

Schwarzwald- Flieger



NOVEMBER AFTERNOON ON THE LICHTENTALER ALLEE (COVER STORY PAGE 1)

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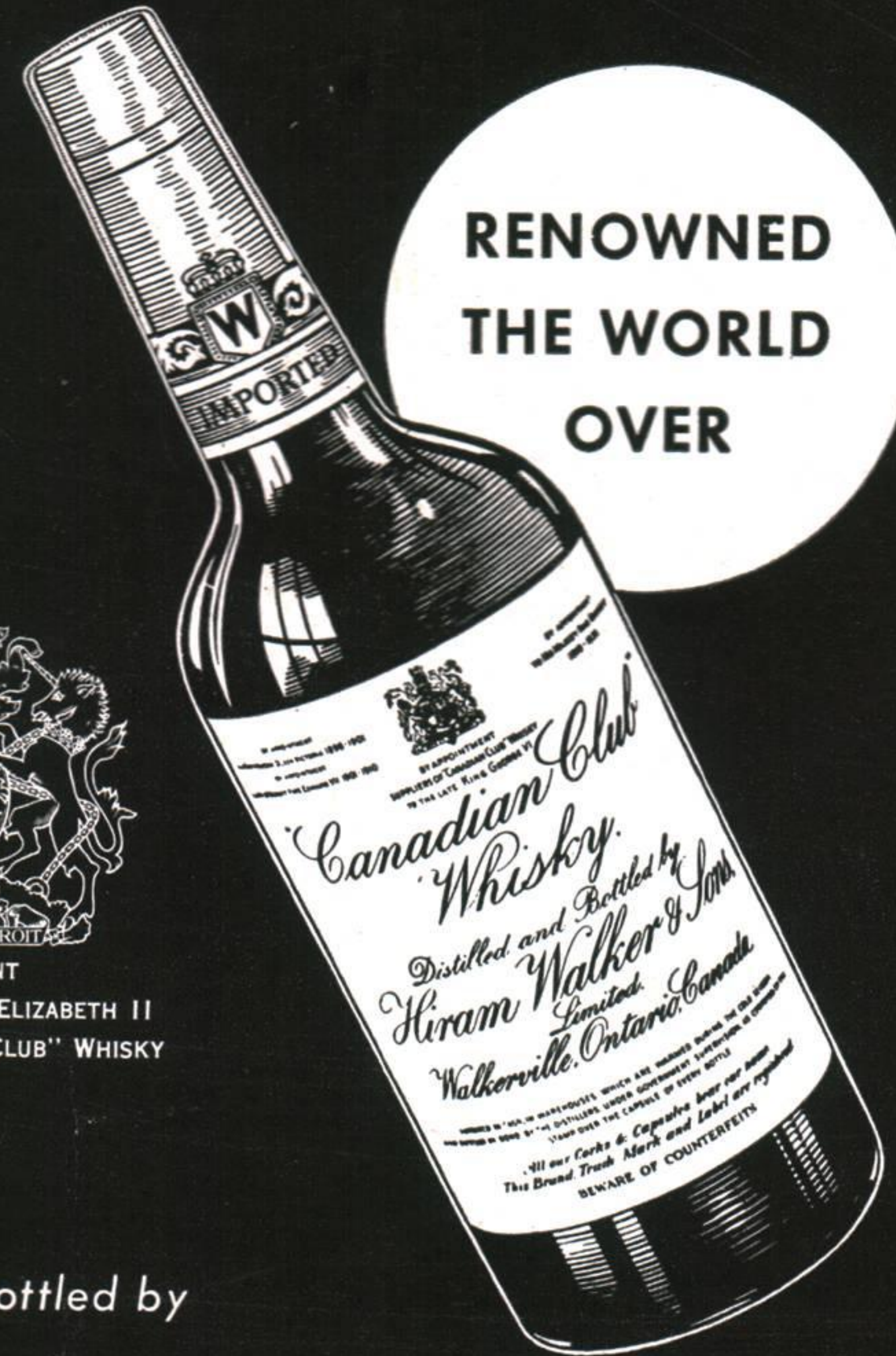


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EDITORIAL

With thirty-nine more shopping days to go to Christmas, we take the opportunity to insert in this issue an article by the Welfare Officer on one of the most worthwhile and satisfying campaigns ever organized at this unit.

Blessed as we are with perhaps more than our fair share of good fortune and the material things in life, our Christmas Community Fund campaign has in previous years helped towards bringing a brighter Christmas for a great many orphans and refugee children.

Flying Officer Gordon's article was written before the recent events in Hungary made the headlines, and the upheaval in that unhappy country has only added to the numbers of people who now find themselves destitute and homeless, living under primitive conditions in refugee camps.

Among the items most urgently needed by the International Red Cross are children's clothes and baby food. The appeal for assistance has been answered by many countries all over the world, and our own hospital has reported numerous enquiries as to how best we too can help. The Welfare Officer is now making arrangements for us to send clothing and food to the relief organisations, and there is no lack of opportunity this year for us to do our Christmas Good Deed.

When you are approached for your contribution or assistance this time, we hope that you will respond as generously as last year. And if you have trouble disposing of that last dollar or two left over from Christmas shopping, your Christmas Fund Committee will no doubt be able to make a few suggestions. T.D.N.

Schwarzwald-Flieger

(Black Forest Flyer)

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|------------------------|------------------------------|
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This Month's COVER STORY

(Photo by Casino Photo, Baden-Baden)

Baden-Baden's Lichtentaler Allee

Extending from the Kurhaus to the Lichtental Convent, Baden-Baden's famous tree lined avenue the "Lichtentaler Allee" is known to every reader of this magazine.

In the past the favourite promenade for European nobility, socialites and visitors from foreign lands, the stately carriages have disappeared except for the few that now serve the needs of the romantically minded tourist. Their place has been taken by the Sunday afternoon column of automobiles, which rolls slowly through the gently curving avenue, past the benches filled with visitors enjoying the fresh air and beautiful surroundings and the out-of town families who stroll through the parks admiring the exotic flowers and shrubs and listening to the hypnotic gurglings and splashing of the River Oos.

Almost three hundred years old, the Allee was originally known as the "Avenue of the Great Oaks". It has seen many changes in appearance since that time, and has only existed in its present form for about a hundred years.

It has also seen many meetings and events of historic importance, including at least one attempted assassination. In 1861 a student from Leipzig walked up to King

Wilhelm of Prussia, who was taking a stroll towards Lichtental, and shot him with a pistol. The incident occurred near the Kettenbrücke (chain bridge) where the present day Gunzenbach Strasse crosses the Allee. Onlookers seized hold of the student, and the King was carried into the shepherd's cottage across the street, where it was found that the wound was only superficial.

Among the trees bordering the river and pathways are examples of the Chinese "Tree of the Gods", Silver Poplars from Central Asia, Japanese Maple, Chinese "Trumpet Tree", Caucasian Copper Beech, North American "Tulip Tree" and the Californian Sequoia. Japanese Cypress, Chestnuts, Umbrella Fir, Japanese Magnolias, and many other shrubs, flowers and trees with picturesque names invite the interest of the amateur Botanist, and small name plates attached to each assist the less knowledgeable amongst us to hide our ignorance to some degree.

This month the blossoms are past, most of the leaves lie already on the ground, and the big sweep-up has begun. The last rays of November sunshine filter through the bare branches and hazy skies to provide our Cover Picture for this issue, but the Lichtentaler Allee's season is over until the first new leaves and blossoms appear next spring.

Whether all the trees will still be there for us to enjoy is unfortunately doubtful. One broke off near its base a few weeks ago, narrowly missing some passers-by as it crashed to the ground. On examination it was found that although outwardly in healthy condition, the base of the tree had rotted completely away.

An expert from Munich was hurriedly called in, and he soon established that a large number of the trees were in similar condition. It remains to be seen what can be done to preserve the beauty of the avenue if a wholesale removal of those trees affected is considered necessary.

NEWS BREVITIES

The Air Firing Trophy has come home again to Soellingen, having been secured by a very decisive margin over the nearest challengers. The trophy had been on temporary loan to Number 3 Fighter Wing at Zweibrücken as our display cabinet was getting overcrowded.

The first squadron of CF 100 all-weather fighters completed its trans-Atlantic flight to Europe on November 7th, and is now based at Number 1 Fighter Wing at Marville, France. One aircraft was abandoned over the British Isles en route, however the pilot and observer parachuted to safety.

Fifteen prominent Canadian Parliamentarians are expected here for a visit on November 29th. Headed by the Speaker of the Senate, the Honourable Wishart Robertson, P. C., the group will be staying four or five days.

The hockey season opened on November 12th with a game between the RCAF Flyers and a team from Riessersee, near Garmisch — one of Germany's top teams.

By the time the next issue appears, the "Flieger" will have had a change in management. Flight Lieutenant C. G. Burt will be taking over as Editor-in-Chief from Flying Officer T. D. Nelson, who has been associated with the magazine since its first issue in July, 1954.

Accounts almost had to admit defeat last month when they received a bill from a German firm containing the cryptic words: "R. Woman's Mix Lunch." It was some time before a member of the staff was able to check up on the details and find that this was merely the Teutonic rendering of "Airwomen's Mixed Lounge."

Super Sabres at Soellingen

A pair of rare visitors to Soellingen taxied into Transient Flight on October 29th in the shapes of two USAF F 100 Super Sabre aircraft.

From the 53rd Fighter Day Squadron, based at Bitburg, they made an emergency landing here, the exact reason for which was not stated, although both pilots (1st Lieutenants Manning and Hayek) were later observed in the Station PX.

Comparative newcomers to Europe, the two F 100's drew a great deal of attention during their stay.

Events in Baden-Baden

November

- 15 — Kurhaus, Guest Opera Performance; "The Czar and Zimmermann". 1500 hrs and 2015 hrs.
- 16 — Kurhaus (Round Room), Winter Performance by the Society of Music Friends; "Young Musicians' Hour".
- 21 — Kurhaus (Garden Auditorium), The Baden-Baden Chamber Choir presents Mozart's "Requiem".
- 26 — Kurhaus, "Wilhelm Furtwängler Memorial Concert". Soloist Ricardo Odnoposoff, violin.

December

- 2 — Kurhaus (Garden Auditorium), Concert, Soloist; Dorothea Braus of London.
- 8 — Kurhaus, Display of Gymnastics (parallel bars, rings, etc) by the Baden-Baden Athletic Club.
- 10 — Kurhaus, Zyklus Concert, Soloists; Wilma Lipp, Soprano, and Hans Henger, Organ.
- 14 — Kurhaus (Round Room), Concert by the Society of Music Friends; "Evening of Songs" with Tito Martini.
- 26 — Kurhaus (Garden Auditorium), Christmas Concert by the Baden-Baden Symphony Orchestra, Soloist; Eva Barth, violin.
- 31 — Kurhaus, New Years Eve Ball.

Photo Exhibition

The annual exhibition by the Baden-Baden Society of Amateur Photographers is now being held in the Kurhaus. One hundred and fifty photographs are on display, and the exhibition is under the patronage of the Oberbürgermeister, Doktor Schlapper.

The photographs are on view in the Wandelhalle (the reading room on the right hand side of the Kurhaus facing the gardens), and admission is free.

The Baden-Baden Society extend an invitation to all Canadians to visit the exhibition before it closes in ten days time.



A group of Soellingen residents take an inside look at one of the visiting F 100 Super Sabres during its visit to this station. (Photo by LAC Violette)



A word on our

CHRISTMAS COMMUNITY FUND

by F/O D. A. Gordon (Committee Chairman)

A refugee child

The Christmas Community Fund Committee was born in November, 1955 when it became apparent that some co-ordination and direction was needed as various sections began to make separate plans to give German children in nearby orphanages a brighter Christmas. A survey of the area revealed that there were 6 Children's Homes located at Rastatt, Baden-Baden, Schwarzach, Sinzheim, Oberkirch and Lahr. It was also discovered that there were many children living in two refugee centres in Rastatt who would have a very meagre Christmas without some outside assistance.

From the beginning it was stressed that the Central Committee had no desire to dictate to any Squadron or Section concerning their Benevolent activities, but was to serve as a clearing house for information and to co-ordinate Wing-wide fund-raising activities and plans, so that no orphanage in the immediate area would be overlooked and our efforts would be directed to the areas of greatest need.

The Children's homes previously mentioned were "adopted" by the three squadrons, the ME Section, Armament Section, Wing Maintenance and the Airwomen. A total of \$1931.92 was spent in providing Christmas parties and gifts for the group of children in orphanages. The assistance given to the refugees was co-ordinated through the German Red Cross and approximately \$1,100.00 worth of vouchers were distributed by the Committee at a Christmas party in Rastatt on 22 December, 1955. These vouchers were redeemable at four local stores in Rastatt and provided some small purchasing power to these unfortunates, who have practically no cash income.

Servicemen and dependants here responded magnificently a year ago to the appeal for help and, judging from many articles written in the German press, there is no doubt that our efforts were sincerely appreciated and went a long way in improving our good relations with the German people.

The Central Fund Committee has again re-organized and plans are underway for a new campaign for Funds. Efforts will be made this year to make a more even distribution of funds among the Children's Homes and to in-

crease our gifts to the refugee centre. Last year we gave approximately one dollar to each person in the Refugee camp, and anyone who has witnessed conditions in this camp will readily agree that it is not enough.

The problem of refugees is one of the greatest to face Europe and the World since the end of World War II. In Germany alone more than 18 million were up-rooted by the Second World War. Many were citizens of Czechoslovakia, Poland, Hungary and other European countries who had been expelled because of their German ethnic origin. They came from German settlements in Eastern Europe which date back many hundred years, and their assimilation into Western Germany has created many problems. The population of West Germany has risen from 39 million in 1939 to more than 50 million in 1955 and the refugees continue to come in from Iron Curtain countries.

The Federal Republic has tried its utmost to solve the problem, but only 30% have really been integrated. 50% have jobs — but not in the trades or professions for which they have been trained. Many of this group are inadequately housed. The remaining 20% are still unemployed or underemployed and living on public assistance. It is doubtful whether the Federal Government can increase its financial assistance towards the refugees since 41.2% of the total German budget is already assigned to social assistance.

The residents of the Rastatt Refugee Centre average approximately 1200 and they are an ever-changing population. They arrive here from other refugee camps in Bavaria and have been selected to settle in this area. Many have only the clothes on their backs and what few personal belongings they carried with them. They will reside in this ancient, crowded, former hospital until housing and employment can be found. Then they leave gladly to "help themselves build a new life."

In the meantime they need help and appreciate every bit of assistance and encouragement that is given. These are the real casualties of the cold war and we, who are so fortunate, can show our thankfulness that we have been spared their lot by giving a little more during the Christmas Community Fund Campaign.

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Mother Goose and all that

by LAC Ron Binns

Once upon a time in the township of Prangmore Kights there lived a young man called LAC Cinda Reller. He was a lonely boy who never got to join in the games that the rest of the boys played, such as smuggling tee shirts out of the town gates, speaking in a foreign accent or seeing how many hamburgers their girlfriends could eat.

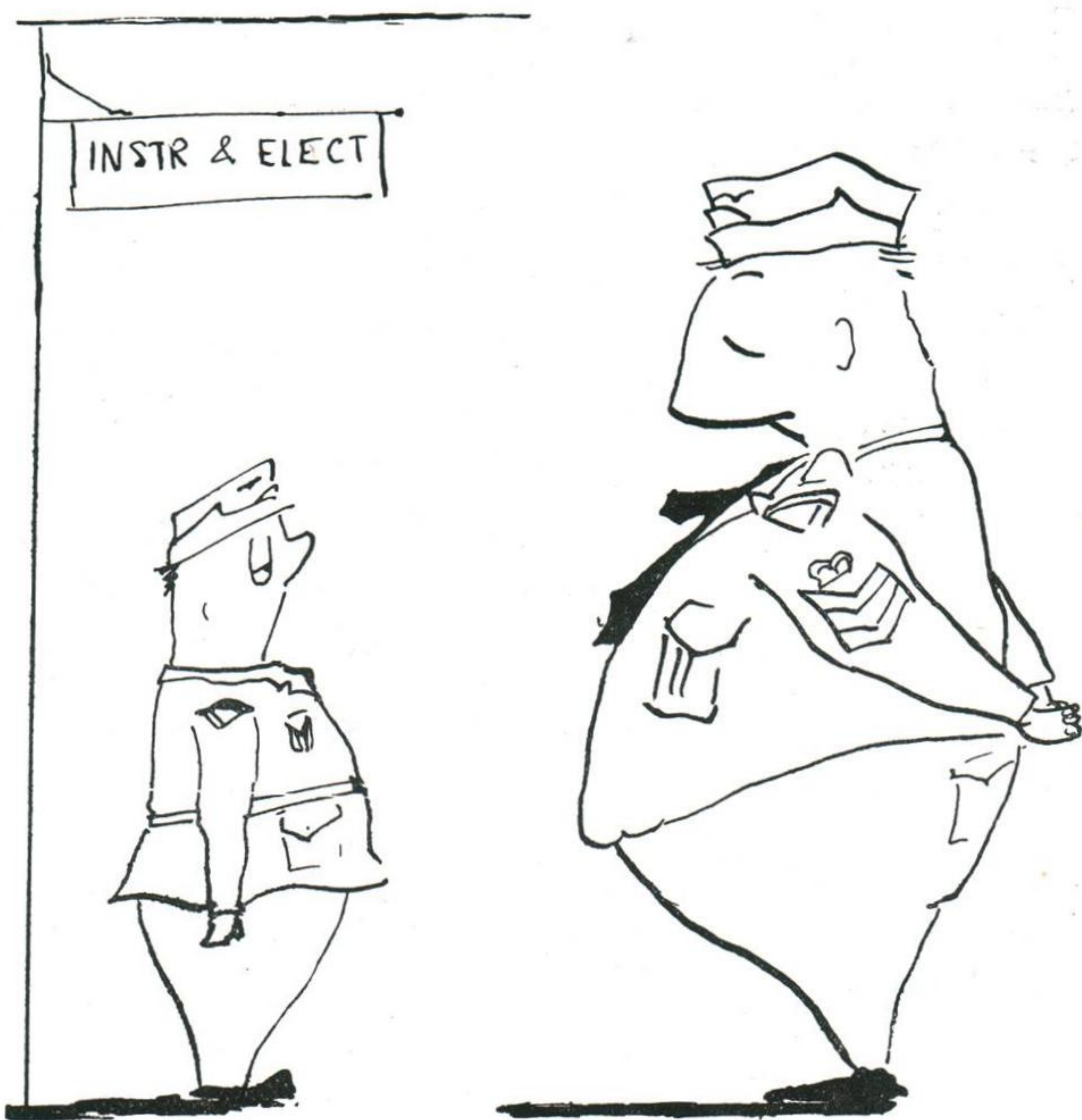
No, unfortunately LAC Cinda Reller had to stay home every evening, because his boss, the Bad Baron Pheel Arbite, gave him so much work to do, he hardly ever got through it all until almost dawn.

One day, Cinda heard the wonderful news that there was to be a big dance in the Coldus Icepalace. "O please Baron," said Cinda "May I go to the dance? — The orchestra is going to be Head Teeth."

"Who is he?" asked the Baron.

"I don't know, I never heard of him," replied Cinda, "But he must be good, because they had to borrow a lot of money from the bank to pay for him."

"No, Cinda, I'm sorry, but on that night you're going to have a lot of work to do," said the Baron. "You'll first



"I have a few little jobs"

have to finish your work, listen to your German lesson on the P. A. system, paint numbers on the windows, and later wash the hockey team's jerseys."

"But Baron," cried Cinda, "the dance is still two weeks away how can you be sure there will be all this work?"

"Don't worry — there will be," replied the Baron, sneering like a policeman who has just finished reading "Gangbusters".

So Cinda turned away sadly to check his repat date.

On the day of the dance there was great excitement in the town, with everyone running around and shouting like PMQ children during a movie show. But LAC Cinda Reller's heart was heavy. He didn't know whether it was through

having to miss the dance, or if it was the individual roasting rubber steak he'd had for dinner.

Whilst he was musing, the great metal doors swung open and in walked the two ugly Corporals, Noah Lot and Skip Teeay.

"Cinda Reller", remarked Noah Lot, "how come you haven't swept the floor, brought our coffee and prepared your clothes for us to wear to-night?"

"I'm sorry, fellows," said Cinda, "but I've been too busy."

"Yes, I can imagine," Skip Teeay scoffed. "You've probably been either reading French classics or dreaming about the money you'll win on Toto."

"Anyway," said Noah Lot, "we're going to the dance so stay here and finish your work or you'll never grow up to be a big man and wear size eighteen-and-a-half hats like us."

When they had gone LAC Cinda Reller returned to his work and was just in the process of filling the oven with hot dogs when suddenly a blinding flash hit the room.

After Cinda had climbed down from the roof, he saw a beautiful lady standing in front of him.

"Goodness, who are you?" he asked.

"I am Sur Pligh Tek, your good fairy", she told him, "and I've come to help you go to the dance."

"But I can't go", explained Cinda, "I haven't any money."

"That's alright," laughed Sur Pligh Tek, "I cashed in one of my thousand dollar bonds today, so I can lend you some."

"Thank you kindly," said Cinda, "but I have no transport."

The good fairy waved her magic grilled cheese sandwich, and lo and behold, there stood a shiny U Drive.

"Oh, you are wonderful," cried Cinda, "but I still can't go. I haven't anything to wear because the suit I ordered won't be ready for another seven months."

"Oh dear," sighed Sur Pligh Tek, "and we are stock-taking this month. But never mind, I'll see what I can do."

Once again she waved her hand, and immediately his old clothes disappeared and in their place he wore a brand new evening suit with a brilliant yellow map of Siberia on the back.

"It's beautiful," said Cinda joyfully. "But somehow I feel undressed."

"Pardon me," apologised Sur Pligh Tek, "I almost forgot."

She put her hand in her pocket and pulled out a shoe lace. "Here is your necktie, and remember, leave the dance before midnight, because that U Drive has to be turned in."

"Thank you so much," said Cinda, jumping over a hole in the road, "I'll remember."

When he got to the dance his eyes sparkled at the spectacle. Walking over a carpet of sleeping airmen, he found a table and encountered a lovely young girl, dressed in a white gown and hob-nailed boots.

"Would you like to dance with me?" asked Cinda.

"Sure thing," she said, smiling like a P. X. girl serving an officer.

Her name was Fräulein Charming and as they danced he was filled with wonder.

"Wherever did you learn to speak such good English?" he asked her.

"In school," Fräulein Charming replied, "and you'd bedda believe it, Mac."

Just then LAC Cinda Reller looked at his watch. At first he thought it was frozen like the rest of him was, but then he realized it read midnight.

"Excuse me," he said to the Fräulein, "I have to leave."

"What's the hurry, Big Boy?" she asked, but he was already out of the hall.

When he was gone, Fräulein Charming thought to herself. "Man! What a meal ticket!" Then she noticed he had dropped his dog tag and she made up her mind to find him again.

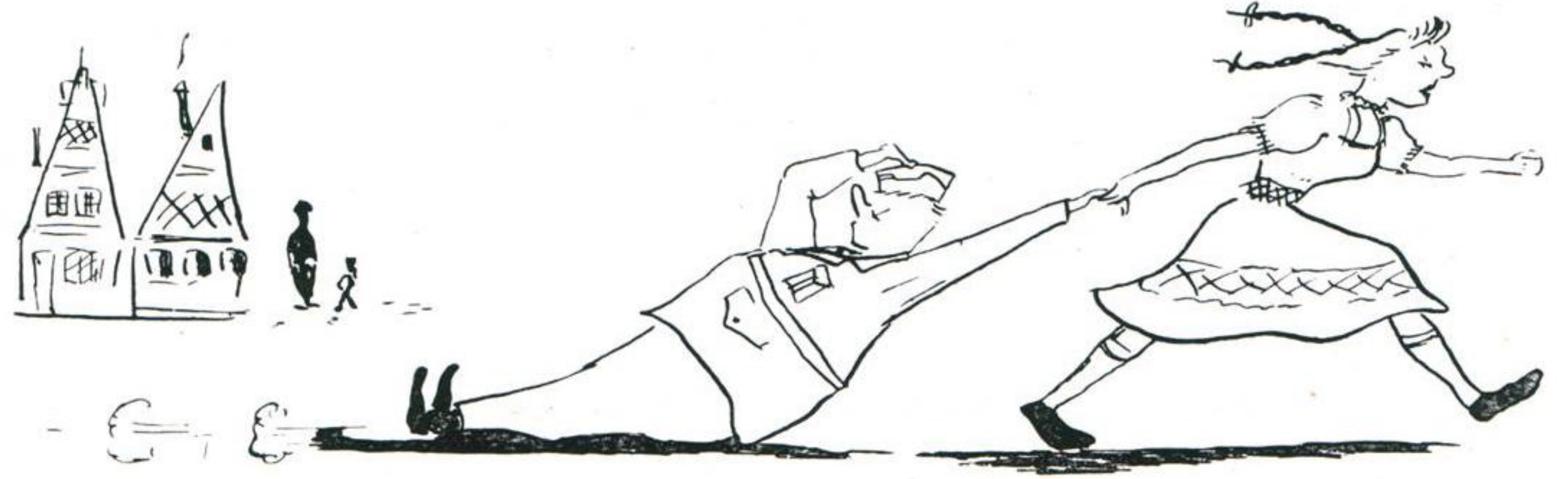
The following day as Cinda was walking downtown for an Apfelsaft he heard a sweet little voice behind him: "Hey! Dummkopf!" it said, "Let's go Fasching."

He turned around and saw Fräulein Charming approaching.

"Oh Fräulein," he cried, "I thought we'd never meet again. I'm so happy!"

"Ja, ja," she replied, "now let's get going — we're wasting time and I'm hungry."

And so children, they walked away hand in hand and lived happily ever after . . . or anyway until he went broke.



After the Rain

by Flying Officer Bob Jordan



Beautiful Rhine Valley Lake
from Vierundzwanzig.

It had been a heavy rain, but the sun was just beginning to shine through the clouds as we wended our weary way past the main gate at Flugplatz Soellingen after a long, hard day and out into the free country air.

A rainbow appeared and we found ourselves breathing in the goodness which is Rhine Valley Park as we drove past row upon row of neat little three-storied white cottages. It was wonderful to be in this crisp atmosphere.

Soon we came upon the Woodland School, hacked out of the virgin pine forest of the Schwarzwald. Then as we rounded the curve at Vierundzwanzig the spectacle came into view it was breathtaking it was overwhelming there it was in all its magnificence, sparkling in the sunshine, surrounded by pinery on one side and little white cottages on the other R h i n e V a l l e y L a k e. A truly glorious sight.

We edged into a dry spot on higher ground and took a long, final, lingering look at the water before entering our snug little cottage for the evening. But just as we entered, another storm which had been brewing for hours in the vicinity, descended upon the park.

Our youngest lad, who is just past two, had been changed from head to toe three times already during the day. The water in Rhine Valley Lake was wet and he couldn't resist playing in it.

Our good wife, strange creature that she is, thinks it would be a fine thing if the lake would disappear but calm your fears, all you outdoor people this beautiful scenery should be with us for a long time to come.

The only way for the water in Rhine Valley Lake to leave is uphill because that's where the drain was dug.

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Canadian Current Affairs



HOUSING — Canada is heading for a record number of houses built this year. It is expected that 135,000 new houses will be completed. However the number started and yet to be completed may drop for the first time since 1951 to about 125,000 from the peak of 138,000 started in 1955.

COLONEL PECK — The only man to win the Victoria Cross while a member of parliament is dead at the age of 85. Colonel Cyrus Wesley Peck, who suffered a stroke two weeks ago, passed away at a Vancouver Island hospital. He joined the famed 16th Battalion, Canadian Scottish Regiment, in May of 1915. He became its commander during the battle of the Somme a year later.

TV — Television viewers in Winnipeg have had their first live look at goings on in Eastern Canada and the United States. In an hour long program marking the completion of a 16 hundred mile network from Winnipeg to Quebec city, the prairie viewers were shown live activities in Quebec, Montreal, Ottawa, Toronto and New York. At the same time, viewers in the eastern cities were shown scenes in the big Winnipeg railway yards and grain exchange. The network programs were transmitted on a new microwave relay system which will eventually extend from Halifax on the Atlantic to Victoria on the Pacific. The Trans-Canada TV network is due to be completed sometime in 1958.

SEED BOMB — A concrete silo near the farming town of Huttonville, Ontario, has been blown to smithereens as the result of an explosion caused by fermenting corn. The farmer who owned the silo, George Wilson, said he heard a thunderous roar, turned his head, and saw his silo blow apart in all directions. Chunks of concrete were scattered about within a radius of 100 feet or so. Mr Wilson said the loss of the silo and the corn would cost him about four thousand dollars. Huttonville is 15 miles west of Toronto.

TWIN CITIES — Victoriaville, Quebec, and St. Catharines, Ontario, have become twin cities. A delegation of prominent citizens from the Quebec center is now on a two-day goodwill visit to St. Catharines, headed by Mayor Yvon Jutras. The Victoriaville residents are taking part in the Niagara Grape Festival during their visit. They will also meet with leading district officials.

BUILDING — A real estate group in Montreal is planning to build the tallest building in the British commonwealth. A preliminary sketch has been submitted to Montreal's building permits department. The building, when completed, would be thirty-five storeys high. At present the tallest building in Montreal is the Sun Life Building, which is 24 storeys high. The new structure would be situated in downtown Montreal.

RADAR — The Distant Early Warning Radar line being built across the Canadian Arctic will be finished on schedule by the first of January. This was reported by an official of the Bell Telephone Company of Canada, the management contractor for construction of the line.

SAILING — An adventurous Canadian family has arrived in New Zealand after a 400-day voyage across the Pacific in a 47-foot sailboat. Tony Reeves, his wife and their three-year old son left Victoria, B. C., September 10th last year and stopped off at several islands in the South Pacific on their way across. Mr. Reeves was a squadron leader with the Royal Air Force during the war and has since been a salmon fisherman off the British Columbia coast. The long voyage went smoothly and the Reeves family didn't encounter any major storms. Now they're staying in Auckland while their boat, the White Hart, undergoes a refit job. Then they'll plan another long voyage

RCMP — The Minister of Justice, Mr. Garson, says the federal government is going to charge more for the services

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of Royal Canadian Mounted Police in areas and municipalities not under federal administration. The mounties now police 124 municipalities across Canada as well as serving as a provincial police force in all provinces except Quebec and Ontario. The federal government now charges about 40 per cent of each policeman's operating cost in return for his full services. Mr. Garson said that the rate would soon be raised to a minimum of 50 per cent. And he added that the federal government wanted to withdraw the services of the RCMP from communities with a population of more than 25 thousand, although no sudden action would be taken.

ICEBREAKER — A new government icebreaker has been launched at Lauzon, Quebec. This was announced by the Davies Shipbuilding Company, builders of the icebreaker. The new vessel is christened the Montcalm. She is being built to replace the Lady Grey which sank last year following a collision with a ferry-boat near Quebec City. The federal Department of Transport is to take delivery of the Montcalm at the start of next year.

XMAS TREES — Canada's Christmas tree industry is getting geared up again for the annual holiday rush. The annual flurry of activity involves about seven and a half million dollars. Within the next few weeks, carloads of young trees will be rolling across the land on the first stage of their journey from the forests to thousands of Canadian and American homes. The industry expects to sell more Christmas trees this year than ever before.

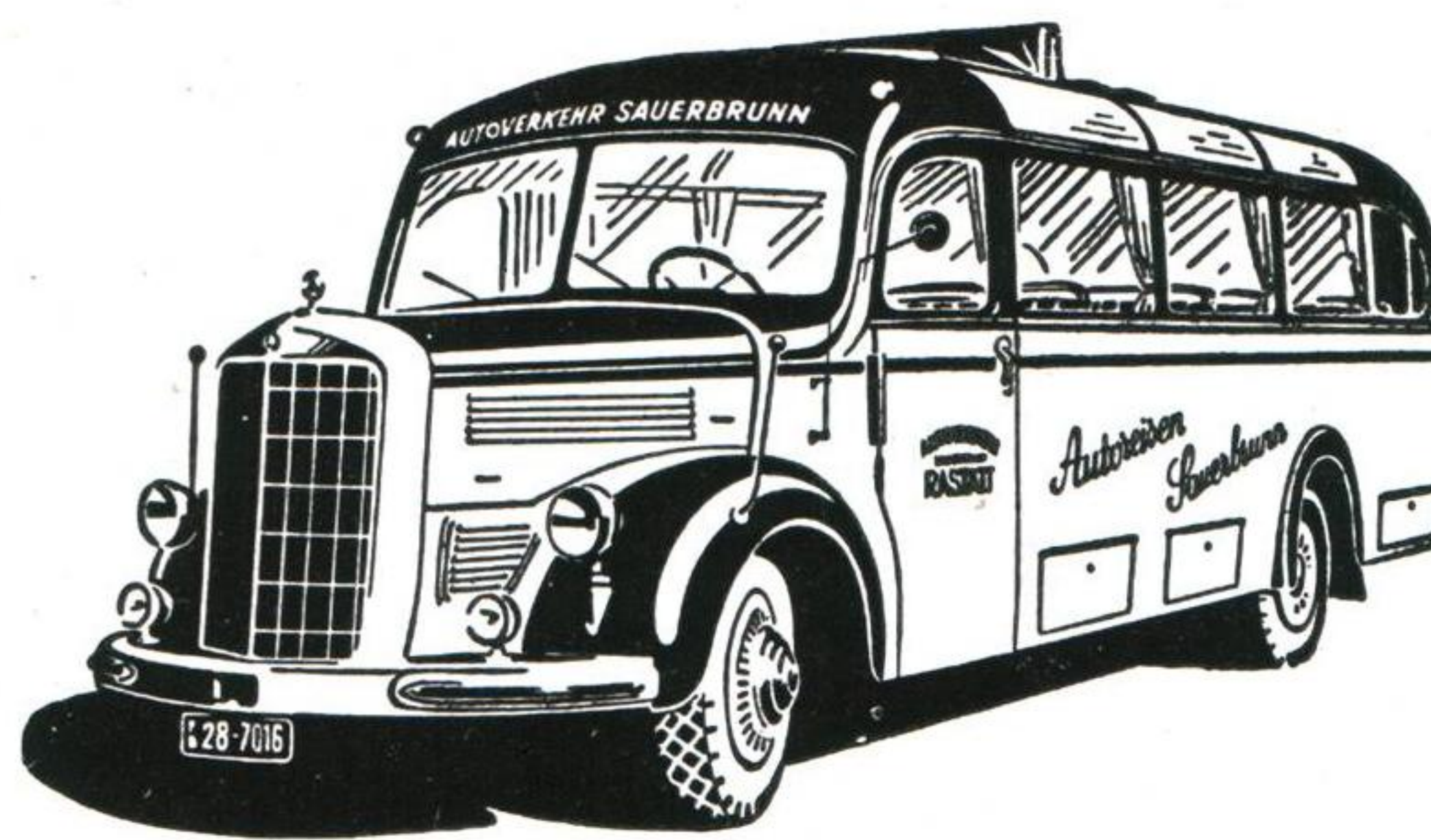
NEW LINER — A new Cunard liner for the British-Canadian run will be christened in Glasgow November 22nd by the wife of Canada's high commissioner in London, Mrs. Norman Robertson. The new 22 thousand ton liner will be named the Sylvania. She is the last of four sister ships made for the Atlantic run during the last four years. The other three are the Saxonia, the Carinthia and the Ivernia. The Sylvania is scheduled to make her maiden voyage to Montreal and Quebec city in June of next year.

FOREIGN TRADE — Canada's foreign trade deficit continued its steady increase this summer with the country importing far more than it exported. The trade deficit between January and August this year amounted to a record 644 millions dollars, more than three times what it was last year. The Bureau of Statistics said that both exports and imports rose by about 10 percent in August with the emphasis mainly on United States trade. However, the deficit was the smallest for any month since the start of the year.

BRIDGE — Montreal's 27 year old Jacques Cartier Bridge is due for a gigantic facelifting. The bridge, which spans the St. Lawrence River, will have to be raised eighty feet to give the necessary clearance for ocean-going ships. It's all part of the St. Lawrence Seaway project. Ocean vessels require a minimum of 120 feet clearance. The job, which Dominion Bridge Company officials have described as the biggest of its kind ever undertaken, will also include raising connecting spans to maintain a smooth approach to the bridge itself.

URANIUM — The development of a uranium deposit in northern Saskatchewan has doubled Canada's output of the metal in the past year. The property, called Gunner Mines, produced 12-hundred tons of ore a day for more than a year in spite of such obstacles as massive ice formations and temperatures reaching 55 degrees below zero. The biggest recent development of uranium mining is at Blind River in Ontario, north of Lake Huron.

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WORLD FAIR — The minister of trade, Mr. Howe, has announced that Canada will spend two and three quarter million dollars on her exhibits at the 1958 World Fair in Brussels, Belgium. Speaking at a news conference in Ottawa, Mr. Howe said the Canadian exhibit would cover every aspect of life in Canada — from art and scientific developments to industry and agriculture. Fifty nations are taking part in the Brussels fair, which will be the first of its kind since the New York World Fair in 1939. The exposition will run from April to October, 1958. Construction has already been started on the Canadian pavilion at Brussels. The building will be modern in design and will be landscaped to give the impression of the Canadian tundra in mid-summer. Mr. Howe said one of the most striking displays would be an 80 foot model of the St. Lawrence Seaway and Power project.

GOVERNOR GENERAL — Canada's governor-general has just completed his one hundredth official tour and is now back in Rideau Hall in Ottawa. Mr. Massey ended his swing through the northern parts of Quebec and Ontario with a visit to three Ontario silver mining towns.

CBC — Observers in Ottawa say the Federal Government is likely to take early action on at least part of the report to be submitted soon by the Royal Commission on broadcasting. The commission has just concluded its public hearings and its report is expected to be given to the government during the winter. Observers say one aspect of the report — the commission's suggestions on the financing of the CBC — is likely to be given early attention.

UNIVERSITY GRANTS — Prime minister St. Laurent says that his new plan for doubling federal grants to universities does not rest on Quebec universities accepting aid from Ottawa. He said he hoped the Quebec universities would feel that they should accept such aid. But even if they do not, the grants will still be available to them. The prime minister added that he hoped the Quebec institutions of learning would someday realize that they can accept such aid without endangering their independence in any way. Earlier, Quebec's premier, Maurice Duplessis, had repeated his province's stand on federal education grants. He said that his government felt education was purely a provincial matter, and that it would not accept the aid. Mr. St. Laurent said he plans to ask parliament to double the annual grants from 8 million dollars to 16 million dollars. He intends to have them distributed by a third party, the national conference of Canadian universities.

GRAIN — Trade Minister Howe has officially opened a new grain storage building at Trois-Rivières, Quebec, to

mark the opening of expanded facilities at the St. Lawrence River port. He placed a single grain of western wheat in the new building and predicted that the new St. Lawrence Seaway will bring trade that will strain every inch of storage space. Mr. Howe said that wheat harvests are setting new records, and that the seaway will mean a fresh channel for American grain. With the addition of forty-eight granaries by the middle of this month, the Trois Rivières and Elevator Company will have a total capacity of 7-million, 500-thousand bushels.

CROPS — A cool, rainy Canadian summer has played havoc with farmers in some provinces but the picture isn't as gloomy as it might be. A Canadian Press report shows that rainy weather, and an early frost, have damaged crops and set harvesting operations back from one to three weeks. But in the maritimes harvesters have been luckier. British Columbia, too, has enjoyed generally good weather. Hardest hit were Quebec, Ontario and the prairie provinces. In Saskatchewan, rains during the last two weeks could cause grave losses from bleaching and reduce yields because crops have been beaten to the ground before they could be harvested. Manitoba suffered its most disastrous hail storm in mid-August. Quebec agricultural officials said all crops in the province had suffered from too much rain and lack of warm weather. In Alberta the yield is good but the quality is reported down, and rainy weather in Ontario is still restricting harvesting of field crops. On the sunnier side are reports from Nova Scotia. There crops and markets are good, and there are no labor problems. Prince Edward Island is equally fortunate, with crops described as excellent. But the best news of all comes from British Columbia. The fruit crop there was reported down because of frost, but B. C. farmers will make about 7-million dollars for grain compared to 4-million dollars last year. They will also show profits on vegetables and fruits.

PROGRESSIVE CONSERVATIVES — About 13-hundred leading members of Canada's Progressive Conservative party will gather in Ottawa the week of December 10th to choose a new leader for their party and formulate a platform for the next federal election. The date and place of the national convention were decided on at a meeting of the party's national executive in Ottawa. The 70 member executive met to formally accept the resignation of George Drew as party leader and to appoint Earl Rowe to temporarily replace him. Mr. Drew announced his resignation last week for reasons of health. The convention in December will be held in the Ottawa coliseum, an arena-like structure where Mr. Drew was elected to lead the Conservatives in 1948. Voting will take place on the same basis as was used at that convention.

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The new

AUSTIN HEALEY 100 SIX

by Corporal Keith Lathey.

A few days ago I had an opportunity to look over and test drive the new Austin Healey 100 Six, kindly supplied by Arnim's Autohaus of Heidelberg. This car represents a departure from the standard sports model in that the makers endeavour to fill the needs of the enthusiast who has one or two children, and whose finances do not allow a two car stable.

A compromise of this sort is of course not an easy task — the problem of how to enlarge a sports car, yet keep its sparkling performance is a big one. It would appear, however, that the new Healey 100 Six is a rather good attempt at providing the solution.

Generally speaking the external appearance is much the same as that of the model it supercedes, the body lines being well proportioned and smooth, hiding the fact that the car has obviously been lengthened (as it has by a small amount) and avoiding the impression that "cramming" has taken place. To my eye, it is a better proportioned, smarter looking, and certainly more practical car than the earlier model.

Among the main differences I noted were a new front grill and an air intake on top of the hood that is functional — not an ornament as so many are. The doors have real handles (a departure from the usual system of pulling on a yard of cable) and sliding windows have been fitted — something of a rarity on sports cars of this type. The hood is a little larger and has a safety lock on each side, so there should be no danger of it opening up whilst motoring rapidly; at the same time speedy access to the inner workings has not been sacrificed.

On looking into the luggage space I found evidence of some real thought. On the right hand side is a battery master switch which can be set to the "off" position, which means that the car is secure from theft as long as the trunk is closed and locked. I found the trunk space rather small, and the spare wheel is mounted in the centre of it. However, considering that the car is basically a sports car, it can be considered adequate. If you are so inclined, you

can have the spare mounted on the trunk lid for about 120 DM extra. I'm not sure what effect this would have on appearance and performance, but it should provide more room for all the paraphernalia which most people insist on carrying about on longer trips.

In spite of the horribly wet weather, I elected to drive the Healey with the top down. So settling myself in the bucket seat — which provides comfort with support for the driver — I took a look around.

The instrument panel is immediately in front of the steering wheel, with clearly defined instruments arranged so that the important gauges and indicators are most readily at hand. The control knobs are well situated, with the exception of the choke, which is hidden under the instrument panel. As this is used only once or twice per day, its unusual location need not cause undue concern, and keeps the main panel uncluttered. The cowling is well padded and the interior finish generally was good. Between the two front seats the rather high tunnel is also padded and forms an arm rest, with an ash tray conveniently placed just in front of it. Behind the front seats are two semi-bucket type seats — rather small, but I should imagine suitable for children or, at a pinch, one adult. Behind the rear seats is storage space for the plastic hood — one which incorporates a large rear window and is easy to erect.

Turning my attention to the actual driving, I found the pendant type pedals were well spaced, giving plenty of foot room, although they seem to be set off to the left. There was no difficulty in selecting the right pedal, and after a short while the offset was quite unnoticeable. The inclement weather reduced my run to that of a more local nature, instead of taking it along my usual test roads, but I was soon satisfied that the automobile did not leave much to be desired in any respect.

My initial start, made with excessive pressure on the "go" pedal, produced some interesting moments when a combination of good torque and a wet road caused some

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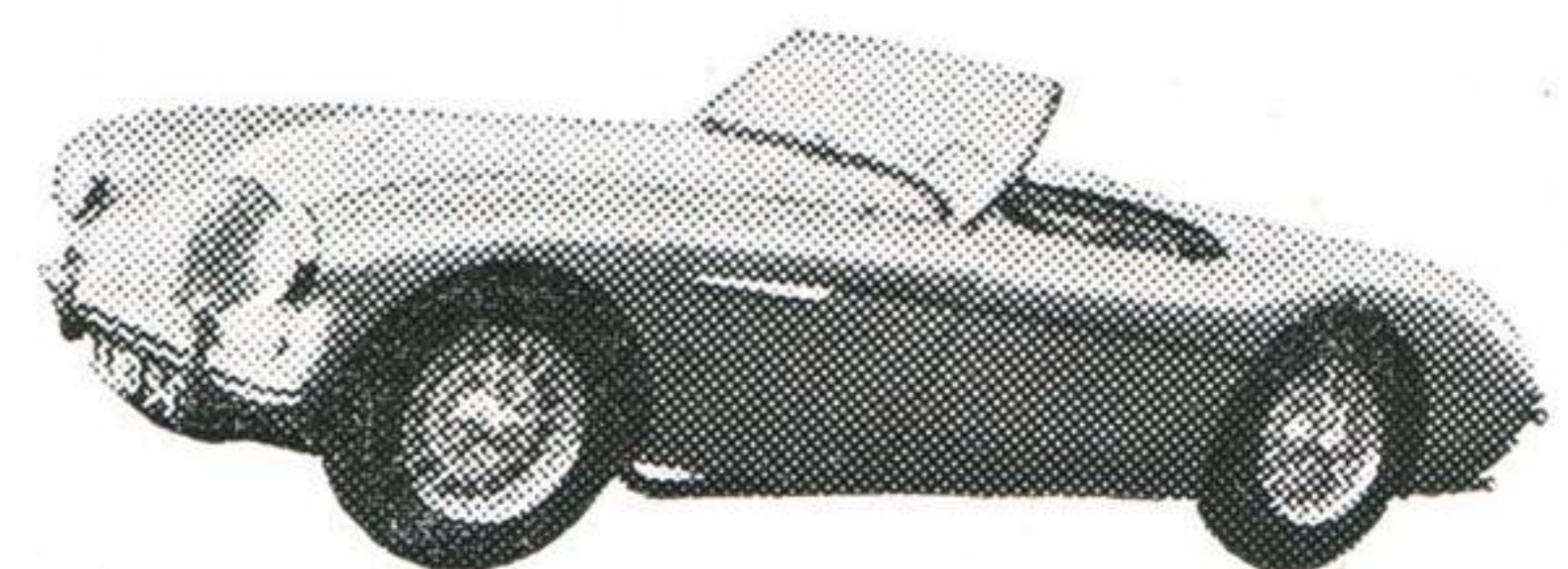
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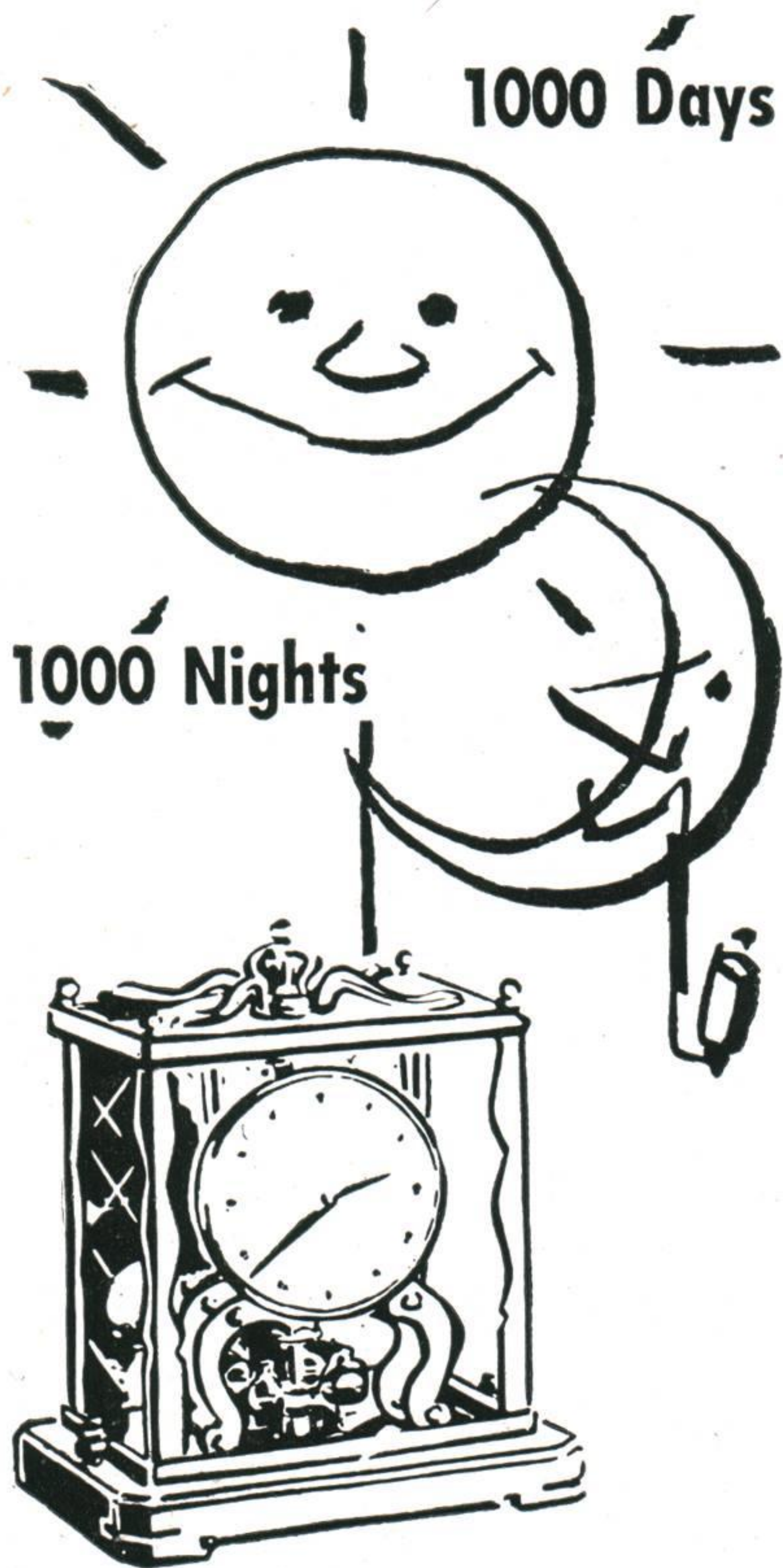
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wheel spin and a degree of fish-tailing that kept me interested in the job in hand for some seconds, but proved that the car handled admirably well.

The open road performance of the Healy was delightful. The Laycock overdrive allows cruising at a high rate of knots, yet keeps the r. p. m. indicator well down on the dial. It is effective on all forward gears and controlled by fingertip pressure on a switch on the instrument panel. A very handy device for changing traffic conditions and on roads where you find yourself always looking for a gear in between the ones provided.

A strong cross wind had little effect on the car's handling, and I managed a little better than 90 m. p. h. on a wet road without a suggestion of instability. It would have been interesting to have seen how fast it would go given a dry surface. One of Austin's drivers to whom I spoke at the Earls Court Auto Show in London told me that the best speed he had made was 109.6 m. p. h. with the top up.

The steering seems to be neutral, very responsive, and remarkably light for the car; a point worth mentioning when you consider that this particular automobile will be used as city transportation by most owners for a good share of its life, apart from being a definite advantage on more sporting runs.

I found the gear shift had a slightly longer movement than I thought desirable. Possibly a shorter lever would be an improvement. But once I got the feel of it, it was pleasant to operate, with a very satisfying synchromesh which would be very hard to beat.

The brakes are very adequate — moderate pedal pressure is all that is necessary to effect a rapid deceleration, and no sign of fade was apparent over a period of vigorous use.

Generally speaking, it seems to be a car that should fulfil the needs and desires of a great many people — a noteworthy sports car which provides reasonable comfort for the small family.

For those who are interested, the new engine is the six cylinder "C" type, produced by B. M. C.; the same as is used in the Austin 105. The car has been under development for some time, and in a slightly more streamlined form, has taken 28 international records at speeds in excess of 150 m. p. h. Supercharged it managed 203.6 m. p. h. Along with the earlier development tests, which included cold and hot weather operation, 3,000 miles of record breaking motoring would seem to indicate that it should be a most reliable automobile.

Technical Data

| | |
|----------------------------|-----------------------------------|
| No. of cylinders; | 6 |
| Bore; | 79.4 mm |
| Stroke; | 89.0 mm |
| Cubic Capacity; | 2.639 litres |
| Maximum power; | 102 b. h. p. at 4,600 r. p. m. |
| Length; | 13 feet 1½ inches. |
| Height; | 4 feet 1 inch (with hood erected) |
| Turning circle; | 35 feet |
| Price; | \$ 2,298.00 |
| Overdrive and wire wheels; | \$ 200.00 extra. |

MOOSE — Moose are getting out of hand in Newfoundland. Harry Walters, director of wildlife for the provincial government, says the moose herds in some parts of Newfoundland are over-running the country. He told a service club that hunters kill about 1-million, 6-hundred thousand pounds of meat every year, and trains in central Newfoundland account for another 200.

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Having followed FS Rootes' advice in the last issue, we assume that by now you have lined yourself up with a good used car. You thought that was the expensive part of the deal? . . . No sir, now comes Chapter 2 and the entry of the villain—the station automobile club garage. For the straight from the shoulder word on how to get rid of a few more bucks quickly take a grip on yourself and read on.

HOW TO WINTERIZE YOUR CAR

by FS Rootes.



Now that Jack Frost is in evidence again in the mornings, and a few have experienced poor starting, we need no further urging to give out with a little advice on the why's and how's of winterizing. Other than just checking the antifreeze there is a little more to it than meets the eye, so let's tackle it systematically:

Cooling System

The surest and most positive way to ensure against leaks is to replace heater and radiator hose every two years, even though your system looks good. Remember that antifreeze will seep through where water will not. In any event, a careful inspection should be carried out and any spongy, cracked or rotten hose replaced. It is well to remember that the inside of the hose is likely to be in worse condition than the outside.

Some cars after their first year should be cleaned with a good cleaner, followed by a neutralizer and an inhibiting liquid or compound. The need for this is indicated by the appearance of rust in the radiator. Following the manufacturer's directions will get the best results from whatever compound is used.

Thermostats normally give trouble in the spring but it may be that yours is too cold for winter operation, so check your car manual and act accordingly. To check a thermostat it must be removed and cleaned, after which a check for leaks is in order. These can be detected by shaking the thermostat and listening for any water which may be present. A very heavy thermostat usually means it is full of water but a certain check is to immerse it in a pan of water on the stove with heat applied. As the water heats, the thermostat either opens fully or is unserviceable in a very obvious sort of a way.

Permanent antifreeze of the glycol type reacts with the brass fittings in the cooling system, creating an acid condition; so it is not advisable to use the same solution for more than two years. The inhibiting agent contained in your antifreeze is ineffective after the first winter, so it is advisable when using last year's antifreeze to fortify it with some fresh solution and use an inhibiting compound after flushing the system. The two brands of antifreeze sold by Canadian and American service garages are glycol base and can be intermixed. The trade names are "Prestone" and "Genantin", both filling the American government standard.

Lubrication

The worst enemies of your engine are in their element in cold weather. The first one is oil dilution due to excess choking during the starting and warm-up period. Long

warm-up periods with the use of the choke are more injurious to your engine than getting it into motion with a cold engine. An engine running on no load takes longer to warm up than an engine with a light load, provided by slow running in the lower gears.

With or without load, the wear is going to be rapid unless your oil is light enough to circulate properly and this can only be insured by the use of lighter oil or one of the new special oils, which do not thin as much when hot, yet are light enough to allow good starting and immediate circulation. Use of oil additives will provide a starting film on your bearings and cylinder walls, and their use is recommended. Gear box and differential rarely require lighter oil in this climate, but a fresh fill of oil to start the winter will do no harm.

Ignition

If your ignition system is not in top shape, you can expect poor winter starting. A complete check of the ignition system is a Must, with emphasis on points, condenser, spark plug wire and spark plug condition. A good cleaning of the whole system is in order to eliminate friction in the distributor assembly and show up any cracks or leaks in the cables (which can leak off that all important hot spark on frosty mornings).

Fuel System

Starting the winter with a clean fuel system minimizes the chance of failure due to water damage caused by condensation and dirty fuel. Weak fuel pump diaphragms give out more often in cold weather, due to ice forming in the fuel pump and the added stiffness of the diaphragm due to the cold. Cleaning of the system should include the sediment bowl and its screen, the carburettor float chamber, acceleration pump and any screens in the system. Automatic choke trouble usually does not show up until the cold weather arrives, so an inspection of this item is essential. The mechanics of all the types would be an article in itself, so enough said.

Brakes & Tires

There is nothing more likely to cause a skid than the combination of smooth tires and uneven brakes. Have your brakes adjusted and checked for even braking action, as one grabbing wheel can start that skid on icy roads which can add your name to the statistics.

Heater & Exhaust System

During the cold weather your car will be closed up to give you the full benefit of the warmth from your heater,



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so it is imperative that your exhaust system be sound, or exhaust gases penetrating the body can be a very insidious killer. Your heating and ventilating system also should be tight, as engine fumes can enter from this point also. So check those rubber collars and gaskets in your ventilating system. During the summer months with the heater shut off there is a tendency for air to collect in the top of the heater core. This reduces the effective core area and consequently the amount of heat given out is less. To cure this condition, when filling a drained system remove the hose from the top connection on the heater and wait until the coolant starts to pour out. Replace the hose and tighten the clamp as your system is now full of coolant and free of air. Fan motors in heater systems require a check every year for brush condition and to replenish the oil in the felt pads on the end bearings. If a motor is disassembled for cleaning it is well to remember the bearings are self-aligning. To align them properly it is necessary to run the motor and rap it sharply with a plastic hammer or screw driver handle. If the bearings have been binding, a noticeable increase in speed will result. Heater systems incorporating filters or screens should be thoroughly cleaned to restore the normal air flow.

Windows & Doors

At this point there is no use having a good heating system if the doors and windows are draughty and waste half the heat. Door catches can be set up to hold the door more firmly closed. A piece of paper held on the edge of the door when it is closed will be held firmly by the rubber gasket if the door is tight. If the gasket is worn and not seating properly the paper can be easily pulled out.

Draughts can be located by this system and cured by lifting the gasket and glueing a spacer under it, or by replacing it with a new one. At this time hinges and locks should be oiled to improve the door action. Drains in the bottom edges of the door should be cleaned with a small rod or wire to enable the moisture to drain away and not accumulate and freeze.

Don't forget to check the window wipers, as after the hot summer sun has baked the rubber there is not much wiping action left, and the springs will have lost their tension. This is important, as sleet and freezing rain are the rule, not the exception, in this district. Double your window washer solution strength and fill the bottle after giving both bottle and screen a good cleaning.

The whole station mourns the death of Flying Officer Don Elliott, killed in a tragic flying accident on the afternoon of Monday, November 5th.

Since joining the Wing in August 1955 Don had made a host of friends, all of whom attended the funeral ceremony in the Protestant Chapel two days after his Sabre crashed near Strasbourg, France.

Don's body was flown to England, escorted by his fellow officers, and was interred with full military honours at Wallasey, Cheshire, the home of his father.

414



SQDN

by F/O John Morrison

Heading the list of interesting and informative reading this month is a change in 414 Squadron's badge.

In past years the squadron has been using a knight's head as an unofficial motif for the "imperial squadron". This was originated in Bagotville and has been pending approval for over three years. Finally after many rejects, it was decided to do a complete reverse and start afresh.

The broadsword, backed by a red maple leaf, is the new (as yet unofficial) badge of 414 Squadron. The motto "Totis Veribus" (with all our might) will be retained and is demonstrative of the method 414 has always wielded the particular weapon at hand, namely air firing.



The new badge has much significance attached to it, particularly in the broadsword and also in the red maple leaf. It will be reproduced as shown and used as the representative squadron badge. At present it is in the mill pending approval by the College of Arms.

Examining the other highlights of squadron activities, first mention goes to the big thrash at Landstuhl. All present report a marvellous time and give hearty thanks to the 525th Fighter Squadron. Everyone had high praise for the wives of the 525th, who put so much effort into helping the boys enjoy themselves.

At press time we are involved in planning for a rematch party with the 525th. From all the organizing going on, it appears it may also be a memorable do.

On the subject of the 525th, we must publicly welcome a member of that same squadron to the ranks of 414; 1/Lt George Schulstad (Toolshed). You Yankee drummer, Yuuuuuuh! George is on exchange posting from Landstuhl and with our late welcome we must also add our early goodbye, as George will be going back shortly. However, George, we'll look for your return and in the meantime, all the best!

F/O Fenton, Squadron PRO, has been busy with a photographer and notebook, compiling much copy on squadron members and activities. He also undertook the efforts of

arranging for a genuine professional type squadron picture, as well as hero shots. Any or all pictures may be purchased through F/O Fenton for a nominal fee.

On Friday, October 26th, squadron officers held an official good-bye for F/O Jim Barger. Jim, who is an old squadron standby, is off to FIS and AFS. He was presented with his squadron mug and suitably toasted. Jim replied with a few comments on all members present. With the memory of "For he's a jolly good fellow" still present, we all wish you the best of luck, Jim.

Hockey is again to the fore for 4 Wing, and 414 are in fine form for the first fast furious fight with 444. Early practice and much skating promises to bring the team up to proper condition. F/L Bill Stacey and FS Del Sherman are again at the helm as Manager and Coach respectively. F/O Edwardson will be captain, F/O H. L. Smith Finance Manager, and LAC Scotty Gilmour equipment manager. All players and handlers will be listed next month, when we hope to have a team picture available.

Glancing at the working side of life, it appears that night flying has added a few thrills for ground crew and aircrew alike. Every conversation seems to include some incident. Overheard in the pilots room; "Night flying is not same same as day!" Let's hope for better weather next time we have a go at it.

Featuring one particular section this month, I would like to mention 414 Telecom. This section is under the able guidance of Sgt D. E. (Bud) Murray, assisted by Cpl T. B. Chapman, Cpl W. C. Campbell, LAC N. A. Lambly, LAC D. J. Jones and AC1 T. J. Tillner. AC1 Tillner is a new squadron member, late of Namao, and is presently involved in his first sweat over Sabre electronics. I am told LAC Jones is a misemployed electrician. I am not sure what that means.

Devoting the first few minutes each morning to service commitments, the boys in Telecom then derive much interest and enjoyment ripping apart the odd radio. Zenith Trans-oceanics, Grundigs, Volkswagen radios, old hearing aids and all makes and models are accepted for repair (?). They even render the odd one serviceable, so I am told.

Seriously though, these people do wonderful work and receive this month's laurels for a job well taken care of. If anyone in the section happens to read this, perhaps I can get my car radio back before Christmas . . . 1957.

Hallowe'en came and went with hardly anything left to the imagination in the way of witches, ghosts and jack-o'-lanterns and assorted costumes. Besides the children, who were in full regalia and full force, most of the messes had a costume party. Cpl Duncan and Cpl Helpard won in the club as native Africans, very black and ferocious, giving vent to the tribal yell of "Ubangi!"

In the sergeants' and officers' messes 414 was well represented and the costumes were varied and very good, even going as far as roller skates. Also the officers' mess had its own tribe of "Ubangi?" in the form of flying control personnel and wives. A particularly able performance of tribal dancing was carried on by F/O Whalen.

With Christmas coming shortly, you can look to F/O Mortimer for squadron cards of exceptional quality (and



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price). Also the new and striking squadron badge is reproduced thereon. Get your orders in early.

We officially welcome our new engineering officer, F/O W. W. (Wally) Brotherson. Wally has been on the unit with Technical Services for a few months but finally made it to 414. He is from Vancouver and a graduate of U. B. C. Wally is now installed in his office at the squadron dispersal and has things well under control.

We cannot neglect a word on squadron sports, and speaking of sports, our prominent footballer, "Long John" Flynn, is out of his yellow and black cast. He is now off to Canada to recuperate at the instrument school, Saskatoon.

The bowling teams are holding their own and winning every game the opponent doesn't show for, and the odd one by other means.

With the emphasis on hockey, we are still holding our own in volleyball, basketball and any other sports we may be challenged at. Swimming is good for those who don't mind cold feet from the icy floor.

That about finishes things for this month, so remember the pen may be mightier than the sword, but the BROADSWORD "Uber Allus".



Now from the Working Class

by LAC Brian Webber

Here we are again back in the realms of the poor workers class. This month we must greet a swarm of new faces and say good-bye to some of the old types.

Firstly, the farewells to LAC's Arbuckle, Fiedler, Kolins, McEachren and Snelgrove and now a "how-d-do" to Cpls Allen, Banfield and Chapman, LACs Christensen, Cyr, Demarco, Grasdahl, Johnson, Orr, Pflanz, Patenaude, Phillips, Stoner, Sutcliffe and Tillner. Also a special "Welcome back" to LAC McHale who left the Sqn quite some time ago for a course in Canada and now is back, and all married up (If his wife is an example of present day Canadian women, I could kick myself for getting an extension). Hope you like it here, Marg.

Rollie (Amos & Andy) Laporte has gone to little kipperland (W/Maint) as Sqn representative for who knows how long.



"Hey, Bud Murray! You forgot your camera!"

Jack Helpard, our discip, decided he wanted a few weeks off, so he went and got his appendix out as an excuse.

Al Larson and Fred MacDonald just arrived back from a trip to Norway, Denmark and Sweden. Seems they just put a new engine in the car the day before they left but made the trip without a hitch. BUT — — — no sooner back one day and MacDonald and yours truly were in Karlsruhe and there the car decided to lay down and die. Actually, they were quite lucky in one way.

Seems John Duggan just returned from Berchtesgaden where he entertained the audience in a local club, with some bumps and grinds, that is, after he managed to tear his eyes off a certain female singer who was playing there.

XMOPSRV — — — Whoops!!! Just eying the cleaning girl. Cleaning girl, hmmm!! Reminds me of what Marc said to Cleopatra, "Lady, I didn't come here to talk." They must be in the same boat as the cleaning girl and me, don't speak the same language.

WO Buchan had a birthday (yes, he still has birthdays!) on the 24 Oct. When asked how old he was, he replied "39! If Jack Benny could get away with it all those years, I guess I can."

Jack Little has started leave as this goes to press and it doesn't leave me much spare time now with lists for the Sgts Mess, Pilots having letters typed to their girl friends to make them think they have gone intellectual (ha!), and, of course, memos.



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TOMAHAWK

422

by Flying Officer Howie Jacobs

Almost as scarce as fine weather is the news for this month's article, but though we have already pulled a prize literary boob in that we've admitted that the news situation is as bad as we have stated, we'll endeavour to bring you up to date on all 422 happenings.

Firstly (especially for the benefit of all Headquarters hockey fans) we say welcome home to F/L Al Adams who has just returned to the squadron following his tour in Training Flight. The most recent member to go to that worthy establishment is none other than F/L Lalonde, and though his work in this capacity will not affect the squadron as it normally (or otherwise) has done, we know which team he will be yelling for in the forthcoming intersection hockey league. Along those lines we are glad to see that at least one or two of our newer ground staff are hockey players, and as such we can certainly use them in the 56-57 season. Let's hope that by the time this article appears in the "Flieger" we will have already donned the blades and gotten some of the summer kinks out of our systems.

The squadron touch football team with F/O Tap Caruthers at the helm is really going places, too, and to date we are at the top of the league, thus far undefeated. Keep it up boys.

The most noteworthy of this month's news concerns F/O Gerry Dusseault. On Saturday the 27 of October he took the plunge at the RC Chapel, at which time just about everybody was on hand to witness the wedding ceremony between Miss Erdmuthe Elisabeth Liegau and previously mentioned F/O Gerard Philip Joseph Dusseault. It was a really impressive affair with the padre F/L Gorieux officiating. The reception which followed and proved to be an outstanding success, was held at the mixed lounge, at which time the new bride and groom were presented with many useful gifts. Following this, the couple left for places unknown (Hope yours truly is as lucky).

Then too we say a temporary so-long to F/O Johnny Taylor and his wife who left for home early in November. Johnny is on his way to Trenton and Chatham for the PAI course and is taking the frau along for the ride.

The single boys had a real spare-rib fest on Oct 23 at which time F/L and Mrs Frank Konrad were the amiable hosts. Quality was the obvious password at this gala affair but quantity was not overlooked either and some meal cards may have gone untouched for 2 or 3 subsequent days.

422 Ground Crew News

by LAC Alec Todd

To start this issue, we would like to congratulate Ken Goodburn on being instrumental in bringing into the world a bouncing baby boy. Ken says he hopes the baby will be as strong and handsome as the father. Congratulations go to Liz as well for doing such a fine job.

Recently F/O Gerry Dusseault got himself hitehed to a very beautiful fräulein. As Gerry put it just after the wedding ceremony; "The worst part of it is over, the best is yet to come". The best wishes of all the ground crew go out to Gerry and Ute.

Our friend Snuffy Smith is in the picture again. He really put his foot in it this time. That proverb "Fools rush in where wise men fear to tread" should serve as a guide to Snuffy, because he certainly trod in it. Later, while trying to wash his leg, he fell into a horse trough and had a bath instead.

Jimmy Wilce has been struck off strength for fourteen days. We hope the Crow Bar hotel has every modern convenience. We hope he won't find it too hard to Rehabilitate himself.

We are sorry to say that quite a few of our old Vets have left us. LAC's Gibson and Forbes have gone back to the Colonies. Tony isn't too enthusiastic about his posting. He reckons St. Huberts is just the other side of Strasbourg; never mind Tony, Comment a le vous. Vince Currie will very shortly find himself in Chatham. It'll be a change to work on Sabres for a while, won't it Vince? But to replace all those trusty souls we have Lorne Averages, Bob Mitchell, Jerry Hagins and a few more whose names haven't been made known yet. Welcome to 422 Boys, we hope you won't find us too hard to get along with.

Lloyd Rice has been frequenting Karlsruhe quite a bit lately. Rumour has it that he is engaged to a sweet young thing by the name of Peggy. Best of luck, Lloyd.

Zulu has found the squadron, as ever, alert, but oh those early mornings! It's a good job that the members of the temperance society can't see us.

Flight Sergeant White has taken up football. Probably at Heidelberg hospital. That just about eliminates all our Flight Sergeants.

DAIMLER BENZ A.G.

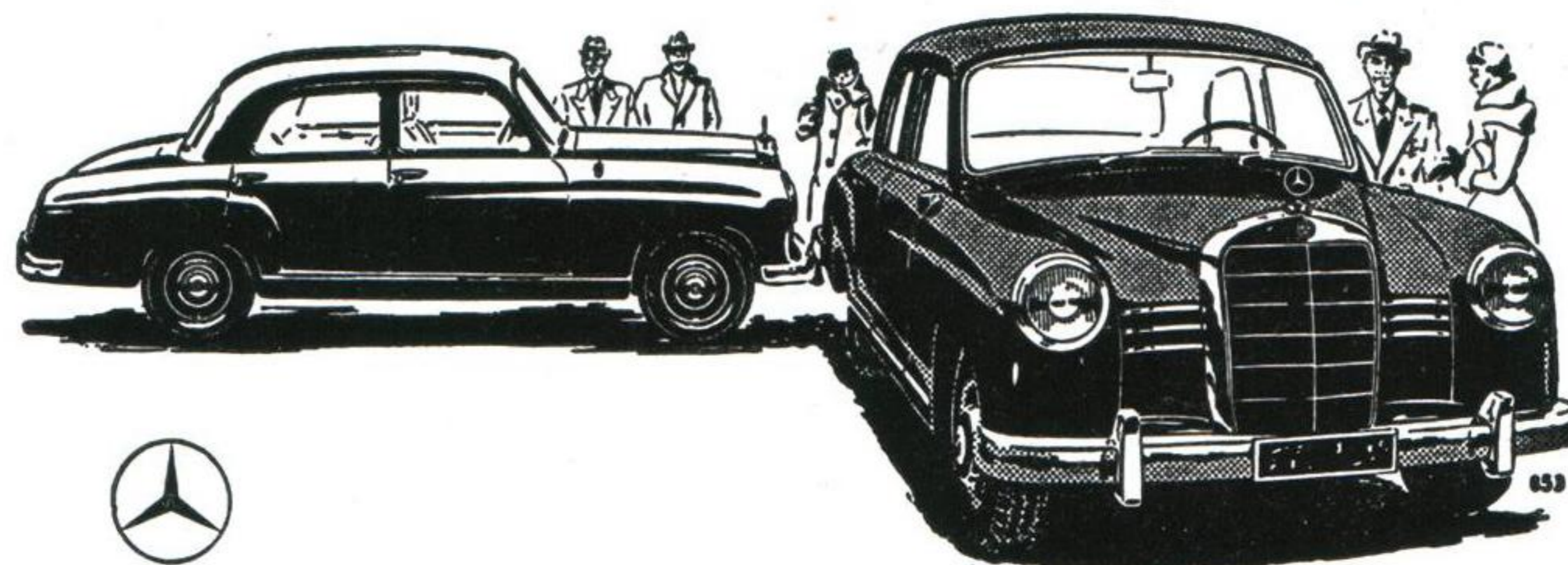
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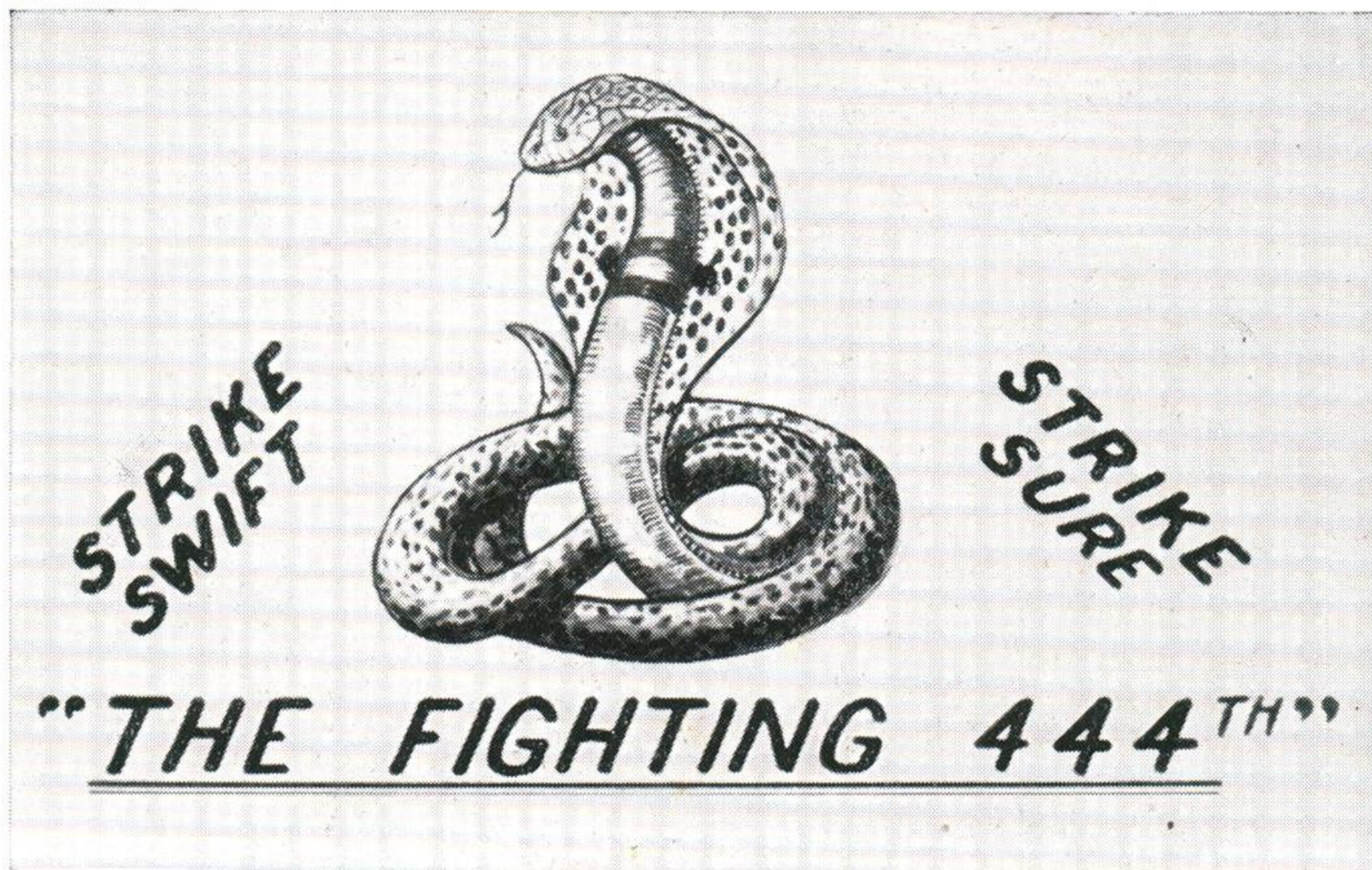
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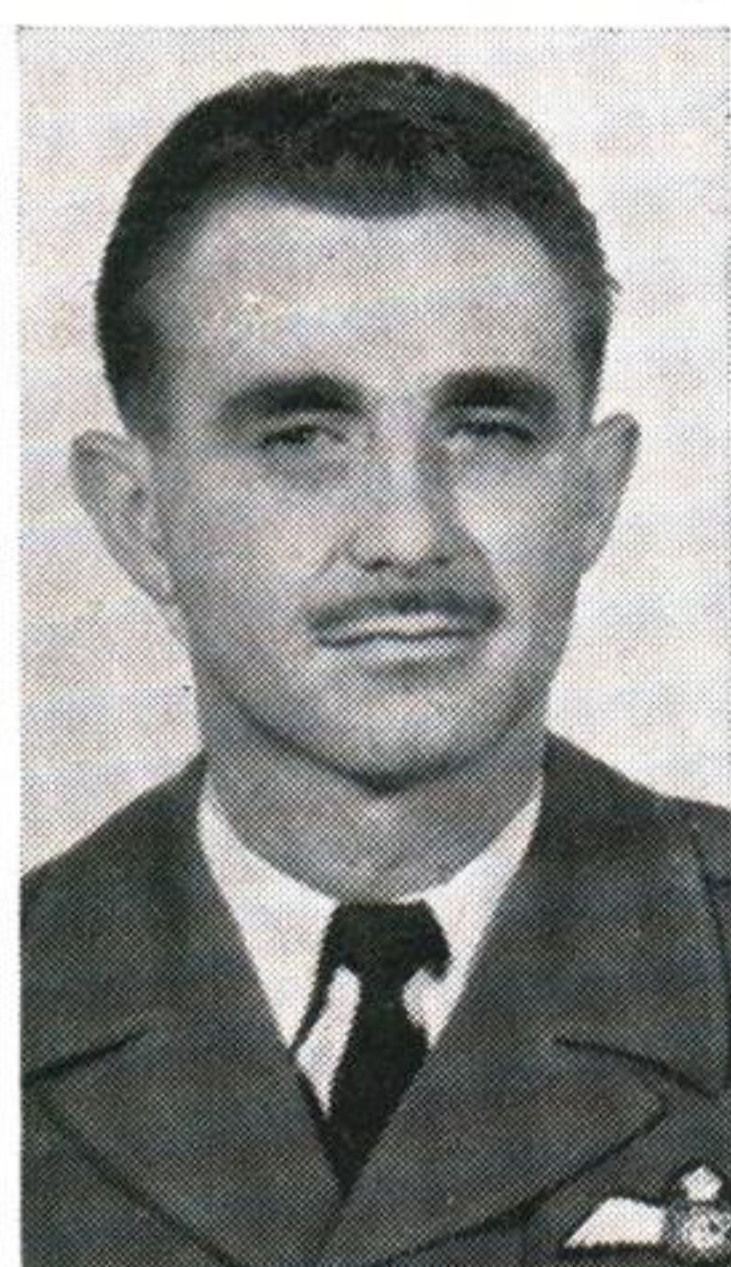


MERCEDES-BENZ



F/O B C Bell.

This month Triple Four says goodbye to two more squadron pilots, F/L Abe McLeod and F/O Jack Breffitt. F/L McLeod joined the squadron way back in 1953 when it formed in St. Hubert, Que., and F/O Breffitt arrived in October 1954.



(Left)
F/O Breffitt



(Right)
F/L McLeod

F/O Breffitt joins ex 444'ers F/L's Arn Bauer and Rig Starnison at the wheelhouse in Air Div, so we'll be seeing him around. F/L McLeod tackles the yellow perils at FIS Trenton and then moves on to one of the FTS's. We wish them and their families all the best and every success in their new postings.

We welcome aboard S/L GG Wright who is taking up flying duties with the fighting 444th. S/L Wright was formerly CAdO of Stn MacDonald, Man, and took his conversion via Chatham NB., then Nos 1 and 2 Wings in France.

A couple of our distinguished drivers spent a few weeks away from the squadron this month. F/O Fritz Belec was answering the public's questions about the Sabre at the "Foire du Metz" in France for several weeks, while F/L John Ursulak went to Brindisi, Italy, as a judge in a NATO gunnery competition between Turkey, Greece and Italy. Neither came across F/O Brian Wallace, who has been overdue for the past month somewhere in Europe or the Island suburbs.

Congratulations to F/O Barry Jones and the Mrs., for their 6 lb 9 oz boy-type baby, born in the wee small hours on the 20th October.

A little excitement in the form of a forced landing stirred up the fire-fighters around the Wing. F/L I A Macdonald, who starred in the Sept-Oct issue of Flight Comment, again did an excellent job of bringing one in. While on a test flight, F/L Macdonald experienced undercarriage trouble and had to bring his Sabre in wheels up. The Mate thoughtfully deposited the remains on the taxi strip, avoiding cluttering up the runway and overtaxing flying control and the circuit monitor.

Further excitement occurred in the Officers' Arena as 414's Gorgeous George Davidson took one fall out of three from Evan the Angel Gill in the feature wrestling contest the night of the Hallowe'en smash. We understand the contestants are available for future matches if given half a dozen beers notice.

Other sports activity for October has been limited to the occasional volleyball challenge from the girls down at 422 and several touch-football games. These sudden outbursts of athletics left a few of our staunchest sports with strained muscles and bent bones, Chief groaners were F/O's Jim Dobinson and Trev White. Our indoor enthusiasts added yet another trophy (fur lined) to the collection by out-chugging the other squadrons in an official beer drinking contest one foggy Friday night. Outdoor events included Nürburgring trials by F/O Al Brown, night testing the Austin A 40 in the Schwarzwald hills and a demonstration of outdoor camping in the Borgward by F/O Mel (Flat Out) Henderson (Quote: "The heaters don't go without the engine running, you know.")

Finally, we hope to see everybody over at the ice palace about the 15th of Nov when the fighting 444th opens the hockey season against Headquarters.

444 Gets the Bird

by F/O B. C. Bell

One afternoon near the end of last month, while setting up for a Practice Forced Landing, F/O Jim Wendover met a heavily armed opponent over the Rhine. The head on attack resulted in a hole in one, and a badly bent bird.

It appears F/O Wendover intercepted the Hawk's flight south for the winter. Flying Control reported the aircraft had a loud squawk in the transmitter after the incident. F/O Wendover did a nice job making a normal approach and landing after the collision.

Examining the damage are 444's WO1 J. C. Harbun, Engineering Officer F/O O. P. Ulrich, the pilot F/O H. J. Wendover, and F/O L. C. Smith Armament Officer. Salvaging the remains are Cpl C. P. Jackson of Workshops; and LAC L. C. MacDonald Elect Tech.



444 Ground Pounders.

by LAC Bill MacKinnon.

Farewells to begin with to the many old timers who have left us recently for Canada, and also to the many more who will be departing in the next few weeks. We wish them all the best of luck, and we'll be seeing them all again sometime. Must say, the spirit of the festivities in honour of the departees has been in the best 444 tradition, with great send-off crowds meeting at the Baden-Oos Bahnhof to say their goodbyes.

Hearty welcome to all the newcomers to the squadron. Your reporter has not had the opportunity to meet them all personally yet, but will do so in the near future. "A" Flight has acquired Sgt Mike Mysthrall along with his Simca and sense of humour, while "C" Flight's new chief is Sgt Gilchrist, who will be spending some time up at Zweibrücken shortly on a Sabre course.

Other new faces include a son for Dick Pessah. Congratulations from everyone . . . the boys in "B" Flight were surprised the cigars were not loaded.

Bert Vince, our energizer and mule expert, has a new paint job on his bomb. Bert thinks it looks smashing . . . so do we, Bert.

Also in the news this month is the station hospital's decision to issue Russ Flemming with a handy-dandy-do-it-yourself scalp stitching kit. Seems that since Russ has been trying to transform his head into a semblance of a lace doily, some drastic action had to be taken so as not to deplete the supply of sutures in the sickness shack.

Corporal Al Dorion has joined the boys in "A" Flight. Just the man we need for the morning struggle with the oil stove. Al has the knack of taking things apart; it remains to be seen if he can put them back together again.

Sports Flash

by LAC J. D. LeDrew

It seems that one afternoon while sipping in a well known local "Place de Booze", LAC Ernie Purvis (egged on by Flab Gullickson, LAC) challenged the Station Basketball team "(GIRLS)" to a game. The Challenge was eagerly accepted and it was decided that the losers would buy refreshments (liquid of course).

The game (?) took place on Tuesday night, 30 Oct, in the sports palace. In spite of very dirty playing on the part of some of the girls (namely all of them and Lefty too) 444 managed to eke out a victory to the tune of 14 to 6. Believe us girls, there never was any doubt.

After the game everybody retired to the mixed lounge and from there to the Schwan. Summing up, I think it may be safely said that many laughs and a good time was had by all.



Busy Day

by Carl Hornlehnert.

. . . Yes sir, good morning, who is that? . . .
He's sick today and gone to bed.
He's home with twisted vertebrae;
I'm afraid it's gonna last all day . . .

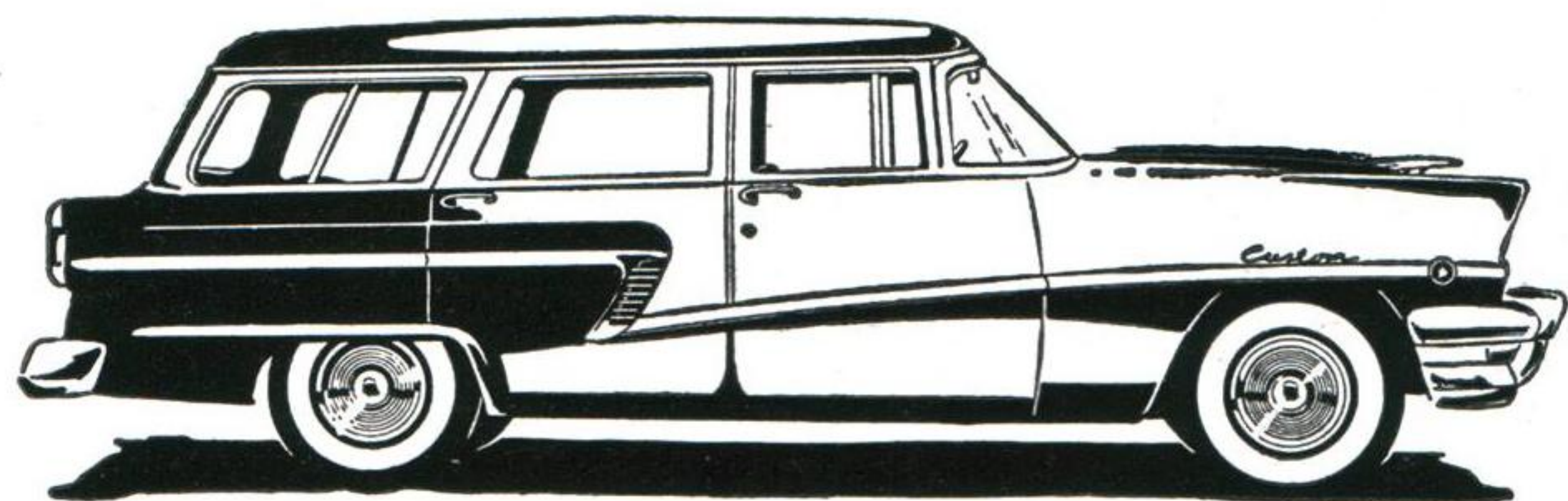
Sure, we do expect 'im in!
Sorry sir, the Flight's not in . . .
. . . No, he won't be in today.
The supervisors . . . are away.

He won't be here before next week,
He's fixing some odd toilet leak.
Why don't you call this afternoon?
. . . The corporal's on his honeymoon.

Your best bet is to ask the Sarge —
He's the guy who's now in charge.
. . . I just see that he's gone out too . . .
The LAC won't know, he's new.

I'm sorry sir, what can I do?
We all got lots of jobs to do.
Thank you for calling anyway . . .
I'm very much obliged to you.

(CE Section's regular customers will no doubt join the "Flieger" staff in wishing bon voyage to Mr Carl Hornlehnert, the German draughtsman, who is now busy packing in readiness for the long planned move to Canada. With wife and family, Mr Hornlehnert will be embarking on November 23rd, Toronto bound.)



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Sports and RECREATION

Touch Football

The Intersection Football League is a roaring success. Although the league started with 6 teams, 414 were unable to muster a team on two occasions, and were dropped from the league.

All games have been very closely contested, particularly among the top 4 teams. With but two more games to play the standings are:

| | |
|---------|---------|
| 422 Sqn | — 8 pts |
| 444 Sqn | — 7 pts |
| Telecom | — 5 pts |
| HQ's | — 4 pts |
| ME | — 2 pts |

422 Sqn lead the offence column with 62 pts, while 444 Sqn seem to have the top defensive team, as they have had only 10 pts scored against them in 4 games.

The Raiderettes

The 1956 version of the Raiderettes made their bow at 2 Wing on the weekend of the 13th and 14th of October in an Air Division Tournament. The gals didn't win this one, but they put up a terrific battle before being eliminated. They hit the wrong side of the draw and had to play three games on the Saturday and one on Sunday morning at 10 AM, and just didn't have enough reserves to meet that many games. They trounced the 3 Wing team 35—20 in the opening game, with Isabel Lundstrom and Bev Falby leading the way with 13 and 11 points respectively.

The next game was against the eventual winners of the tournament, 1 Wing, and our gals lost this one 20—11 with Bev Veale getting nine of the points and Joan Miller the other two. Facing elimination they next met the Eaglettes from 2 Wing in a night game and beat the 2 Wingers 19—14. Isabel Lundstrom and Bev Veale again were the big guns, with 6 points apiece, while Bev Falby had 4.

In the Sunday morning game the gals bowed out of the tournament when they lost to the Air Div Dax 14—21. Lundstrom was again our wheel with 9 points. The team played very good basketball throughout the tournament and are to be congratulated on their good showing. The girls making the trip were: Isabel Lundstrom, Bev Veale,

Joan Miller, Elaine Watson, Pat Mac Lean, Bev Falby, Alice Sauter, and Irma Cornwall.

Since this tournament two of the team members have departed; Bev Falby is back in Toronto and Bev Veale has been transferred to 3 Wing. So if the girls are to continue, they have to have more of a turnout. The Coach this year is LAC Lefler, and he is on the prowl for anyone (female) who wishes to play.

At the time of the tournament, the men's team was non-existent; but since that date its members have started their workouts under the able coaching of W/C McLeod. They should be ready for competition soon.

Swimming Classes

Children's swimming classes finished on Friday, October 26, when Miss Bartlett from Rhine Valley School examined them on their swimming skill and water safety knowledge. The following candidates completed the course successfully and will be receiving their Red Cross certificates;

Senior Swimming — Allan Hargreaves, Janet Ball and Reg Stuart.

Intermediate Swimming — John Salter, Judy Kennedy, Judy Doe, Penny Christmas, Becky MacLeod, Bob Liggett, Don Hogg, Sheryl Winter, Teddy Ball, Gary Gibson, Barbara Steene, Pam Howard, Brian Bean, and Tex Thomas.

Junior Swimming — Brian Salter, Wayne Doughty, Teddy Bateman, Robin Christmas, Wendy Campbell, Margaret Oliver, Danielle Daoust, Billy Harbun, Paul Magee, Patrick Walker, Gail Coleman, Debbie Coleman, Sally Harbun, Timmy McLeod, and Richard Blaine.

Badminton News

The badminton club is going full swing now, and each Monday and Wednesday evening the gym is the scene of much activity and hustle as the club members meet their bi-weekly challenges.

A club executive has been elected, with Corporal Debrule taking the top honours as president, LAW Stevie Gallant secretary and Mrs Huget as entertainment officer.

Club registration starts November 1st and anyone interested in joining the club is asked to drop over anytime, as new members are always welcome. Come on out for an evening of fun and relaxation.



The Ted Heath Dance Orchestra.

Ted Heath Dance

A station dance held in the arena on the evening of Wednesday, October 10th, featuring the Ted Heath orchestra, proved to be the social highlight of the month.

It was a gala affair, sponsored by the Station Entertainment Committee, and was a huge success. Many thanks to the committee members for a terrific job, and we're all looking forward to Mr Heath's next visit here.

Ice Ramblings

The Ice Arena once more reigns supreme as the focal point of the winter program and the main topic of discussion and argument on the station. Although the Arena opened up for use on the 29th October, there was one group of people who were working long before that, and will continue throughout the season to be the most important group as Hockey is concerned. This is the Hockey Executive, and is very ably headed by S/L Begg the WARMO. Secretary is F/L Johnny Ursulak and members are F/L Al Adams, F/L Phil Stacey, F/O Dave Gordon, F/O Les Cheek, F/O Fred Baker and F/O Bob Longhouse.



The Ice Arena open for business again.

The opening of the Intersection League is scheduled for the 15th of November, with last year's two finalists back at each others' throats when 444 and Headquarters meet in the first game. The second game will pit 422 against 414. At this early stage little is known about any of the teams due to transfers in and out, but 444 remain the team to beat, as they have last year's team almost intact while most of the other teams are rebuilding. Regardless of how the teams do end up, it promises to be another good year of hockey with each team playing 25 league games and the promise of several outstanding games, featuring the RCAF Flyers Europe against top European teams.

The schedule for the rink operation will remain the same this year as last, with intersection games Tuesday, Thursday, and Sunday nights and the other nights for general skating. The young fry will have the ice from 1600—1730 hrs daily and Del Sherman and Ken Batemen will be the chief whips in the junior hockey on Saturdays. New equipment is on the way, by courtesy of the Home and School Association and the PMQ Council. Altogether it adds up to entertainment for everyone for the winter.

Soccer

The fall season is upon us once more, and the station soccer team has again resorted to open warfare on the German teams in the South Baden "C" league. So far, with various players leaving for the promised land, the team has had mixed fortunes, having had to depend upon some players who are not quite as fit as their opponents. So if any of you are interested and can play a bit, come along any Wednesday afternoon at 1500 hrs for practice.

The club's oldest member, LAC Timmermans, is leaving at the end of the month, having been with us since October 1953. We wish him good soccer at his new station in Canada.

The club voted the old committee back into office in the persons of LAC Weston and LAC Phillips, with Cpl Moir once again elected team captain.

The Air Division League also has its claim on the station soccer team. Saturdays and Sundays are taken up with league games and travelling between Wings. But a good time is had by everyone. The Air Division trophy, which at the moment is at Number 3 Wing, is one of the items of interest, and we are determined to return it once again to this station.

Fixtures for the season up to December 2nd include;
 Sunday, October 28th, 4 Wing vs Eisental, Home, 1500 hrs.
 Sunday, Nov. 4th, Buehl III vs 4 Wing, Buehl, 1430 hrs.
 Sunday, Nov. 11th, 4 Wing vs Rastatt IV, Home, 1430 hrs.
 Sunday, November 18th, French vs 4 Wing, Kehl, 1430 hrs.
 Sunday, December 2nd, 4 Wing vs Baden, Baden, 1430 hrs.

The Saturdays in between are allocated for matches in the Air Division League. How about coming along to support your team as a spectator? Your cheers would help quite a bit towards the team's success. After all, we can claim to be the only people who play against German teams regularly at any sport.



Busy evening in the Bowling Alley.

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 Saturday from 0900 to 1500 hrs



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Hospital News

By LAW Bernie Taphorn.

Something new has been added around here — not faces but glowing diamond rings, belonging to AW1 Lee and Griffith. They decided life was too short to waste time. Too bad both responsible gentlemen have been transferred back to Canada; we did want an excuse for a party, but looks like wedding bells will have to wait for a while. Well, girls we hope time passes by quickly so you can join your lucky fiances.

It was rumored that Cpl Al Lange had sunburned knees, so I investigated the cause and found out the heat in Spain was too much for him (or did you say the French Riviera, Al?).

Anyone see the grey hair Sgt Mitchell has been wearing since he got his permanent sit down job? Is it the appointment schedule or the new car Mitch? Don't give up, we need you.

The "Needles" bowling team was in top place several weeks ago, but dropped a little since. By the end of the season we hope to be on top again.

Cpl Anderson is back with us again after spending several days in Heidelberg Hospital. She came back all smiles. Guess you really liked those Americans, eh Andy?

Soellingen Sally Reports

by LAW Benny Bennett

It's not a California Gold Rush — NO, it's the 4 Wing Diamond Rush and it isn't even Spring!! Congratulations to all the lucky couples.

SOCIAL

Our Social Event for the month was a Hallowe'en Dance held in the Mixed Lounge on 26 Oct. Music for the Galla Affair was provided by Sgt Guy Fortier and his orchestra. The prize for the best costumes went to Joe Millar and Randy Chartrand.

WELCOME

HELLO . . . to F/O B. Anderson who has come to us from Stn Foymount and will fill the position of WP Officer. We hope you enjoy your stay here.

FAREWELL

The first part of the month found us saying good-byes at a party in the Airwomen's Lounge, while the old faithful, "Now is the Hour", echoed through the rooms for LAW's Pat Mousseau and Tessie Verrault (who by this time will have found a difference in the price of Vodka on the other side). LAW Kay Mac Dougall has left the service "For what BETTER things she'll find in Fort William, Ont". Further into the month, another party was held

to say farewell to LAW's Bev Veale, who left us for 3 (F) Wing, and Cec Klinowski, who is going to shoulder the gun at Stn Rockcliffe. Our summer employment officer, P/O B. Falby, has left for Toronto, while F/O S. Hellstrom is surveying greener fields at Stn Gimli, Man.

SHOWER

A double shower was held in the Airwomen's Lounge on 17 Oct for LAW's Joyce Burton and Ollie Bruce. Following the presentation of gifts, lunch was served and "Helpful Hints" were exchanged for the remainder of the evening.

SPORTS

A Basketball Tournament was held at 2 (F) Wing on 14 Oct, in which our girls' team participated. They registered wins over 3 (F) Wing and 2 (F) Wing but losses to 1 Air Div and 1 (F) Wing. A small plug here — the girls need more players, so let's have a showing of a few more enthusiasts.

WEDDING

Wedding Bells rang on Saturday, 20 Oct 56, when Joyce Burton exchanged vows with Harold Buffet in the Catholic Chapel. May all your troubles be little ones.

QUESTION

I wonder if a certain Corporal's new car will stand up to "Red Street Cars" the way her old one did?

Wing Maintenance Engine Wreckers

by LAC Gerry Dawson

The inclement weather of the last days of October gave the Test House Crew a chance to weigh anchor and move to their new moorings. It was almost possible to float the shack and fuel tank down the road, but with so much rain and fog the move was carried out with very few people being the wiser. All those lucky people in Wing Armament will now have to look for other reasons for their loss of appetite, instability or wife beating. The new locale should be ideal for the cultivation of mushrooms and sun tan in the better weather, but for the next few months, the outlook is decidedly bleak.

We have to report, since the last issue, the departure of several characters who during the past two years, have made names for themselves (good or otherwise) "Worry Wort" Pearce and Al Belliveau are at present braving the elements and the RCN on the Magnificent. No doubt the Sabres will need some holding down during the Atlantic crossing, but then Pearce is sure to have the answer. Doug Southworth should by now be at CEPE Rockcliffe, and we all hope that he has recovered from his "going away" session which was continued by Zeb Smith, who

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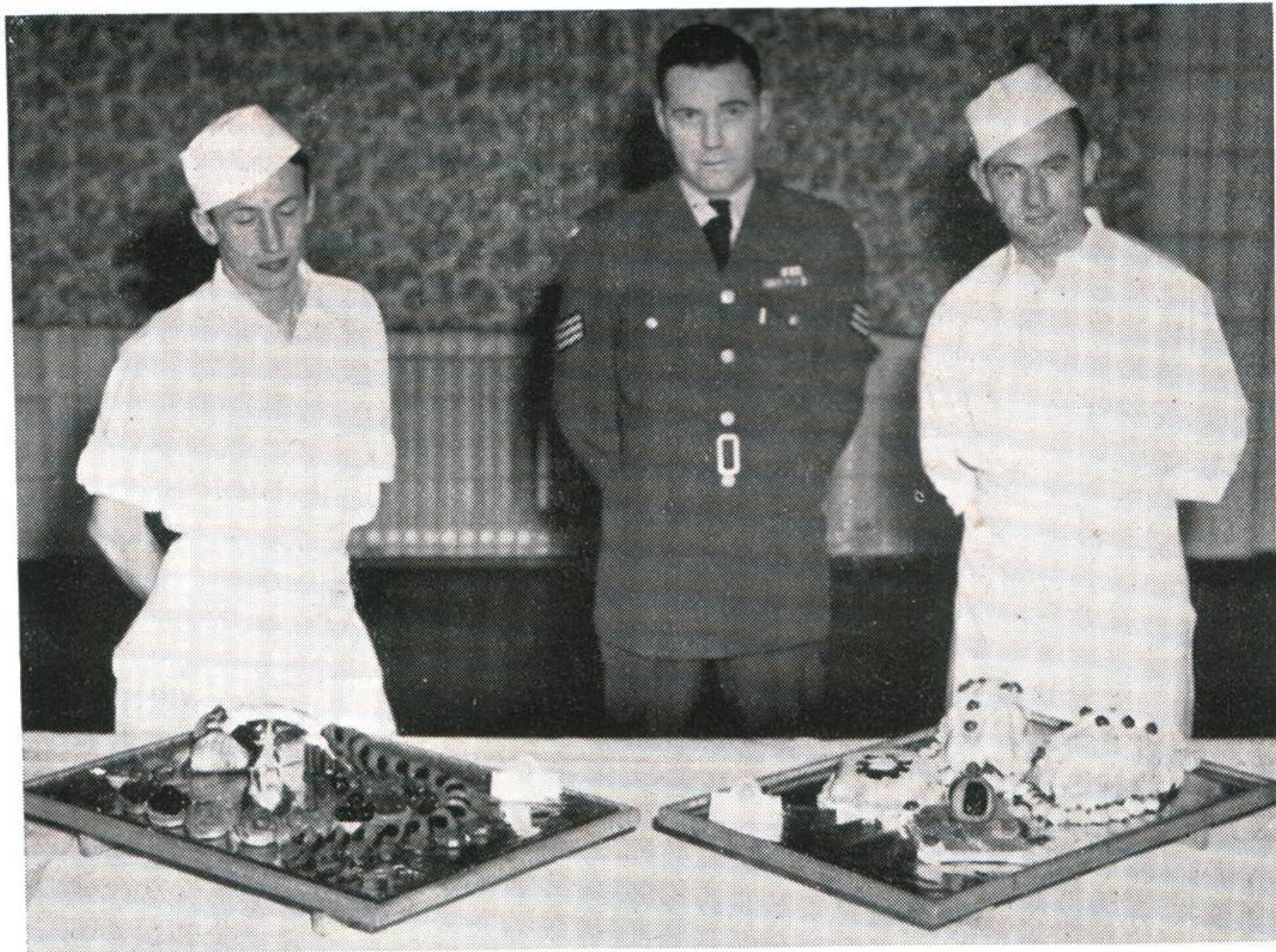
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Soellingen Chefs Show Specialities

Every year the chefs from all the hotels in Baden-Baden hold an exhibition of various foods and delicacies prepared by their respective hotels. Each year since 1953 the German cooks from this station have entered exhibits in the show to demonstrate that cooking in the RCAF has progressed a little since the bully beef and pea soup days.

Again this year the station was represented by two entries prepared by Herr Rissmann and Herr Herrmann of the staff of the Airmen's Mess.

The photograph shows (left to right); Herr Botho Rissmann, Sgt J. A. Petty and Herr Heinz Herrmann, standing behind their entries for the 1956 Food Exhibition, held in Baden-Baden on October 17th.

bequeathed his notorious 2 cylinder DKW to Friend Merkel.

Terry Legrand is still away at 3 Wing and has apparently made a place for himself in the "Flyers". Whilst we are happy that he has made it, we know that the Wing Maintenance team will have to work that bit harder this year to make up for the loss of such a tireless player.

In the 'Hatched and Matched' department we have to report only one new arrival, a girl, for the Tyrell family. About the same time Tony also turned up with a Ford Zephyr. If each addition means a better car, how long will it be before a Cadillac shows itself?

Next month we hope to give you actual pictures of an operation, previously described by Ed Kukucha, to enable you to understand exactly what goes on in a certain corner of No. 1 Hangar.



Flashes from Training Flight

by LAC Phil Quigley

Wedding bells rang out in Stotzheim on 18th October as LAC Joe Roy and his bride said "I do". Joe's Frau hails from Stotzheim, just across the border in France. Best wishes for profound peace and happiness are extended to both of you from all in the Flight. Rumour has it that Joe was in such a hurry to get away that he didn't have time to get all his Scrip changed. It was changed into sterling next day and taken up to Stotzheim by a very close friend. With all that £. s. d., guess where the honeymoon was spent.

The appearance of last month's "Flieger" caused quite a stir around the section. If one person asked who Jones, Brocks and Pip were, everyone must have asked. If there are some who are still doubtful I will endeavour to clear up the mess; Cpl Al Turner appeared as Jones, LAC Gary Brooks as Brocks, and last but not least, Kip England was Pip. I hope that clarifies things.

Cpl Sexsmith has gone to Redifon, England, to learn what makes the Flight Simulator tick (now we see how T. D. trips are arranged), leaving Cpl Jonasson in charge (somehow I think another T. D. trip is in the offing), assisted by Cpls Malin, Foss, Hodder and LAC Robinson. I am often asked "who operates the Simulator?" Well now,

that's hardly a fair question; just because the entire staff can be seen around the rear of the trailer playing horse shoes every time you pass, is no reason to suspect that they don't work when the occasion permits.

Our new arrival from Canada last month was LAC Al Kinney. He came here from Penhold with a few minor stopovers at Numbers 2 and 3 Wings. Glad to have you with us, Al, and if you haven't already found out — watch that German beer.

First to pack up his kit bag and depart last month was LAC John Schwarz. John liked Rivers so much last time he was there that he wanted to go back and look up his old hunting grounds again. (I wonder how much truth there is to that?).

Others who left somewhat later included LAC Stephenson (to Bagotville), LAC Shaughnessy (Cold Lake), LAC Thomas (to 1 PRC, with some doubts in his mind as to whether to choose a re-engagement or a place in the soup line) and lastly, a well known figure in the local sports field, LAC Satch Armstrong, who was headed for Station Lachine.

Cpl John Lauzon slipped quietly away for a spot of leave before we could find out where he intended making for.

It always seems to happen . . . just when we were getting F/L Adams, our OC, properly trained they go and transfer him to 422 Squadron again. Now we have to start all over again with F/L McGowan, our new OC. To F/L Adams we bid farewell and hope he has lots of pleasant memories to take back to 422 with him. We hope F/L McGowan will enjoy his stay with us . . . someone will

Card of Thanks

We wish to extend our sincere thanks to all the friends and acquaintances of our son, Flying Officer Dale McLarty, and all other personnel who have done so much to help us during our stay at Number 4 Fighter Wing.

We particularly wish to thank Flying Officer and Mrs. J. A. Morrison for their efforts in showing us around and for the wonderful way we were made to feel at home.

Mr and Mrs E. Mc. McLarty

Travel with Adam's Buses

11 days' Christmas and New Year's Trip to Nesselwang (Allgäu) from 22nd December 1956 - 1st January 1957.

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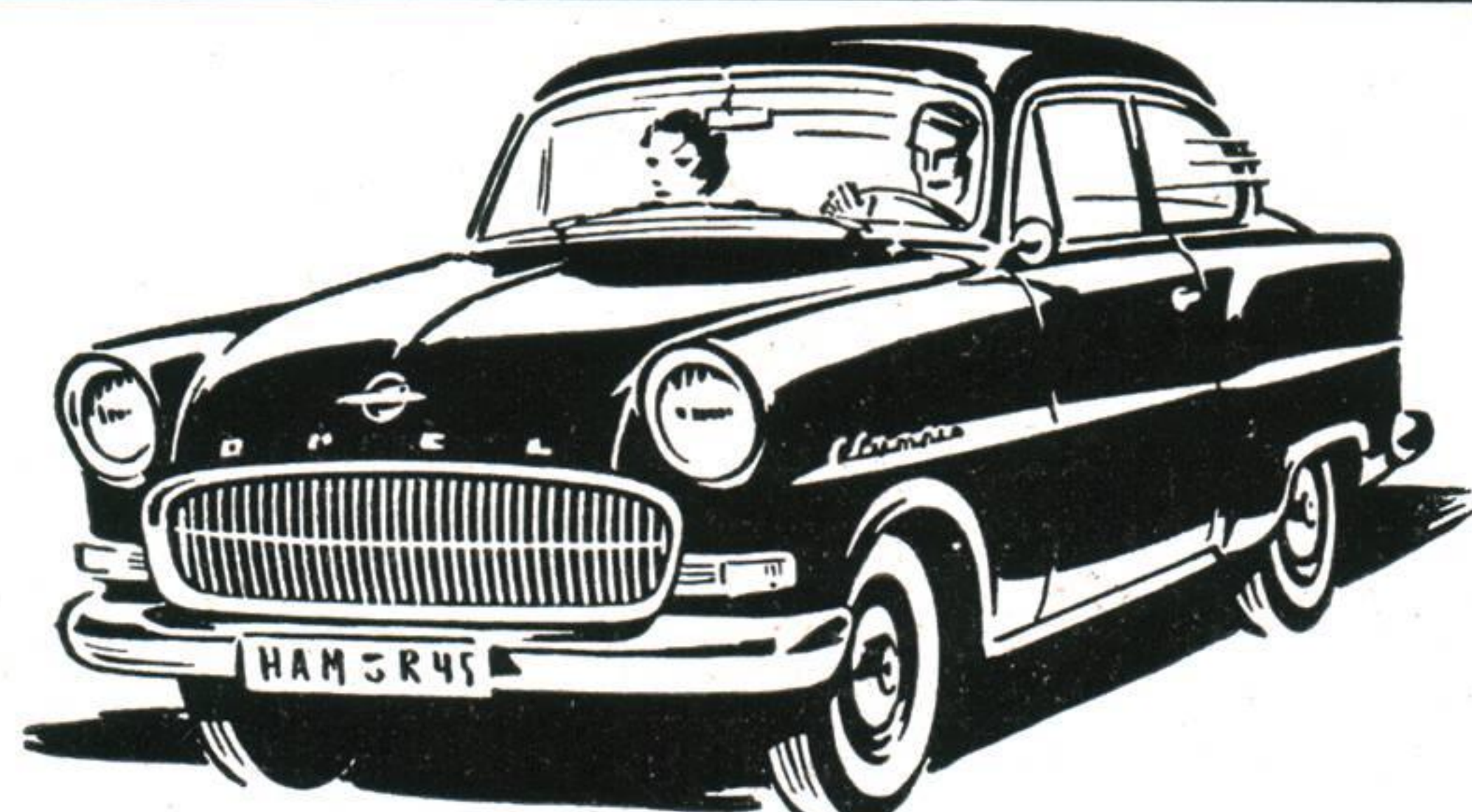
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be around pretty soon to measure him for his harness — gotta get him all trained up.

LAC Bob Histed left us last month for a short stay in hospital, but never did return. On the way back he got side-tracked and ended up in Wing Maintenance. All good things come to an end, Bob, and Wing Maintenance isn't such a bad place once you get used to it.

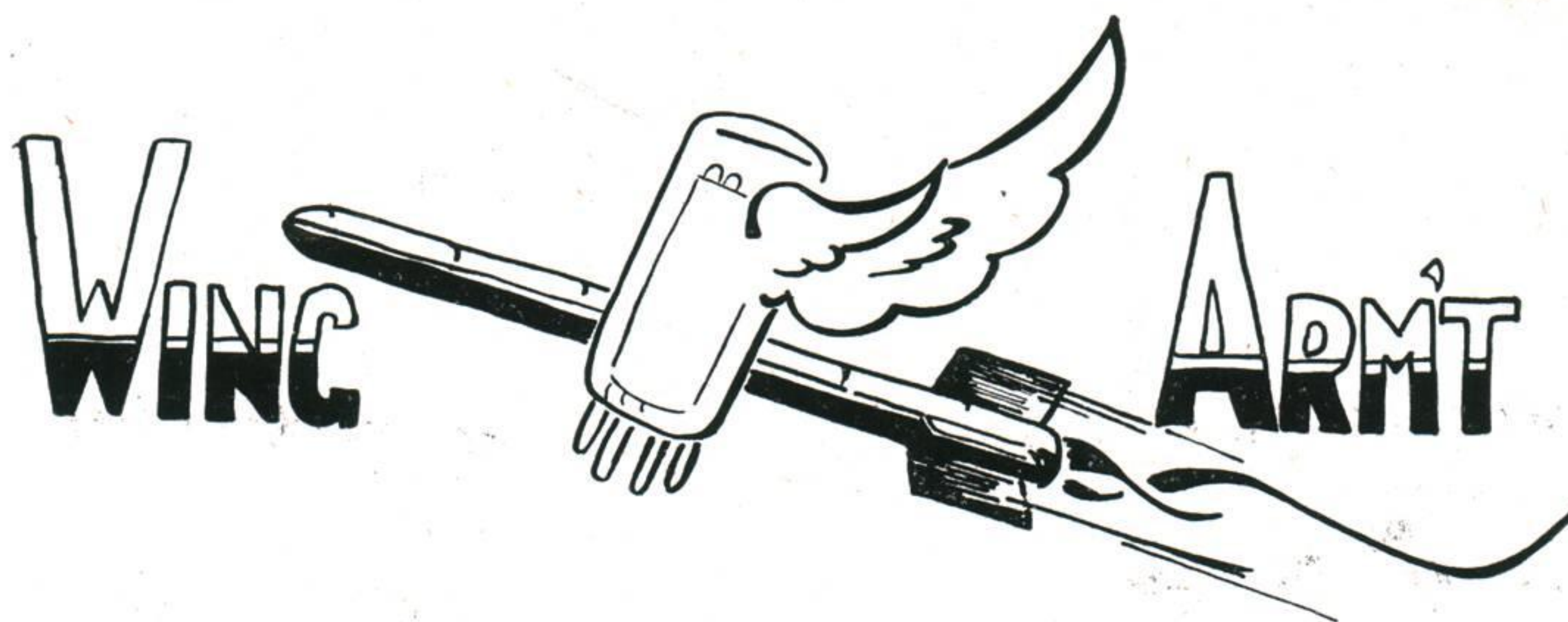
A certain Flying Officer, whose name need not be mentioned, has been playing pretty rough with our aircraft. He must have wanted to visit Merrie Olde England some bad to go and throw away the aircraft's ST 252304810 L and R. Hope it doesn't happen again, but if it does, remember the Boy Scouts' motto — take some walking out clothes with you and Be Prepared.

Overheard in the section: "I had only four months to wait for my court hearing to come up. Of course I had some wheels pulling the strings for me" (Kip England).

"They can't be taking income tax off my pay — I'm a married man with two kiddies," (Jack England).

"Crazy rabbits over here never go on the same run twice." (Sgt Patrick).

With words of "welcome home again" to our wandering boy, Neil, we close this month's contribution.



by LAC AL Wilson

As we scan the section for news we find that most of it is composed of arrivals and departures. We will start by welcoming, for Armament Systems, AC1 McHarg from Camp Borden and LAC McCormak and family from Station Winnipeg; for M & W — LAC Acres from 6 RD Trenton and Cpl Tanner from Greenwood. As of late last month Sgt Reid and LAC Gottraux have their families with them again. To all the new arrivals we extend our heartiest greetings. May you all have a very enjoyable stay at Soellingen.

LAC Timmermans, wife and young son have left for the long voyage home. Timmie will be missed very much on the Flugplatz as he was a very active member of the Station Entertainment Committee and the Band.

FS Galley, another active member of Station Functions (especially Square Dancing), is transferred to our neighbouring Flugplatz. Keep the Birdie In The Cage, Flight!

We have with us again a very happy, healthy looking S/L back from his few weeks tour of Italy and Switzerland.

Well fellows, any of those hard-to-find snags (Little gremlins in 458's wiring) will be a lot easier to find now, as we have with us the CGE Tech Rep — Mr. John Oakley.

As the balls go whizzing down the alleys and the name "Cannonballs" S-T-R-I-K-E-S fear into the hearts of our adversaries, we leave with one final remark — "So what if we are in 8th place? Big Vic will bring us up with his whopping 235!"

Help Wanted

Young, Fat W. D. to replace Old, Thin W. D. now employed at Wing Armament but going home before Christmas (the holiday). Applicants please phone local 222.

From the Ground Defence Section

by Sgt Keith Acton

After two weeks of concentrated mental effort in preparation for the Group 3 exams on October 16th, the entire staff have settled back to await results.

On October 12th the Director of Ground Defence, W/C Pleasance, visited the Wing together with F/L Kinchin. The Ottawa visitors were accompanied by four staff officers from Metz.

One of the section's original members left last month Canada bound. A successful chicken dinner farewell cele-



Sgt Slim Hargreaves gives Cpl Walter Fryatt a hand up, as he climbs into the Ground Defence aircraft for one last circuit before leaving for Comox. Cpl O'Brien stands by ready to start up.

bration was held in honour of Corporal Walter Fryatt and Mrs. Fryatt at a local Gasthaus prior to their departure for Comox, B. C.

To fill the gaps caused by recent departures, Corporals Fred Wilson and Andy Pitchford arrived from Winnipeg and Centralia respectively, accompanied by their wives and families. Here's wishing them all an enjoyable stay at 4 Wing.

After attending a pretty stiff course with the Canadian Army at Soest on a new secret weapon, FS Fortune and Sgt MacDonald, along with the rest of the staff, were able to put their knowledge to the test when the time came to issue new type respirators to the entire station. For statistical records, everyone was required to list their personal particulars, including "racial origin". This particular column revealed some interesting information, with two persons registering themselves as "R. C.", one as "Protestant", another "C of E", and not to be outdone, one customer classified his racial origin as "married".

Wing Maintenance Electrical Section

by LAC Hatton

I have been asked (railroaded is a better word) by a very kind soul in our section to be the section's representative for the "Flieger".

After mixing metaphors, phrasing and rephrasing, I have the following to report from the Salt Mine Electron Chasers:

First there are some new members to welcome. Cpl Gary Swinemer, LAC Danny Danyluik, LAC John Elmore, LAC Gregory, and LAC Pete Chaluk . . . and yours truly.

Transferred to Canada is LAC Geiser, while Tony Ravenda also got his long awaited move to Ground Handling . . . lucky man.

There are some new cars on the station belonging to

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a couple of the boys . . . well, one and a half, anyway. Scarlet's Buick and half of Harris' Volkswagen. Scarlet took a trip to Paris recently to get Danny Danyluick's wife, who just arrived from Canada. Claims he got 21 miles to the gallon. Well, that's his story, and he's stuck with it. About the 21 miles per gallon, I mean. How in the world did you ever make the trip without pea soup, Art?

By the way, Mrs. Danyluick and Mrs. Barr, Welcome to Germany.

I would like to report a very sad case in our section lately. One of our boys is suffering from the DT's. Claims he sees "A. A." men all the time.

Fire Hall News

by F/S Stan Steppings.

Now that fire prevention week is over the section is getting back to the regular grind. To start the ball rolling, most of the section have enjoyed their leaves. A few of the lads stayed in Sunny Germany but there were a few who left for other parts, such as Cpl Landry and LAC McCarthy, who visited Ireland. They said they had a wonderful time, but had to come back sooner than expected due to lack of funds. Our Fire Chief, F/S Fulkerson, & family spent a week in Garmisch under nice sunny skies.

LAC Red Hill went to Ireland to visit relatives. He didn't mention too much, except he couldn't get over the lovely goils. Cpl Miller toured Denmark & Sweden and seemed to have had a good time, while last but not least yours truly just came back from the Riviera and Brussels. The weather was wonderful at the Riviera but I can't say the same for Belgium.

Guardhouse News

by Cpl Art Gauthier.

After a rather long absence, we are once again in the Sections' news columns. The highlight of last month's activities was a trip made by members of our section to the United States Military Police Crime Laboratory in Frankfurt. An interesting and instructive afternoon was spent visiting the various departments, such as the questioned documents section, chemical analysis, finger print identification, lie detector, the photographic section and ballistics section. A special feature was the viewing of a suspect being interrogated with the lie detector apparatus being used. Also, the firing of a .45 automatic into cotton wadding material, to be used in ballistics comparison. (Incidentally, who was that fellow who almost missed the bus?).

Congratulations are extended from all of us to Cpl and Mrs Irv Hoiland on the birth of a baby boy at the Wing Hospital last month.

Cpl Nick Hayduk is sporting a new watch these days which he won at the Town Council Bingo recently. And he drives a Mercedes! Some guys have all the luck, although he claims it was the first time he has ever won a prize playing bingo.

Two boys from this section are really making a name for themselves on the HQ's touch football team, in the persons of Sgt Eddy Bast and Cpl Murray Titmarsh. It is said that if an opposing player is hit by either one of these boys, he really knows he has been hit, as some of the American teams' players are learning in Karlsruhe. Keep up the good work boys.

A note of special interest to service personnel motorists on this Wing is that the number of accidents lately is decreasing, which is a good sign. Remember, the speed that thrills is the speed that kills. Drive safely all the time.

Telecom Gen

by Cpl E. Sherwood.

This month's news is kinda meagre, for inclusion in our "Flieger". There are the usual baby squawks — the usual flight of tired storks. Gaudet and Fosty bought the smokes (Eight pounds! Bill, you'll need that Volks!). Bill and Alice got a HER, Rose and Eric have a HERR'. Welcome, too, to baby Twit, Pop has ordered skates to fit. With him as coach it's my belief that seven pounds twelve's for Maple Leafs.

Multi weeks since last we got a Friday check by Captain Scott (Extension 7 — hello — hello — please give us back our Wing Tel 0). The hardstand these days is in order since GCA took in a Bauder.

And what's all this about a wedding? When will Ruth turn in her bedding? Miss Weiser said "Auf Wiedersehen", I guess our loss is someone's gain. But 2 Wing Microwave sent Steve, (we've met before, I do believe). Two section stalwarts stood the test of viel Bock Bier at Munich's Fest (Which Gasthaus, Al did you get lost in, in company with FS Austin?).

Opel versus Renault bets were laid that Saturday near Metz when Priestley (with three Petes complete) deprived a Frenchman of his seat. The H Gate shuddered when it saw the Buick bought by Denet. Watch it stagger when it sees Al Remphrey's super Mercedes.

Whilst we're in the world of rev., McInnis (this time in a Chev) wins the section cap and gown. Again he finished upside down.

I set out for Kurhaus Sand (with my wife and kids on hand) chugging up in my neat heap (ain't those Schwarzwald strasses steep?). Suddenly from out the blue a Mercedes tank burst into view, Blitzkrieged us with Teuton force, (To Heck with progress . . . where's my horse?).

Well, the news seemed meagre for inclusion in our "Flieger". But in it came and we progressed, . . . until next month then, all the best.

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Dropping presents from the sky
Angry farmer wiping eye
Thanking God that cows don't fly.

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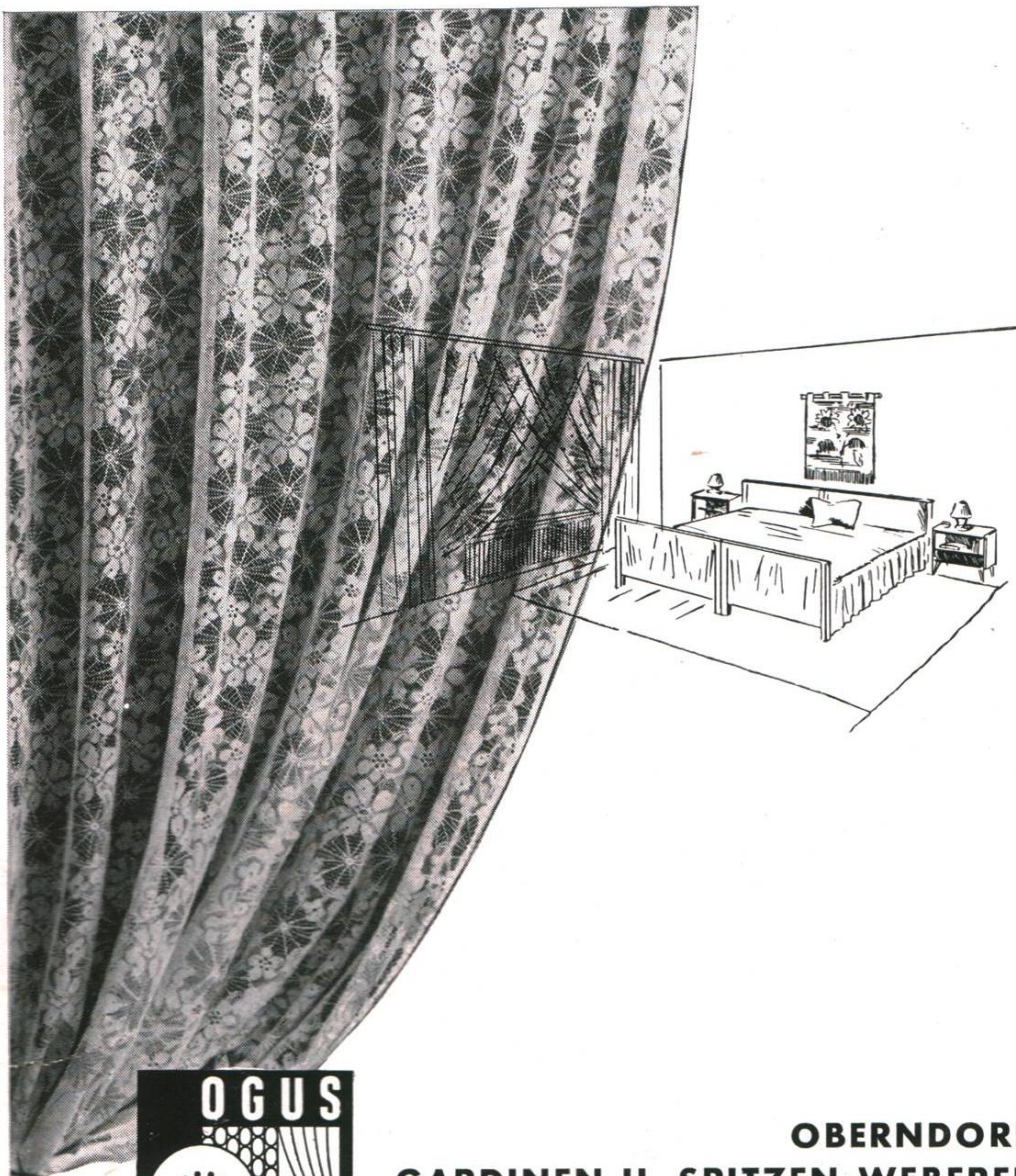
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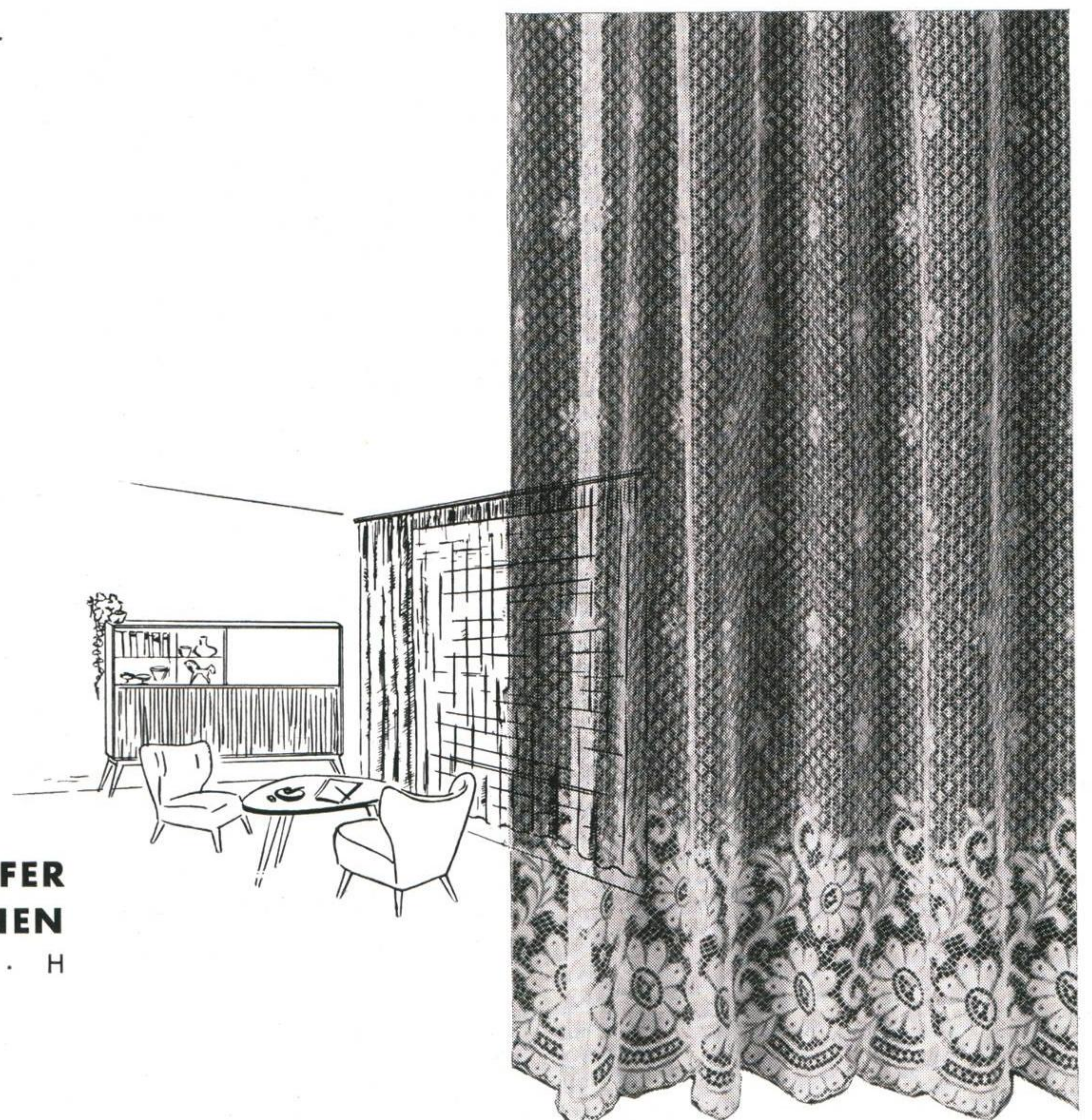
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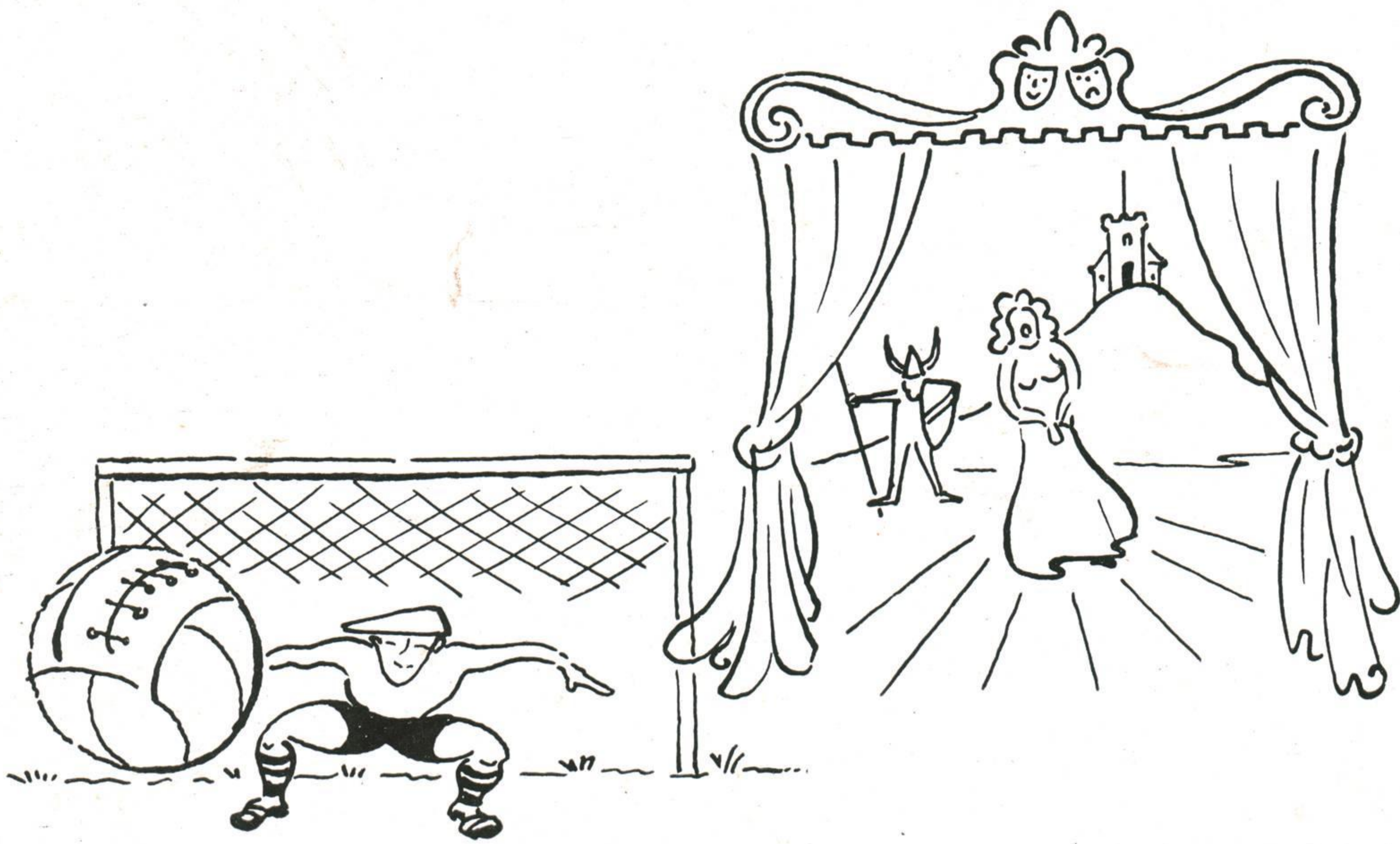
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