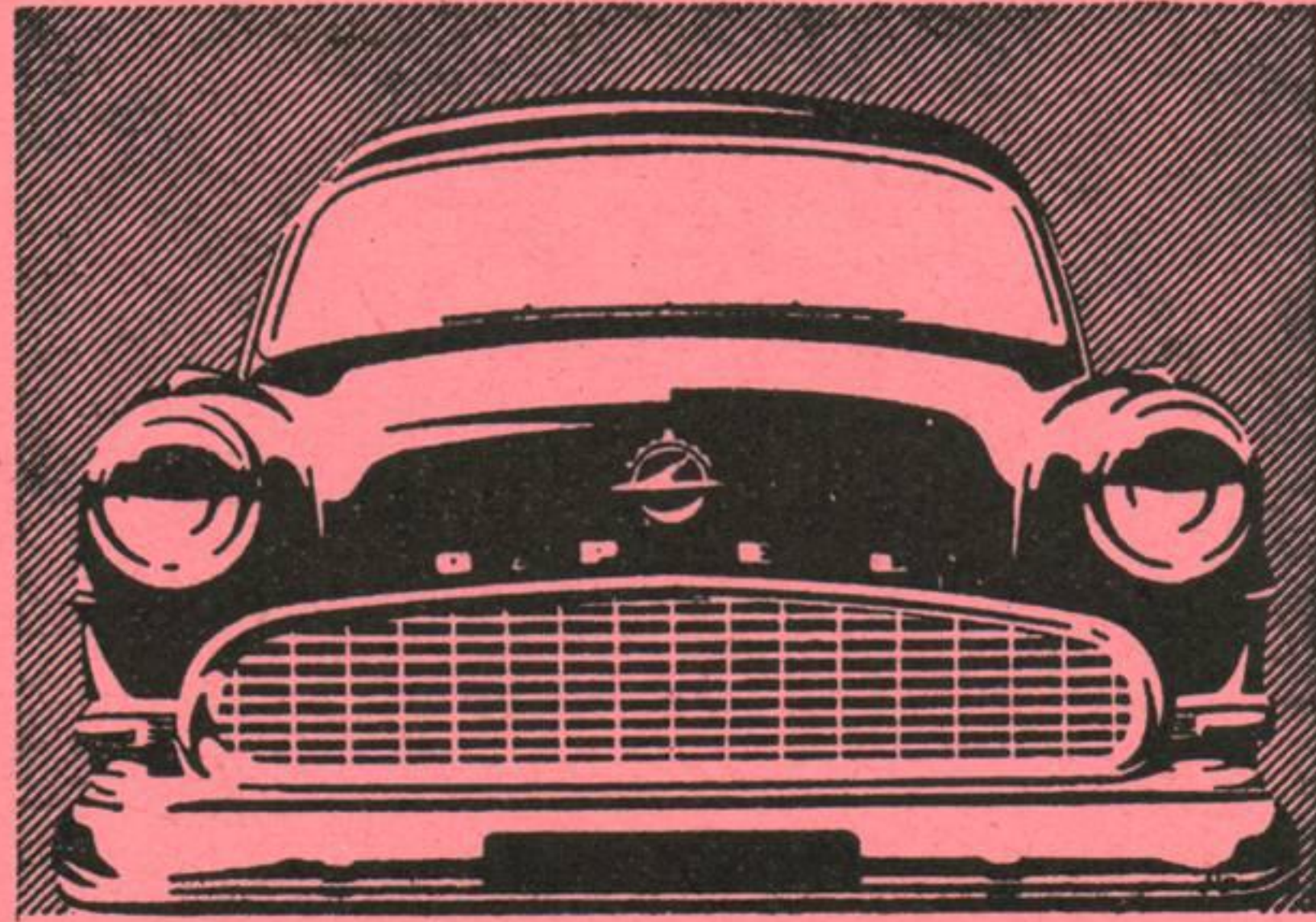
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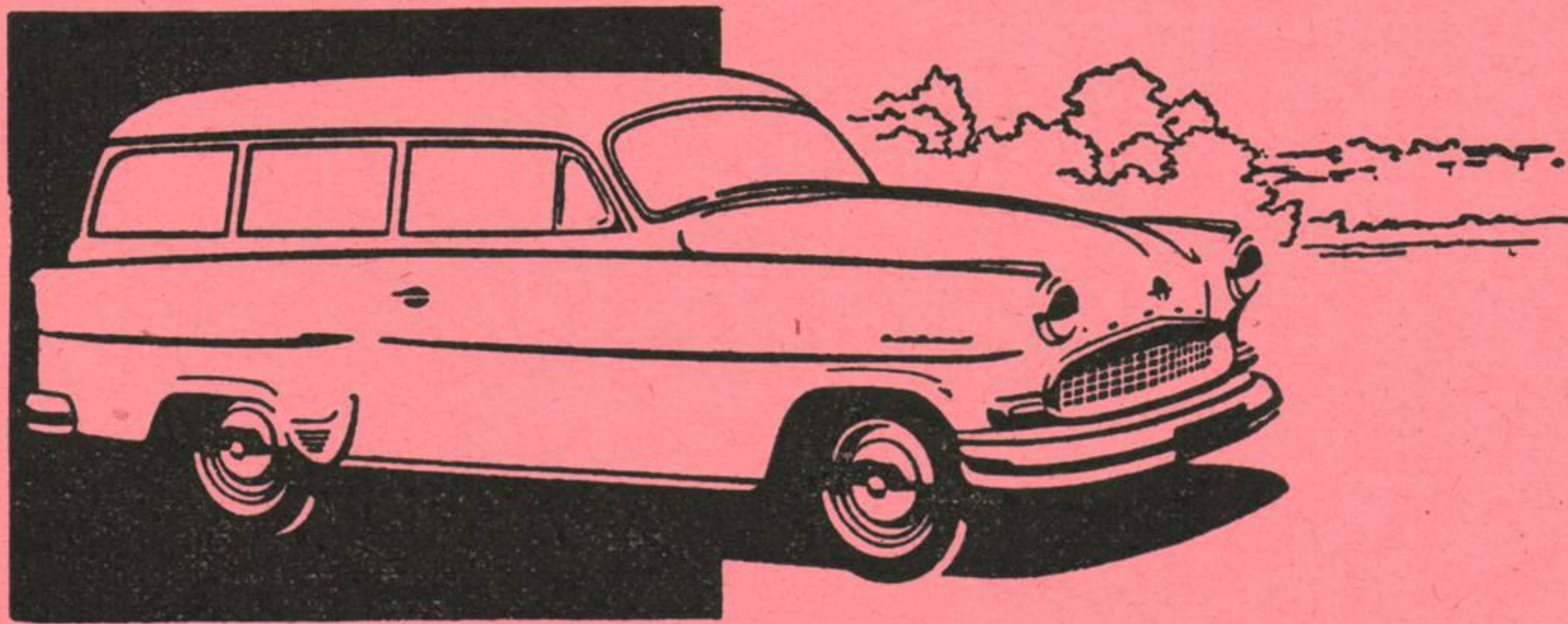
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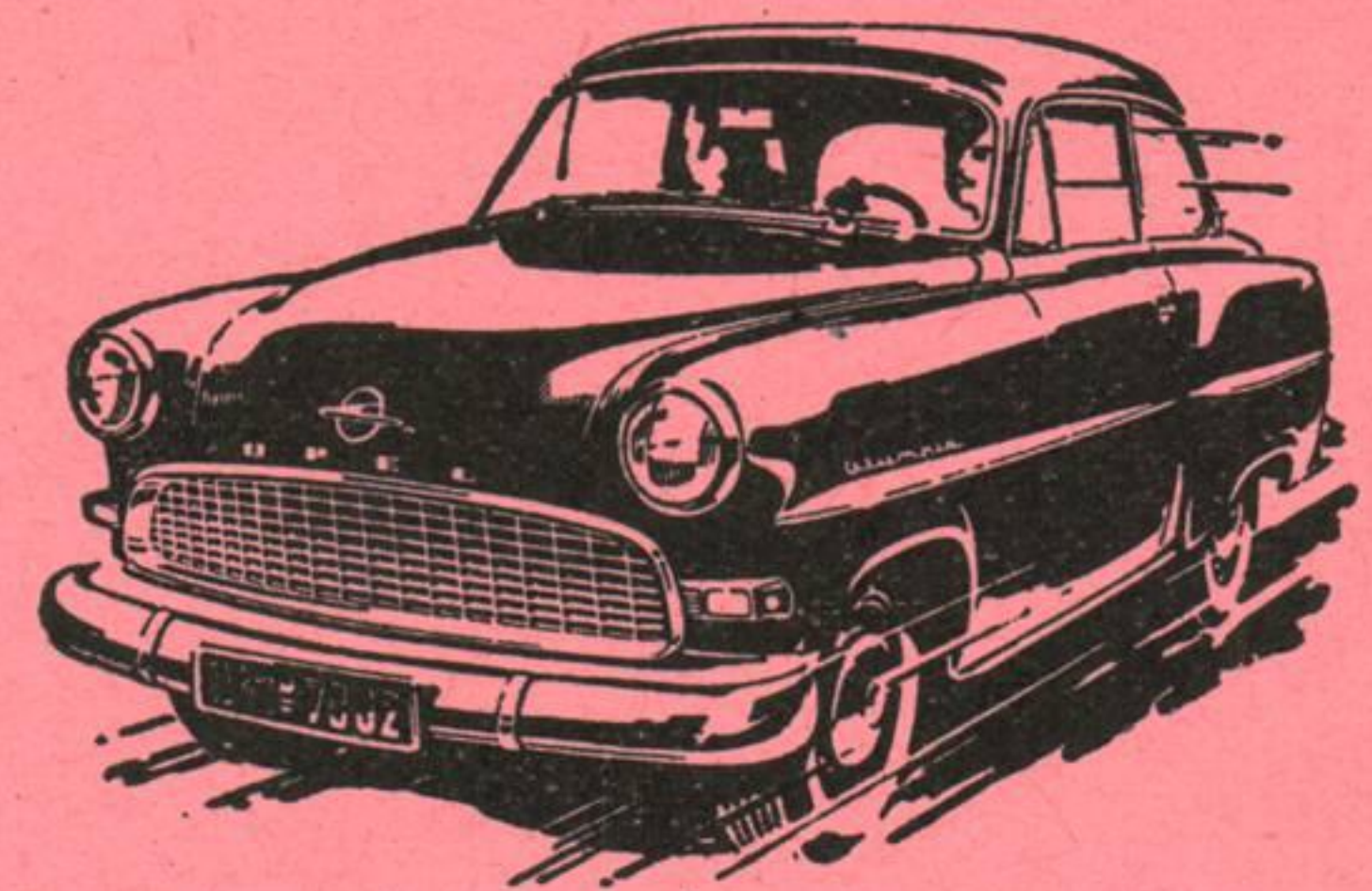


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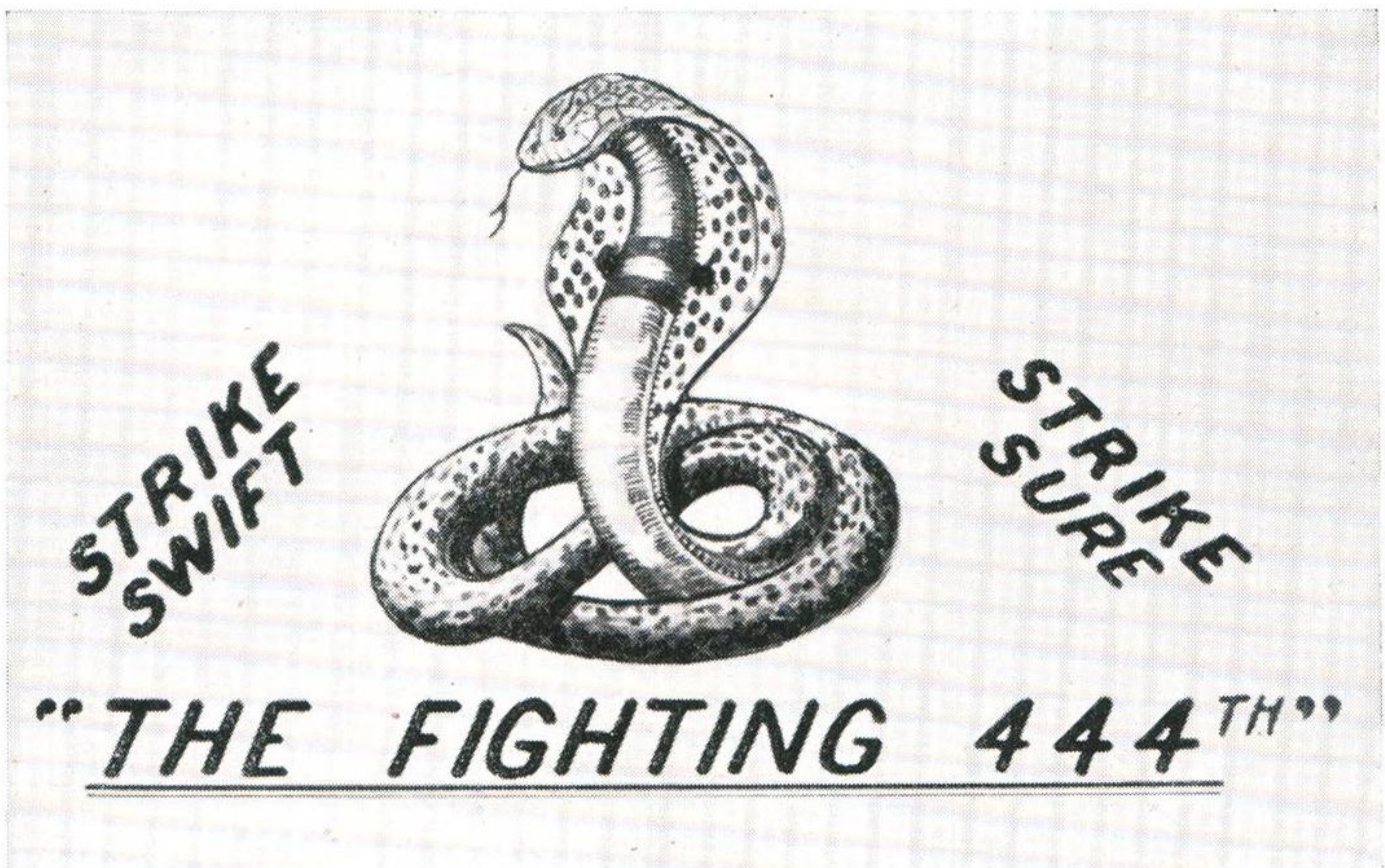
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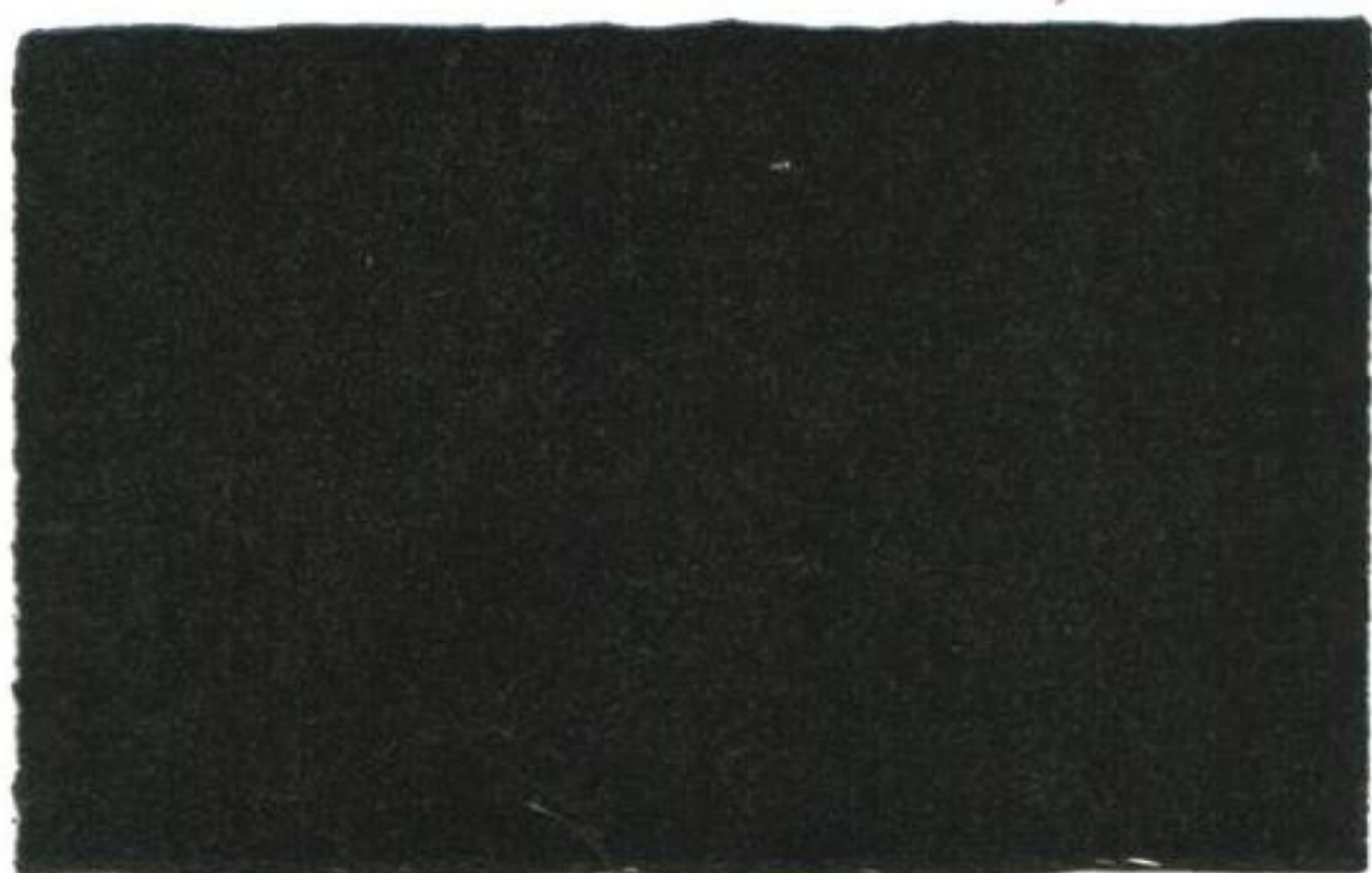


F/O G. L. Robinson with the assistance of LAC M. W. Yerex and LAC C. D. MacCormick of 422 Sqn doing a pre-flight check.



444 FIGHTER SQUADRON by F/O B. C. Bell

Now that the coldest February on record has finally left us, 444 expects to get into the swing of things during March. The flying program was really set back, but March should see renewed activity with the accent on cine exercises for the fourth annual tour in Rabat this April. However, 4 Wing rested easily during the week of the 22nd to 29th as the fighting 444th was on Zulu for it's third shift. Meanwhile an alarm clock fund has been started for F/O Mel Henderson who just can't hack an 0600 rise and shine.



Droodler's masterpiece

In case you're wondering about our picture this month, here's the explanation. Our squadron photographer, F/O Jack (Karsh) Breffitt (newly appointed), was busily snapping away when to his chagrin he discovered his lens co-

ver still in place. As a result Jack calls this Droodler's masterpiece "Black cat wearing sunglasses in a coal mine at midnight." His excuse was that he never owned a camera before he lucked in at the station Bingo one night.

This month F/O's Henry Verdier and Egan Agar are the proud fathers of new baby girls. Congratulations to all four parents and the daughters.

Hockey has been the main sporting activity around the squadron with curling, bowling and ping pong running a close second. Competition in the intersection hockey league is getting keener and triple four was within one point of top spot after dropping a hard fought game with 414 Squadron on the 25th. We've noticed how the fans have really taken to the wearing of squadron and section toques at these games, an idea originated by this squadron. However credit for the first recognizable cheer leaders must go to (if you'll pardon the expression), 422. F/Os Slim Lalonde and John MacLeish have been observed right in the spirit, inciting the fans to a frenzy with acrobatic manouevers in the aisles. (Note. — some of the fans have been rolling in the aisles as well.) F/O Otto Ulrich's Curling squad lost a close match the other night. With the team down 11—9 going into the last end, a beautiful rock curled by F/O Don Elliott, which looked good for points, was given full treatment by sweeper F/O Buck (the toe) Arnold. Buck place kicked the stone out of the house while trying to remove a straw. Needless to say Cpl Barrett's foursome took the game hands down.

F/L I. N. MacDonald returned well tanned and glowing (with health) from the ski course near Moutiers in the Fr. Alps. We're expecting an exhibition any time now on the local slopes if the Mate can borrow a pair of skis for a few hours.

444 GROUND CREW CHATTER by Cpl Rick Strickland

With another month of Old Man Winter's punishment under our belts, the boys are beginning to look forward to Rabat and all it's sunshine.

Congratulations are in order for Cpl Ron Holloway and frau on the arrival of the newest member of his growing chorus line. Bring on the dancing girls, Ron! At the present moment Cpl Jack Dompierre is eagerly standing by (with a haggard look), awaiting the alert that will scramble him to the maternity ward "In" basket. Also to be congratulated is LAC MacDonald on a new addition.

On the sports scene the fighting 444th are living up to their name with due credit to WO P. Larue. Considering the fact we usually face our opposition with four men on the ice and one in the sin bin, we are more than doing a job of holding our own. If you are wondering who plays the sin bin position, ask LAC Kenny Pentland how many times he's sharpened his skates this season.

Main topic around the barrack block seems to be the formation of a station Chess Club spearhead by LAC Elcombe.

Well Fellas, I guess that's about it for this month. Let's hope LAC Bill MacKinnon, our full time public relations man, soon comes out of the ether and puts our column back on even footing.

In closing I'd like to ask how come there's a fire-fighter in BB 16B?



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Cpl. Ken Bradley

Personality of the Month

by LAC Dusty Binns

Ken Bradley was born some 32 years ago in Toronto, and has called it home ever since. Arriving in 4 Wing during April 1955, he has become known as one of the stations most notable musicians, showing his versatility playing organ in the Protestant chapel for the past 5 months, and alternating on occasions by playing piano at several variety shows and social functions.

Ken's musical career dates back to the age of 6, when he began piano lessons and continued until the age of 16. During this period he gathered several diplomas from the Royal Conservatory of Music in Pianoforte and Theory examinations. For two years prior to his enlistment in the RCAF, Ken studied the organ and fulfilled many engagements in churches.

At the tender age of 19 the urge to become a world traveller took hold and Ken enlisted in the RCAF. After the usual training period, he was posted overseas and spent 2 years in England with number 6 Bomber Group and 426 Transport squadron.

Upon release from the service in 1946, Ken entered the employ of a Toronto Wholesale firm, and at the same time was appointed assistant organist at St Aidan's Anglican Church. These positions were held until his re-enlistment in 1949, and after a period of service at Trenton and Toronto, he was transferred to Germany.

Whilst Ken has been at 4 Wing, apart from his musical activities, he has taken a keen interest in Corporals' Club activities and has won many friends with his quiet unassuming manner.

He is still single, being recognized as one of 4 Wings most eligible bachelors although he hasn't at present any aspirations regarding the field of matrimony.

One thing is certain though, when he leaves for Canada next year, Ken Bradley will be sadly missed by many people on 4 Wing.

German Hunting Customs

by F/L H. A. Vinish

GENERAL — Hunting has been practiced as a sport in Germany for the past eight centuries. As a result, many customs which have become important to the German hunter as the actual search for game itself have developed. These customs have been instilled in the German hunter and passed from father to son. A violation of hunting customs is often considered as violation of the written law. It is essential that hunters understand and appreciate these German hunting customs.

HUNTERS LUCK — HUNTERS THANKS — One of the very first customs noticed by the new hunter will be the wishing of each other luck and thanking each other for this wish. When a hunter is placed in a stand, or two hunters meet or separate, one says "Waidmannsheil"; the other replies "Waidmannsdank" and "Waidmannsheil", whereupon the first returns with "Waidmannsdank." This is similar in meaning to our own "Good luck" and "Thanks".

CONGRATULATIONS — Upon success of one of the hunters, each of the other hunters congratulations him and they shake hands.



HUNTSMAN'S CERTIFICATE

F/L Harry A. Vinish from Soellingen, Germany, born on 16 February 1916 in Fishcreek, Saskatchewan, Canada, has passed the required Huntsman's Examination on 25 January 1956 in Karlsruhe in accordance with paragraph 15, subparagraph 4 of the Hunting Laws of the German Federal Republic in the area of the Landesjagdverband Baden-Wuerttemberg (State Hunting Association).

By virtue of passing the examination he is authorized to apply for his first Hunting License. May he live a long rich hunter's life and use his rifle and shotgun as a sportsman and protector of our game.

The Examination Board:

BRANCH SIGNS — Branches broken from trees are used in many ways to facilitate and add interest to the hunt. Branches from oak, pine, spruce, silver fir, or alder, only, are used. The most important are:

Leading Branches — Branches with bark peeled off to mark the line between the hunter and the place where the animal stood when shot was fired.

Main Branch — A large branch thrust in the ground at the spot where the animal stood when shot was fired.



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Track Branch — A branch laid by the Anschussbruck in the direction of the flight of animal. Laying the broken end in the direction of flight indicates that the animal is male; when placed in the opposite direction, it indicates that the animal is female. A smaller branch is laid crossways behind the Faehrtenbruch.

Last Bite — A branch placed crossways in the mouth of cloven-hoofed game, Auerhahn, and Birkhahn.

Hunters' Branch — A branch dipped in the blood of the animal, placed on the hunting knife or hat of the person in charge of the hunt, and presented to him with the words "Waidmannsheil," (Hunters Hello), following the kill of cloven-hoofed game Auerhahn, Birkhahn, and fox. When wounded game is found by a dog, the dog leader presents the branch, and the hunter gives a piece of the branch back to the dog leader. The successful hunter answers "Waidmannsdank," and places the branch in his hat band. When hunting alone, the hunter should not forget to give himself this branch.

Warning Branch — Leaves and needles removed from branches, tied in a loop with a string, and hung on trees along the way to indicate areas in which they may be firing.

Last Branch — The last green branch laid on the coffin at the funeral of a hunter. Bugles blow "Jagd vorbei." (the hunt is over)

Waiting Branch — Two crossed branches placed on the ground when a hunter leaves the agreed meeting place and intends to return later.

DEATH WATCH — After bagging a trophy animal on a still hunt, the hunter, prior to dressing it, sits on the ground for a brief period, thus paying last respects to the animal.

EXHIBITION OF GAME — Following a drive hunt, game is laid on its right side, in rows according to rank. Rank is in the following order, with the better specimens of each class first; red deer, fallow deer, wild boar, roe deer, foxes, hares, rabbits, pheasants, and other birds. When it is displayed, participants in the hunt take their designated places for a last bugle salute to the game. One must always walk around the game and never step over it.

BUGLE CALLS — Bugles and horns are used to indicate the progress of formal drive hunts. Many musical calls have been composed for this purpose. Following the blowing of assembly, the person in charge of the hunt instructs his guests concerning safety, the duration of the hunt, and the type and species of game which may be taken. When the shooters have arrived at their respective stations, the bugles are sounded to signify that the beaters have started moving through the area.

Bugles indicate the completion of each drive, and the hunters move to their next stations. In drive hunts in which horns are used, the following calls are used for each drive: one blast of horn indicates the start; two blasts the finish; and three blasts that the beaters will go back through the area to move out that game may have slipped back.

HUNTERS LANGUAGE — Over the centuries, a special language has developed among hunters. For instance, the tail of an animal in standard German is Schwanz; in hunters' language, the tail of a rabbit or hare is Blume; the tail of a fox is Lunte; of a wild boar, Puerzel; and of a red deer, Wedel.

LAST DRIVE — The last drive is the last order of the day, held at a hunting lodge or a local Gasthaus.

Clothing — The traditional garb of the German hunter is forest green.

The Story of Gaggenau

by Mrs. M. T. Bauert

Gaggenau, famous for its Mercedes-Daimler-Benz factory and the Degler-Murgtal Brewery, is the gate into the romantic Murgtal, the valley of the River Murg. It is beautifully situated at the Northern tip of the Black Forest on the main route from Rastatt to Freudenstadt. To the west, the mountains descend steeply providing a view over the plain with the glittering Rhine and Strasbourg up to the Vosges. Stag and mountain-cock dwell in the dark fir forest which softly slopes towards the valley of the Murg. The not-so-distant Schwarzenbach Dam of the Murgtal power plant is known as a master-piece in the sphere of water current supply. The motorist meets throughout the Murgtal highway carefully maintained roads with clearly arranged signposts, leading from the Rhine valley up to the mountains and the health resort, Freudenstadt. The distance from the airport to Gaggenau is approximately 13 miles.

The word Gaggenau is derived from two old words: "Gacko" which was the name of the oldest Germanic settler, and "Au", derived from the middle-high German "Owe" meaning meadow.



Gaggenau as it nestles in the valley on the fringe of the Black Forest.

The official seal of jurisdiction has a wheel with a reversed T-cross in one half, inferring the shape and burden of the earth, and a sickle in the other half, which is the symbol of the village of Ottenau which now belongs to Gaggenau.

Gaggenau was first mentioned in a contract from the Markgrave of Baden in the year 1288. In July 1622 it was completely destroyed and robbed by the Bavarian army. Again in November, 1691, the French invaders under Louis XIV set fire to the town, and a century later soldiers of the French Republic plundered and destroyed what few treasures remained. A memorial of the 70 years war can still be found in front of the ruins of the town-hall.

On the 10th of September in 1944 American squadrons bombed the town with 180 planes. They dropped 800 explosive bombs and 30,000 incendiaries on the town. This attack was repeated in October of the same year, after which Gaggenau was little more than ashes and ruins and 265 persons were killed. An impressive memorial "The Mourning" was unveiled in the cemetery recently.

With courage and hard work Gaggenau was rebuilt quicker than anyone dared to hope. Today it boasts 10,000 inhabitants, compared with only 350 back in 1588.

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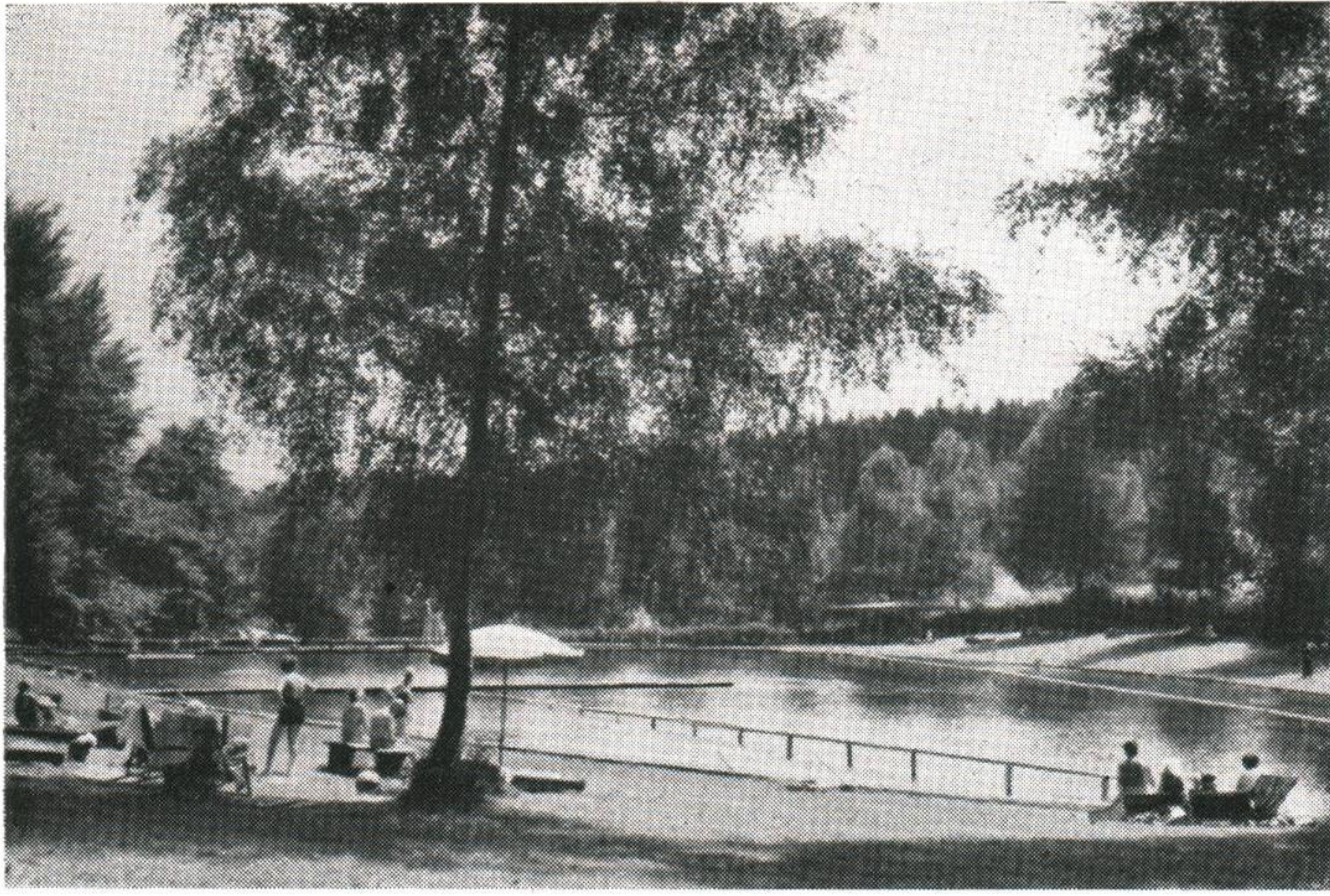
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Swimming Pool located on the outskirts of Gaggenau.

The world-famous Mercedes-Benz factory was built in 1911 and employs almost 5000 workers from the town and its surroundings. Twenty-three buses arrive daily to bring the employees to the plant. Some 1500 employees arrive on bicycles and 300 on motor-bikes.

Gaggenau boasts of two charming open-air swimming pools, both situated along the forests and meadows, beautiful grounds amidst nature, one of which can be seen in the photo.

An hourly bus-service also connects Gaggenau with the health resort city of Baden-Baden.

CANADIAN DEVELOPMENT

In an address to the Halifax Board of Trade Mr. J. R. White, President of Imperial Oil Limited said that production figures reflected the fact that in terms of world output, Canada ranked six times greater than her population. Mr. White predicts that by 1980 Canada will have 25 million people and a gross dollar volume of business two and a half times that of today. Turning to oil he noted that at Dartmouth the largest Canadian refinery construction project was being built for an expected local demand larger than that which existed when Halifax was the wartime supply base for the Atlantic lifeline.

Mühlrad

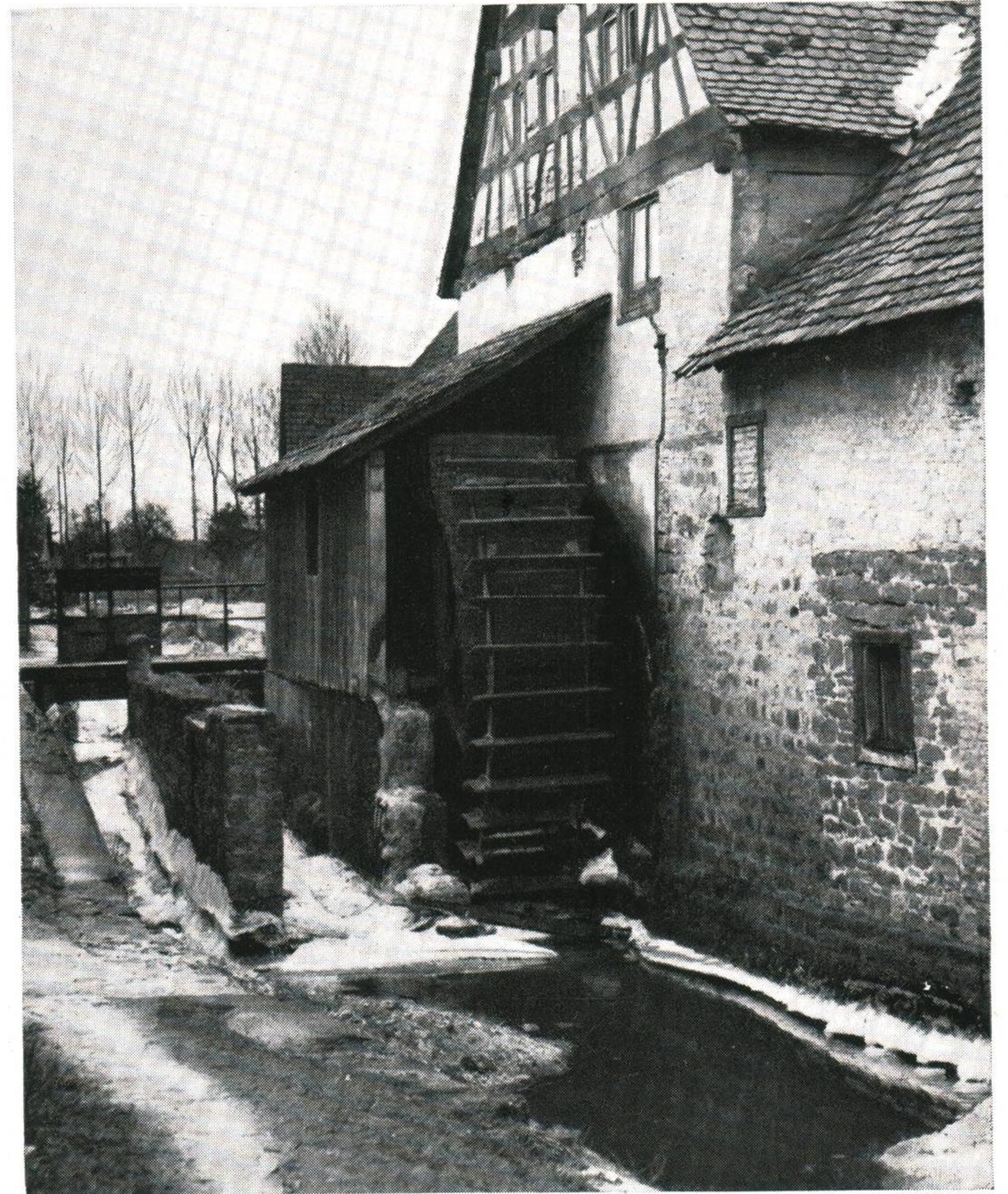
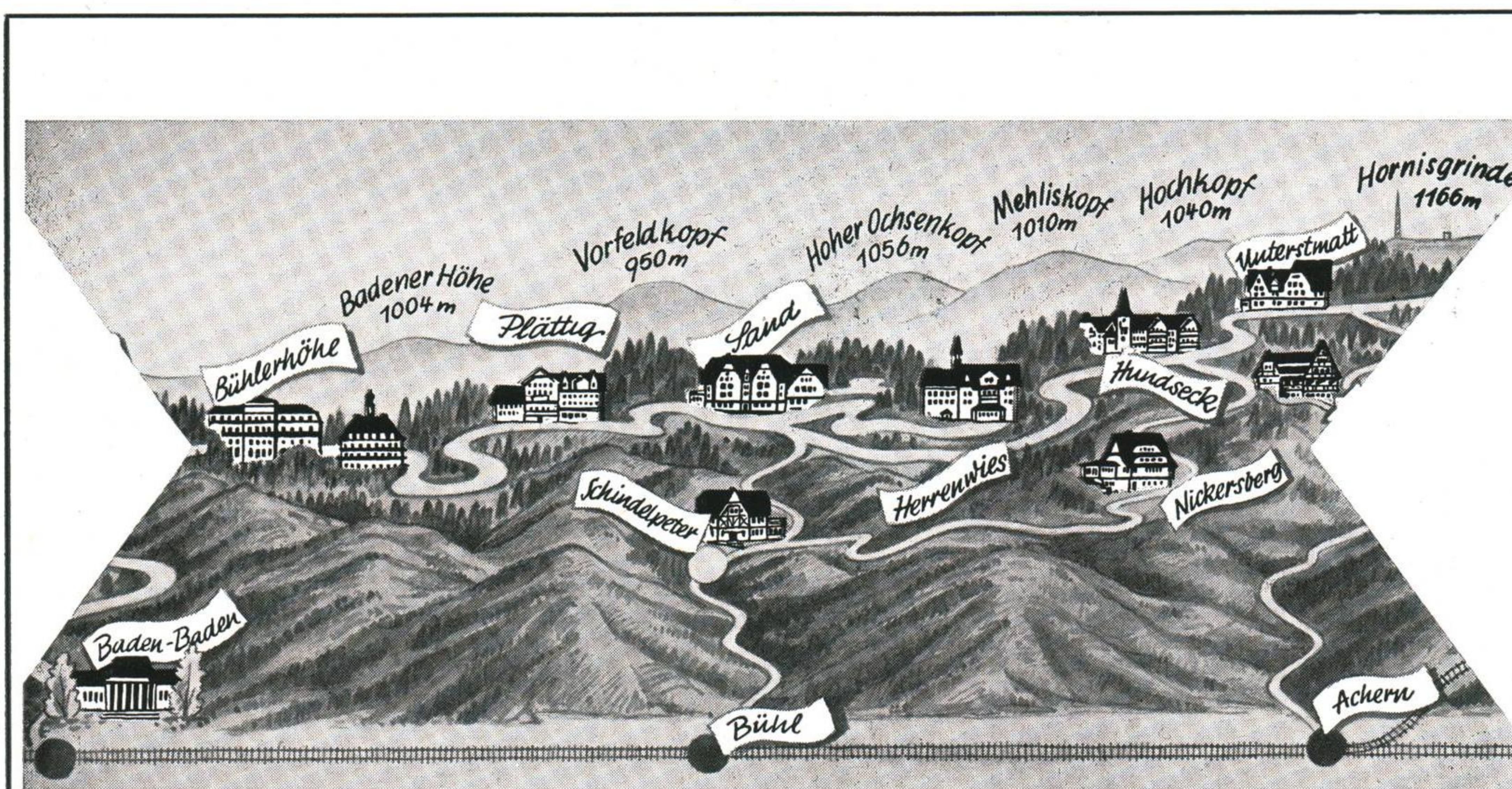


Photo by LAC Ron Dent

The "Mühlrad" or Mill-Wheel in the picture is 200 years old and is found in Iffezheim on the main street.

The mill is on banks of the river Bullo which runs from Buhl through Sinzheim and Iffezheim to the Rhine river.

When the photo was taken the mill was not operating but this summer when the water rises and the grain comes in it will be working again.



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EDITOR'S NOTE;

Scandinavia is featured in this month's choice of travel article, but as so few people seem to have explored that corner of Europe, we had trouble locating anyone who felt qualified to write about any of the countries included under this category. We are however reproducing two short articles by people who have headed northward during recent months, and whose impressions may be a guide to you in deciding whether Scandinavia is going to figure in your 1956 holiday plans.

LAC Fred Butler spent the first two weeks of January on a trip up to Denmark and Sweden, and he writes;

I was warned before I left that January was the worst time of year to visit Scandinavia, and after getting as far north as Stockholm I was ready to agree. It is roughly 630 miles from here to Copenhagen, and an even 1,000 to Stockholm when travelling by train. A return trip 3rd Class to Stockholm now costs about 195 DM, so it is still within reach of anyone who feels the urge to investigate Sweden, and enjoy a stopover in Copenhagen en route.

Copenhagen is often referred to as the "Paris of the North", and the nightclubs are jammed all night. American and Canadian soldiers and airmen are very prominent in most of the night spots, with the Dixie Bar a hot favourite. The walls of the club are decorated with the flags of Canada, Denmark and the U.S.A.

With the famous Tivoli Gardens closed for the winter, there wasn't very much to do in the daytime, although a city tour took in the harbour, with its familiar mermaid figure perched on a rock, as well as some of the prominent buildings. One church in particular was pointed out by the guide; he said it had taken seventeen men twenty years to build it.

From Copenhagen we took the train again to the ferry across to Sweden. A short thirty minute trip by ship brought us to the Swedish port of Malmo, and another train took us across country to the capital. The entire journey from Copenhagen to Stockholm took eleven hours.

My first impression of Stockholm was that it was a large, modern city and well illuminated. It had to be well lit, because at that time of year it didn't get really light until 10 a. m., and at 3 o'clock in the afternoon it was already dusk. This has one advantage at least in that night life starts around 4 p. m. under these conditions.

After a few hours around the city I could see that this place certainly wasn't the fast stepping, free wheeling city that Copenhagen was. The Swedes seemed much more reserved than the Danes (I'm really confused now after reading all those American magazines about Swedish women).

The beer in Sweden is reputed to be the poorest in Europe, a fact which even the Swedes themselves readily admit. It tastes and looks like cold tea.

The streets are crowded with pretty much the same types of cars as you see here in Germany, although you do



see many more American automobiles. General Motors Corp. have a plant in Stockholm, which probably explains this.

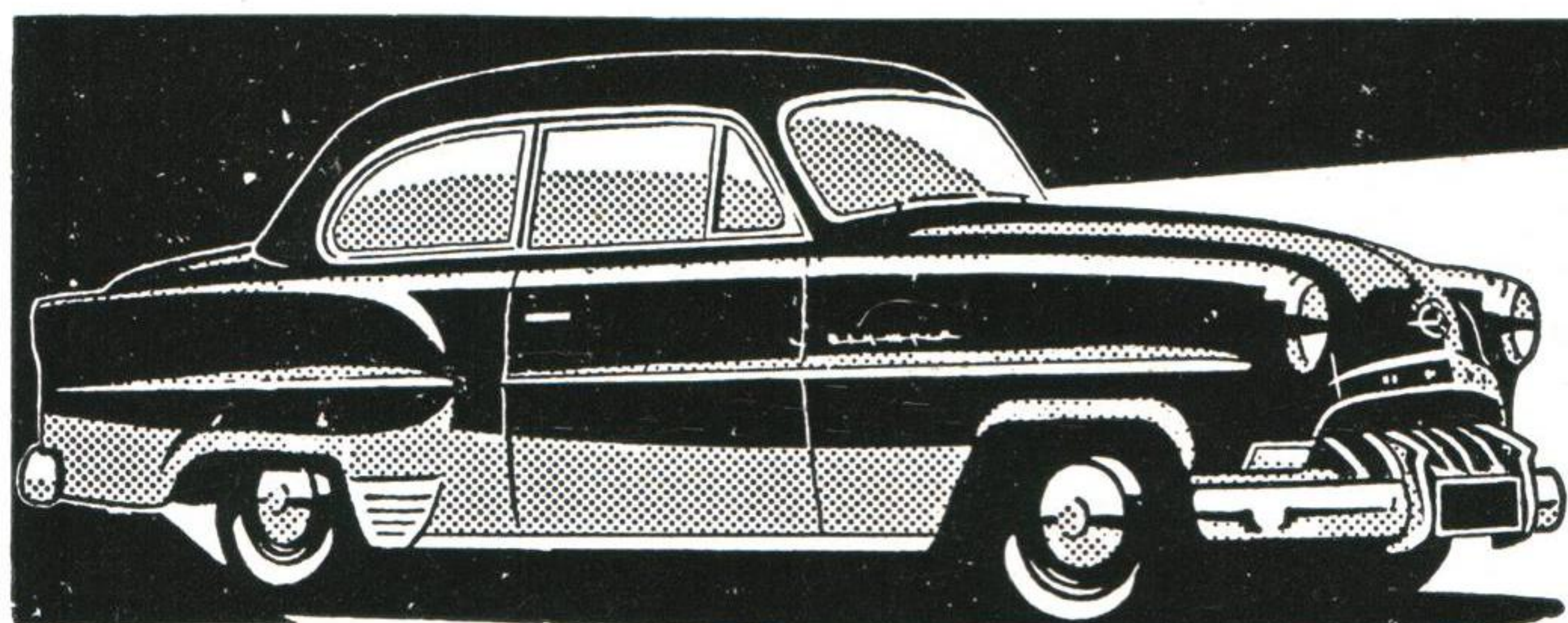
It was so dark the whole time that I couldn't take a single photograph; however I did notice a replica of Columbus' ship, the "Santa Maria" sitting in the harbour. We were also glad to discover real ice cream parlours offering such Canadian delicacies as banana splits and sundaes.

The language problem was more noticeable in Sweden than Denmark, although we managed to find enough people who could speak a little English.

I was travelling with another airman from 2 Wing, and we paid 84 Krone for a double room for three nights. That is about \$16.80 for the two of us, or \$8.40 each. The room was very good, and we didn't think the price was expensive. A Swedish Krone is worth about twenty cents, while the Danish Krone rates about fourteen cents.

Taxis were cheap, and a steak meal cost us something in the region of \$1.20. I went to a couple of movies in Stockholm, and found they showed a lot of English and American films with their English sound track, but subtitles in Swedish. We did quite a bit of dancing and found that the girls like to dance with all foreigners — especially those who speak English.

For anyone who is looking for fast moving night life and entertainment, I can recommend Denmark, but for a vacation amidst picturesque and beautiful scenery, I recommend postponing your Sweden trip until the summer.



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(Cpl Esther Morris headed in the same direction in June last year, in company with Cpl Anne Rola and LAW Orma General. Travelling all the way by car, the girls had a marvellous time, and their impressions are contained in the following article;)

We had eleven days leave left, with which we planned to tour Denmark, Norway and Sweden by car. We took with us sleeping bags, a camp stove, and enough utensils to enable us to economize on hotel bills by camping out when weather and enthusiasm permitted. With the trunk of the car loaded with spare jerry cans of gas and tins of pork and beans, we set for our first target — Copenhagen.

At the border we bought a Carnet for the car, which was valid not only for Denmark, but for Norway and Sweden as well. In Denmark we toured Copenhagen, and visited Kronberg Castle near Helsingör before catching the car ferry across to Helsingfors on the Swedish coast.

Once landed, we took the coast road in the direction of Oslo, Norway, and had driven quite a good distance before our navigator discovered we had made a small error, and were actually heading in the opposite direction. As this route took us in the general direction of Stockholm, we simply changed our route to "Oslo via Stockholm" instead of "Stockholm via Oslo".

On our way we found most people we encountered spoke English, and we had no trouble in buying eggs, butter,

bread and cheese to supplement the pork and beans in our roadside meals.

Stockholm we found rather confusing, as it is spread over about half a dozen small islands, all joined by various bridges. I was driving, and I found it very easy to get lost amongst the maze of canals.

We did our best to get into the spirit of things by ordering what we thought were local dishes on the menu, whenever we ate in restaurants, but we always seemed to end up with Wiener Schnitzel. We did, however, encounter the well known Smörgasbord, and all agreed unanimously that it was horrible. That ended our adventures into the unknowns of Scandinavian cooking.

From Stockholm our route took us westward through the hilly lake country to the Norwegian border. It was a very scenic drive, and we arrived at Oslo to find it a very clean, modern city with a beautiful harbour nestling at the foot of the sloping sides of the fiord. The rugged mountainous country offered many impressive views as we drove along the highway, and we stopped a number of times along the route for a little sunbathing.

In Oslo we found lots to see. As in all the other cities we had visited so far, we took a tour of the city, and in three separate museums around the harbour we found the Kon-tiki raft, which sailed from South America to the Polynesian Islands, some old Viking ships, and the ship in which Admiral Byrd first sailed to the Antarctic.

We found hotel rooms hard to find in Oslo, and were recommended to try the Tourist Billeting Office in the main railway station. This agency had a list of private homes which took in tourists, and we were sent to an address where we were given a very comfortable room for one dollar per head.

We explored Oslo as thoroughly as our itinerary permitted, and then headed along the coast road towards the Swedish border. We crossed back again on the car ferry to Denmark, and headed for home.

On our return to Soellingen our speedometer registered just over 2,600 miles for the eleven day trip. Camping had reduced our expenses quite noticeably, and our holiday cost the three of us a total of \$150 — not counting souvenirs and miscellaneous purchases. Our jerry cans provided a reserve of gas which took us most of the way round our route, and the only trouble encountered with the car was one flat tire.

Sleeping out presented no problems, apart from the discovery that the nights get very chilly in Norway and Sweden; nevertheless we arrived back feeling rather tired, and for eleven days it was quite a lot of driving. We would have liked to spend more time in each of the places we saw.

Some of the highlights of the trip I think were Kronborg castle and its eerie dungeons; a beautiful sunset over Oslo Fiord, which we watched from a sightseeing motor launch; the impressive castle at Kalmar, in Sweden, which we passed on our drive up the coast to Stockholm; and the friendliness of all the people we met during our travels.

We thoroughly enjoyed the holiday, and returned with a pile of photos for our Scandinavian albums.



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Sports and RECREATION

by Cpl Eddie Haddad

AIR DIV BASKETBALL

The mention of this will be small, as the men's basketball team isn't exactly living up to the reputation set by its predecessors, However the girls' team is still sitting on top of the league and with only a few more games left, is already getting their pens ready to sign autograph books.



Photo by Focus

4 (F) Wing Raiders vs Karlsruhe BCK. Raiders came out on top with a score of 57—29.

HOCKEY

The Hockey news needs no publishing on this station, as it is the topic on the tip of everyone's tongue these days. However, to settle any violent discussion, we will give the vital statistics up to and including the 28th Feb. The league standings as of that date were:

Headquarters	15 Points
414	15 "
444	14 "
422	11 "
W/Maint	8 "
T/Services	1 "

In the scoring race for individuals here are the top ten "ACES".

Player	Section	Goals	Assists	Points
1. Edwardson	414	13	11	24
2. Moore	414	10	11	21
3. Melanson	HQ	11	5	16
4. Renaud	HQ	12	4	16
5. Martel	HQ	7	8	15
6. Henderson	444	11	3	14
7. LaLonde	W/Maint	8	4	12
8. Leblanc	T/Serv	12	0	12
9. Lukas	HQ	8	4	12
10. Vallieres	CE	5	7	12

In the BAD men's line up we are holding our own with the national league. The following list are some of the "Boo" getters

Titmarsh	HQ	47 Min. in the penalty box.
Paige	422	27
Pentland	444	23
Edwardson	414	22
Allen	W/M	21
Purvis	444	20

These men are the top on the "Wanted" list — Have YOU seen them?

INTERSECTION BASKETBALL

The basketball season has also been in the throes of the finals, with the remaining teams bitterly contesting the Championship. In the playoffs the three teams were Headquarters, Wing Maint. and 414 Sqn 414 got a bye and Hqn defeated Maint in two straight games. However 414 states emphatically that the shoes will be on the other feet. Whose feet, we haven't discovered as yet, but the final game will certainly be something, if we go by the speeches being made.

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Members of 4(F) Wing Band view a German version of a MK VI Sabre during Fasching hi-jinks.

4 (F) WING BAND PARTICIPATES IN BADEN-OOS FASCHING PARADE

by Sgt Fortier

Shrove Tuesday all over Germany is the last day of Fasching and also the last day of celebrating before the start of Lent. The most important event in this period of fun and frolic is a parade of Bands and floats. The floats may depict anything that has been in the news during the last year. Political happenings are the usual topics for these floats.

This year for the first time the Air Force participated in this parade. The Wing Band was invited to participate and the Commanding Officer concurred.

The Band was a huge success and received more than their share of applause. Part of this may have been due to the complete disregard that the Band members had for the cold weather. The temperature was 16 degrees fahrenheit. Hospital alcohol replaced oil as the lubricant for their trumpet valves, eliminating the problem of freeze ups. Another factor which helped the bandsmen fight the cold was a spectator coming up to the band and offering them a shot of schnaps before the parade started.

After the parade, the band was invited to the Baden-Oos Soccer Club clubhouse where food and refreshments were served. The Bandmaster, Sgt Guy Fortier, was also presented with a basket of delicacies of the type that this area is famous for.

The parade was over three miles long and crowds lined the route all the way. The band was a credit to the RCAF and did much to further the good relationship which exists between 4 (F) Wing and our German Friends.

SOCCER

The station Soccer team has really been going all out this winter, except for the three weeks that they kept losing the ball in the snow drifts. However, they are going full tilt again and promoting good relationships with the Ger-

mans. To prove this statement, the following is a translation from one of the newspapers.

"On 3 Feb the H & S team had a special "tidbit" for its fans. They drove out to Soellingen on a bus and played the Royal Canadian Air Force team. The Flyers proved to be a well practised team of hard players, who played a very fair and nice game of football . . . and that at a temperature of some degrees below zero.

"During the first half, the Canadian team (playing with following wind) made a score of 2 : 0; our team, however, did not give up and continued to play with fervour when the nervousness of the beginning had subsided. Finally they succeeded at the end of the half to hit a goal in our favor.

"After the game the Canadians had invited us for some "refreshments" as they put it modestly. These "refreshments" consisted of a very generous reception and hospitality, given in spirit of wonderful comradeship which surprised all of us. With friendly discussion — of course mainly about football, the time passed away very quickly and we all felt very sorry when the departure signal sounded. The flyers did not let us go before we promised a return match."

This article goes to prove that the Soccer team is really doing its bit and deserves some recognition for it, and to top it off it is winning more games than it is losing.

BADMINTON

The badminton club has been slowly fighting a losing battle against the enticement of Hockey (as most other activities have), but the faithful few are still attending the bi-weekly club nites and enjoying some very good games. To those members who have drifted away from the flock — come back, no one will be angry with you.

BOWLING

Now this is an activity that hasn't suffered any loss of popularity, with some real snarls and threats coming from bitterly contesting teams. the standing at time of press is as follows;

LEAGUE "A"		LEAGUE "B"	
422 Pinheads	23 Points	Odds & Sodds	26 Points
414 B	20 "	Tech Services	23 "
Firebugs	20 "	ME Monarchs	23 "
414 D	19 "	422 Schwandivers	20 "
W/Armt	19 "	ME Fenders	19 "
444 (4)	19 "	Workshops	
ME Ops	17 "	Tinbashers	18 "
Supply		422 Gunners	17 "
Stockpilers	17 "	Institutes	16 "
A.F.P.	15 "	444 (3)	16 "
W/Maint Orendas	12 "	Supply	
W/Maint		Strikeoffs	13 "
Dogpatchers	11 "	444 (2)	12 "
MZTLKTX		414 (C)	12 "
(Photo)	10 "	W/M Alleycats	9 "
W/Maint		422 Tomahawks	9 "
Hotshots	10 "	HQ Penpushers	7 "
Holy Rollers	10 "		

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INTERSECTION VOLLEYBALL

Well, once again the curtain drops on the Intersection Volleyball league, with the Champs taking a brief rest on their laurels. There is an anticipated Air Div tournament scheduled for some time in April, and the winners will be representing 4 (F) Wing in this Tournament. To get back to our station, in the playoffs it was the ME section all the way, with the finalists both ME. The number one team defeated the number two team in the best out of seven series in straight games, however they were not easy games as the losers fought right down to the last whistle and gracefully bowed out of the picture with three rousing cheers for the victors.



The Air Div Flyers presenting the Kitchener-Waterloo "Dutchmen" (The Canadian 1956 Olympic team) commemorative cups from 4 Fighter Wing.

VARIETY SHOWS

Recently the stage shows here have been conspicuous by their absence, so the Maestro is once again in the process of hammering out a Station Variety show. The attendance for tryouts has not been very great in quantity, although the quality is balancing the scales.

At this stage of the game there is not too much to present in the form of advertisement, except that it promises to be very good entertainment. When this edition is published, the show will already have been presented, and we feel certain that the people who will be lucky enough to see it will concur with what we have already stated. If the show is a success here, in all probability it will tour the rest of the Division.

TOURS

A small note here for persons who are anticipating going places for their Easter weekend. The staff at the Sports Palace is arranging several tours for that time, to Switzerland, Holland and perhaps Austria. Persons interested may obtain information by contacting the Sports Palace.

How many did **you** think?

(Answers to quiz on Page 24)

- | | |
|-------|--------|
| 1 (b) | 6 (c) |
| 2 (c) | 7 (b) |
| 3 (d) | 8 (c) |
| 4 (c) | 9 (c) |
| 5 (a) | 10 (d) |

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You've probably been on the station now for quite a while, and maybe you think there's not much goes on around the place you don't know about. Just to see how well up you are on station statistics, try your hand at the following short quizz, which is made up of odd facts and figures collected from around the airfield. It may make you scratch your head a couple of times.

HOW MANY WOULD YOU THINK?

by F/O T. D. Nelson



- 1 One parade which nobody ever misses is Pay Parade. But have you any idea how many bananas the accounts officers hand out over counter each 15th and 30th? Is it closer to
 - (a) \$ 50,000,
 - (b) \$ 80,000,
 - (c) \$120,000, or
 - (d) \$250,000 ?
- 2 Despite a healthy accident rate over the last year or two, our licensing records still show quite a few private cars have survived. How many cars would you imagine are registered on the airfield?
 - (a) 500,
 - (b) 650,
 - (c) 800, or
 - (d) 950 ?
- 3 Compared to the accident rate for PMC operators, our ME Drivers can feel pretty satisfied with their own record of accident-free driving. As a matter of fact, they have averaged only one accident for every
 - (a) 10,000 miles of driving,
 - (b) 25,000 miles of driving,
 - (c) 53,000 miles of driving,
 - (d) 66,000 miles of driving.
- 4 Central Warehouse statistics reveal that this is a very thirsty station. Our monthly consumption figures for the two most popular beverages for instance are;
 - (a) 75,000 bottles of beer and 4,000 quarts of milk,
 - (b) 4,000 bottles of beer and 36,000 quarts of milk,
 - (c) 20,000 bottles of beer and 24,000 quarts of milk,
 - (d) 15,000 bottles of beer and 27,500 quarts of milk.
- 5 When the wife has you in a corner and is working on your sympathy to buy her that new automatic potato-peeler, the following statistic may come in handy to quote. Every week the messing officer takes delivery of
 - (a) 4,400 pounds of potatoes,
 - (b) 2,200 pounds of potatoes,
 - (c) 500 pounds of potatoes,
 - (d) 11,800 pounds of potatoes.
- 6 According to the Station Hospital records, we are a pretty sickly collection. During 1955, a new record was set for the number of customers appearing on sick parades. Counting servicemen and their dependents, the total figure for the year was;
 - (a) 2,143,
 - (b) 5,567,
 - (c) 10,681,
 - (d) 4,289.
- 7 One reason you can't give your wife or girl friend a five-dollar flip in the back seat of a T-33 is that a 60 minute trip costs the Government in fuel alone something like;
 - (a) \$ 16,
 - (b) \$ 94,
 - (c) \$215,
 - (d) \$ 24.50.
- 8 In a 1955 bumper year in the delivery room, the station hospital doctors helped to swell the 4 Wing population by bringing into the world;
 - (a) 49 new babies,
 - (b) 74 new babies,
 - (c) 110 new babies,
 - (d) 214 new babies.
- 9 The long line-up of cars at the gasoline pump each day suggests that the operator dispenses quite a few gallons in the course of a day's work. How many would you guess on the average?
 - (a) 5,000 gallons per day,
 - (b) 500 gallons per day,
 - (c) 1,000 gallons per day,
 - (d) 2,500 gallons per day?
- 10 One of the largest ice rinks in Germany, our new indoor hockey stadium has a skating surface which measures;
 - (a) 300 × 83 feet,
 - (b) 200 × 183 feet,
 - (c) 400 × 183 feet,
 - (d) 200 × 83 feet.

(answers on page 23)



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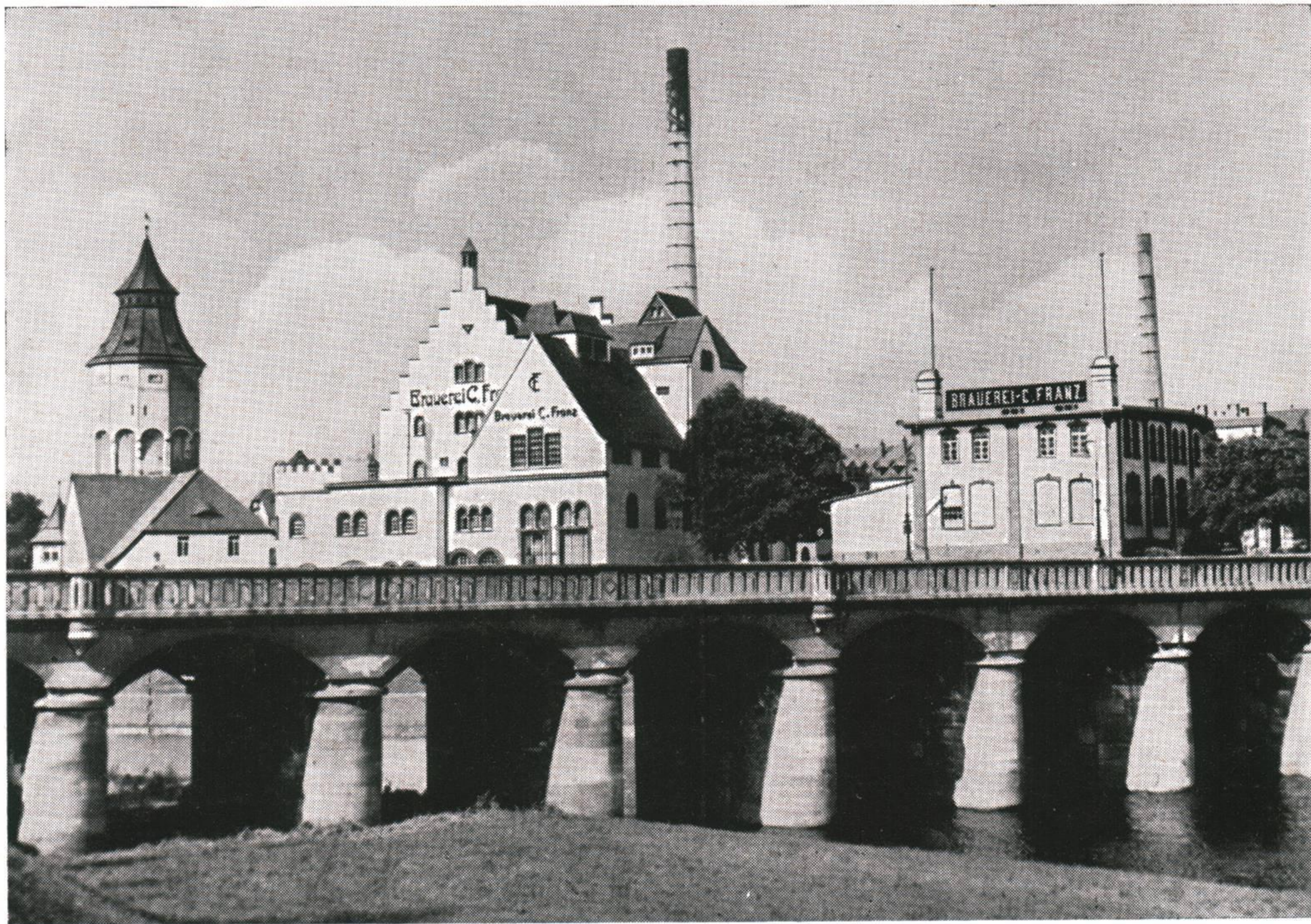
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