Schwarzwald-Flieger



CHRISTMAS MORNING (COVER STORY PAGE 1)

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Christmas Message
from the Commanding Officer

For many of us the lack of snow at this time of the year makes it difficult to realize that December and its festivities has rolled around again. That the spirit of the season is uppermost in your minds is, however, obvious for your generosity and sacrifice in supporting the Wing's charitable efforts has been magnificent. I am sure that your celebrations this year will be all the better in the knowledge that in addition to enjoying yourselves you have helped to put a little cheer into the hearts of many who are less fortunate than us.

To one and all a Merry Christmas and a Happy New Year.

(B. E. Christmas) G/C
Commanding Officer
4 (F) Wing RCAF



(Photo by Cpl Sinclair)

This Month's COVER STORY

Christmas Morning

Of the many memories we retain of our childhood probably the most enchanting is that of rising early on Christmas morning and running into the living-room and seeing a gaily decorated Christmas tree surrounded by loads of entrancing presents. No doubt the budding pilot on our cover was up early too and is fully satisfied with Santa's selection. Assuredly he will have to watch that his excitement does not drive him into a flat spin.

Santa Claus, wise fellow, is well aware that his young followers demand super up-to-date presents and he never lets them down. But he must chuckle as he places his super-modern gifts under the tree for the signs of Christmas that surround him are often older than history itself.

Our habit of decorating our homes is possibly the oldest custom we have. People have been decorating their homes with evergreen at Christmas time ever since our earliest known ancestors used them at this season of long nights to keep away the evil spirits of the forest. One of the evergreens, the mistletoe, was a sacred plant to the Druids more than 2,000 years ago. Incidentally, the custom of kissing under the mistletoe may have originated from the fact that when the Druids cut it from the oak trees they handed it to lovely, white-robed maidens to distribute. Holly is a Saxon custom and has special significance as its prickles and red berries symbolize the crown of thorns and the blood they drew at Christ's crucifixion.

The Christmas tree is of German origin and dates from the 8th century when Boniface, an English missionary, cut down an oak tree under which sacrifices were being made to the pagan God Odin, and instead popularised having a fir tree adorned in tribute to the baby Christ. One legend has it that as the oak fell to the ground, the fir tree appeared miraculously in its place. The German Prince Albert (Queen Victoria's consort) introduced the Christmas tree into England and German immigrants brought the custom to the United States.

The widely observed European custom of having a Yule log has its origin in the great bonfires the pagans lit as part of their great festival (held at this time of year) of sun worshipping. Crackers are probably derived from the sparks beaten from the Yule log by a visitor when he wished the household "Good Luck".

The carol is a comparative newcomer, dating from about the 13th century. There were songs about Christmas before that, but they were rather dreary for the average person and never became particularly popular. It was only when religious songs were given a festive air, as in our modern carol, that they caught on.

Christmas, of course, is a very important christian festival and it is surprising to learn, that it is not among the oldest festivals of the church. It took a few hundred years after the birth of Christ for it to be recognized as a day of celebration and even when that was agreed upon, there was no consensus as to when it should be observed. Suggested dates ranged from November 7th to March 25th. The writings of the early Christian period were diligently searched, but no accurate clue was uncovered. Finally the fathers of the church met together (in 440 AD) and decided to fix a date. They chose December 25th and probably for two reasons. First, December 25th was believed by some to be the actual date of Christ's birth; secondly this was the day of the winter Solstice (in the old calender), and the beginning of the days of longer daylight was already an excuse for great rejoicing.

Because of its deep religious significance and because of its gay customs, it is easy to see why Christmas has become our greatest Festival.

NEWS BREVITIES

As a result of the new policy of purchasing all ME vehicles on the German market, we shall soon be seeing new Mercedes 220s, Volkswagen buses, vans and trucks around the Wing. One big advantage of the policy is that spare parts will be readily obtainable.

Relief is in sight for our ground handling personnel. A number of "Unimog" tractors are being purchased and their primary job will be aircraft towing. A course is to be given in handling this equipment and a special operator's license will be issued.

A station dance is to be held 13 Dec with music by the Air Division dance orchestra. The proceeds are to go to the Wing welfare fund.

Good news for PMQ residents. It is understood that PMQ will be repainted shortly and that a washable oil paint will be used.

The annual Officers' Mess cocktail reception is to be held 19 Dec. Guests will include British, French and American officers and their wives, and civilian dignitaries.

The food and clothing donated for the relief of Hungarian refugees has been driven to Austria and handed over to the International Red Cross. The gifts were sufficient to fill a three-ton truck.

"Flieger" Staff Changes

This month's issue of the "Schwarzwald Flieger" carries with it a change in Editorial Staff. F/O TD Nelson has relinquished his position as editor of the Wing Magazine and F/O Coleman, 422 Sqn, joins the staff as Associate Editor. On behalf of all members of the Wing we should like to thank F/O Nelson for his great contribution to the magazine.

Since its inception F/O Nelson has devoted a great deal of hard work and much spare time to the "Schwarzwald Flieger". He helped found the magazine and is in great measure responsible for the policy behind the magazine — that by its appearance and contents it should be a publication of which 4 (F) Wing would be proud. F/O Nelson has done his utmost to ensure that each issue would live up to this standard and that "Flieger" day would be eagerly awaited by all personnel.

F/O Nelson has not confined himself to the editorial and publication side of the magazine. Some of the most interesting articles published have come from his pen.

So we say "Thanks, Don, for your magnificent contribution to the magazine. We will do our utmost to keep up the high standard you so ably maintained in the past".

The Fire Hall's:

Christmas Message to Residents of 4 (F) Wing PMQ

The time has rolled around again to the Christmas season which means lots of Merry-Making by one and all. Each year brings a series of serious fires caused by over heating stoves, shorting Christmas lights, fixtures etc. Let's take another look at those new decorations and lights to ensure they are of an approved type, and have been checked by the wing electrician, before putting them on that nice fresh Christmas tree. Listed below are a few points to check on before setting up your Xmas tree, decorations, lights etc., all of which go towards making a Merry Christmas;

(a) Be sure your tree is firmly set in a pail of wet sand.

(b) Do not use any decorations or tree lights which are not of an approved type.

(c) Be sure your tree is firmly anchored from each side to avoid leaning either way.

(d) Be sure not to leave your tree up after the festive season is over as it will become dry after too long a period.

(e) If you use Christmas tree lights do not leave them plugged in when you are not in the home.

(f) Check, to be positive no worn wires are used in the vicinity of your tree.

(g) Do not allow small children to connect up your Christmas tree lights as it may sometimes prove costly.

If you are going across the hall to celebrate Christmas with your neighbor do not leave your children unattended; if no grown-up folks are in the home take the children with you as they want to have a Merry Christmas too. Let's not take any chances over the festive season and then everyone will have a Merry Christmas.

Although it is a little early when our station magazine goes to press the Staff of the Wing Fire Dept would like to take this opportunity to wish everyone A VERY MERRY XMAS AND A BRIGHT AND HAPPY NEW YEAR.

If you have any Fire prevention problems call local 203 and we are always ready to assist anyone in any way we can.

HELP PREVENT FIRES****

FIRE CHIEF

Music in the Canadian Manner

By the time you read this, you'll no doubt have heard and read a lot about the Station Dance, featuring the Air Division dance orchestra.

No doubt you have already said to yourself "Who are they anyway?"

Here's the story. The band was originally formed to play for a Red Cross Ball in Metz, but as the outfit grew and became more proficient, it accepted engagements at the various wings.

The band had extensive rehearsals at 3 Wing and was then deemed ready to face the public. The Red Cross Ball in the meantime, had been postponed, so for the first dance the group headed for 2 Wing and followed this by an engagement at Langar. After 4 Wing, the dancers at 3 Wing will be invited to face the music.

The orchestra, which is 16 strong, is made up of musicians from 2, 3 and 4 Wings and Air Division HQ, and is led by Sgt Pete McMillan. It includes 5 saxes, 4 trumpets, trombone, piano, bass, drums, guitar and 2 vocalists.

The band arrangements and scores have been procured from various parts of the world in order to play the best music available.

So when the Air Division Orchestra comes your way whether you are dancing or listening, we hope you will receive as much pleasure from our music as we have playing for you.



The 4 Wing contingent go over an arrangement during rehearsal. From left to right — LAC Ron Binns, Sgt Fred Curry, LAC Frank Folkard, Cpl George Jones and Sgt Guy Fortier.

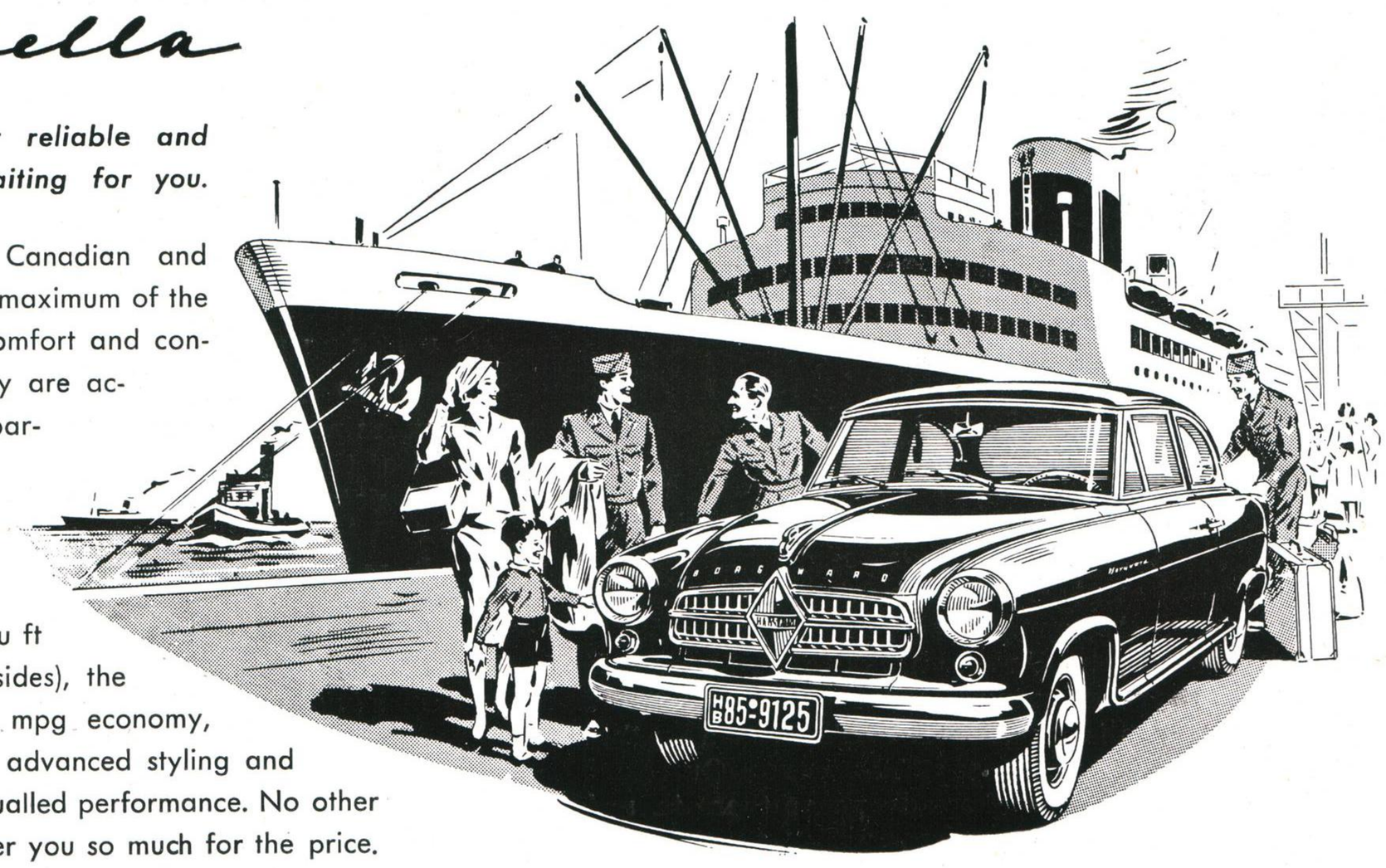
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Padres' Page



On Possessing Ourselves in Peace

by F/L P. Gorieu, RC Chaplain

In a few days, we will again celebrate the anniversary of He who possessed the whole universe, yet made His entrance into it as a mendicant. His birthplace could have been a palace; but He chose to be born without a roof over His head.

This reality is fecund with fruitful lessons for us of the twentieth century. Like the star which shone over Bethlehem, it points the way which we must follow if we are to find true peace.

The more we look for happiness in the outer world, the more we endanger our inner peace. Only the man who is self-possessed is serene, for he alone has set up conditions for peace which are under his own control. The others are victims of circumstance, slaves of things which any moment may with-hold. The drunkard is alcohol-possessed; the avaricious are money-possessed; the trifling are style-possessed; the sensual are the slaves of their passions. . . the universe of any one of them can be rocked by somebody else's will. None of us can control the way in which others will act toward us; but we can always control our reaction to them.

Born with nothing, Christ teaches us not to spoil our lives in the pursuit of all the objects we want **to have** since it is what **we are** that truly matters. Since nothing in the material universe is greater than the spirit, the personality within each of us, every yielding of ourselves in a disordinate manner to material things is a loss.

To give ourselves up to the Chaotic, the multitudinous and conflicting objects that surround us, is to let them fill our souls and crowd out the Divine which ought to dwell there. The man who relies on outside satisfactions is in a constant state of civil war; he is the house divided against itself which cannot stand.

Inner peace can be won only by making God the ruler of **all** that we do. Many people who believe in God refuse to go this far: they keep Him in a small compartment of their minds. Their plans are laid without consulting Him; their trials and sufferings are endured with no recollection of the fact that Love may hurt in order to cure; their days are passed in loneliness and weariness although each hour might have been filled with sweetness.

To such hearts a single moment of grace may work the change. They learn to be God-centered, not self-centered; outer events of their lives can no longer ruffle their peace. For theirs is the true inner peace brought to man on that first Christmas many years ago. The peace Our Lord wants all mankind to have; the only peace there is, and ever will be.

May it be yours this Christmas!

Services in the RC Chapel
during the Christmas and New Year Season

Sunday — Dec 23 — Masses at 0900 and 1100 hours.
Dec 25 — Midnight Mass
Morning Mass at 0900 hours.
January 1 — Masses at 0900 and 1100 hours.

N. B. Persons attending Midnight Mass are requested to be in the Chapel by 2345 hours, Dec 24 as the choir will begin to sing Christmas Hymns at that hour. Choir members will please arrive by 2340 hours.

Preparations for Christmas

by F/L C. H. White, Chaplain (P)

If you expect a visitor in your home, you will probably make some preparation to receive him. That is what the Church does as it looks forward to the celebration of Christmas. The period of four weeks before Christmas is called the Advent season. The word "advent" means "coming" and refers to the coming of our Lord on Christmas day. It is the same sequence that we find recurring over and over again. The Old Testament was a preparation for the New Testament. The Hebrew religion was a preparation for the Christian Gospel. The prophets prepared the way for Christ Himself. Year after year the story is re-enacted as the Church prepares for its Christmas feast.

But there is another side to it. As our Lord came once, He will come again. As there was a first advent, so there will be a second. We do not know when or how or under what circumstances, but Christ is very specific about it, that some day He will come again and there will be a summing up of what men and women have done for the Kingdom. "Watch therefore, for ye know neither the day nor the hour wherein the Son of Man cometh". (St Matthew 25:13)

The season of Advent, then has a double significance. It looks both backward and forward, and at the same time puts upon us the present necessity of reviewing our own spiritual condition. This is true preparation for Christmas. What would Christ think of us if we were to visit Him face to face? Two thousand years ago He was born into a world which was mostly hostile to Him. What sort of world greets Him on the anniversary of His birth? The judgment of God upon our lives is an ever-present fact. How do we measure up to it as the years go by? What are we doing about it?

Amid all the hustle and bustle of the preparation of Christmas presents and Christmas parties, this is the real theme of this "Advent" season. It strikes a strong penitential note. Advent calls us to an evaluation of our Christian living with a view to a better and stronger start in a New Year.

Services in the Protestant Chapel during Christmas:

Dec 16	Holy Communion	0900 hrs
	Divine Worship	1100 hrs
	Congregational Carol social in Mixed Lounge	1930 hrs
Dec 23	Carol Service with 7 Lessons	1100 hrs
	Children's Carol Service	1400 hrs
Dec 24	Choral Communion	2330 hrs
Dec 25	Family Service	1000 hrs

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Sports and RECREATION

TOUCH FOOTBALL

November saw the end of the first season of Touch Football on this unit. There were two phases to this game this season as there was our own Station League plus a station entry in the US Army League in Karlsruhe.

After a very successful season the Station crown went to the undefeated 422 team. They were unbeaten all year but got a real scare from a fighting Telecom team in the finals, managing to squeeze out a one point win in the final game. The 422'ers were coached by F/O Tappy Carruthers and included F/L Ernie Saunders, F/O's Jake Mulhall, Bill Ross, Pete Wittich, Bert Gladman, Myron Filyk, Danny Danford, Sgt's Fraser and Turner, and LAC's Tommy Tomilson and Kadhur.

As far as we know this is the first time that an RCAF team has competed as a member of a US Army league and the station team held up our name in great style. The team played a ten game schedule and ended up winning six and losing four. This team also was coached by Tappy Carruthers and had as a strong point a line that was the toughest in the league. This group was led by Carruthers, Eddie Bast, Murray Titmarsh, Johnny Duggan, Lou Lukacs, Ed Senos, and Pozdick. The offense was taken care of by the passing of Gordie Love, the running of Bill Ross, Jake Mulhall, and Norm Weston and the blocking of Ron Renaud. The pass catchers of the team were Tommy Tomilson, Lefty Lefler and Lou Lukacs. A lot of credit also goes to the team manager F/O Shad Creighton who kept things operating smoothly all season.



The American Army here at 4 (F) Wing

SOCCER KICKS

The main topic of conversation around the soccer field these days is "Where have all our players gone"? With postings, TD, Leave, injuries, etc., we are lucky to be able to field a team, but the remaining die-hards always turn up usually at the last minute before kick-off.

In the Air Div Trophy, 4 Wing Sabres played 3 Wing Hotspurs in a best of two series. The first game at 4 Wing resulted in a 3—3 tie and was one of the best games seen this year. The second game at 3 Wing, the Sabres came out on the short end of a 3—2 score after a hard and bitter struggle, but an unlucky penalty in the dying moments gave the edge to 3 Wing. The hero of this game was Ken Weston who scored our 2 goals but unfortunately had to leave the game in the second half because of injured ribs. On the 18 Nov a team consisting mainly of our reserve players travelled to Kehl to play a friendly game with the French army and although they lost 5—1 gave a good account of themselves, and judging from the big heads next day the party that followed must have been just as good. Once again I would like to remind all players and people interested in playing that Soccer practice is from 1500 to 1700 hrs each Wednesday, in the Gym if wet, and on the field if dry. I am sure if you had a little talk with your section head he might see his way clear to spare your skilled hands (and feet) for two hrs a week. See you kicking around.



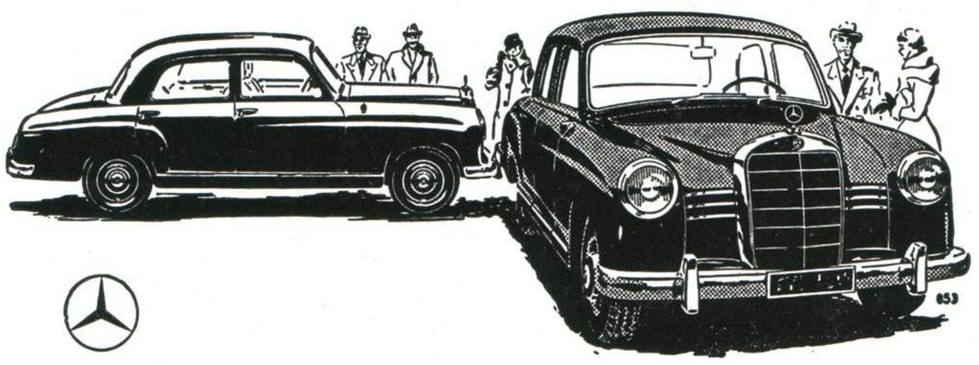
3 Wing Soccer team at 4 Wing

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INTERSECTION HOCKEY

The Intersection hockey has started another great season with last year's rivals, 444 Squadron and Headquarters playing the first game. All the teams are looking very good and so the league will probably be as good as last year.

The inter-mess league will get into full swing on the 14 December with the Officers playing the Cpls and the Sgts playing the Airmen. This will be most interesting to watch (mostly laughs) although there should be some fair hockey. So come and watch the fun at the big cement building with the Blue windows, Mainstrasse, Flugplatz . . . You can't miss it.



Opening Game Inter-section League — 444 vs HQ

BASKETBALL

Wednesday the 14 Nov, 3 (F) Wing played hostess to 4 Wing Basketball teams. The Basketball teams were accompanied by the 4 (F) Wing Soccer team; the bus left 4 Wing at 0900 hrs. and arrived at 3 Wing at approximately 12.30 PM. A few keen players spent the afternoon practising, while the remaining plutocrats (this is a guess) spent the afternoon in the local Gasthouses. The women's game was as close to a perfect defensive game as possible. The trouble lay in the offensive. Hard as the girls tried to penetrate the defensive zone played by the 3 Wing team, it was to no avail, and the game ended in a tie. The girls played a 5 minute over-time quarter, and the long 3 hour trip must have had a tiring effect on our valiant team as they faltered and 3 Wing went on to win. 3 Wing played the perfect hosts and sandwiches and refreshments were served in the "Common Room". Airwomen personnel who would like to take advantage of the inter-wing trips and the healthy exercise the game of Basketball offers, are invited to participate in the Basketball practices on Tues and Thurs evenings at 8 o'clock; interest not skill is all that is needed to become a permanent fixture on the Stn Basketball (Airwomen's) team.

BOWLING NEWS

The inter-Section bowling league is still going strong even after two months of play. The standings are changing constantly but at the present time Tech Services "A" are at the top of their league with 30 points to their credit. The Monarchs hold second place with a total of 29 points.

The Hot Shots are a way ahead in the "B" League with 30 points. Next in the running are the "T" Birds with only 24.

The high triple for the season goes to Cpl Dwyer with a score of 846. White holds the high single with 348. Scores like that make a real challenge for the rest of the 4 Wing bowlers.

NEW YEAR'S EVE BALL

The New Year's Eve Ball, an annual affair at 4 Wing has been scheduled for Dec 31st as usual. The Heidelburg Command Band has been engaged for the evening, the champagne is on order, and everything is being done to make an enjoyable evening for you. Dress will be optional and there will be no admission charge. See you Dec 31st at the sports palace.

TOURS

With five days off at Christmas or New Year's comes the big problem of what to do and where to go. Cease to worry my friends. LAW Gallant in the Sports Palace has a solution for you — a tour to the Bavarian Alps over the holiday season.

You have the choice of two trips. One trip leaves the station Dec 22nd, via Lake of Konstanz for destination Nesselwang, in the Bavarian Alps. Five days of sightseeing, winter sports and merry-making, meals and lodging provided for $25.00 Return by way of Munich on Jan 1st.

The second trip leaves Dec 29th and returns Jan 1st . . . Five days for only $25.00.

Reservations can be made at the Sports Palace or Travel Office in BB 20. Book your reservations early (not later than Dec 15th) and have a truly Continental Christmas in the Alps.

DART TOURNAMENT — Airmen's Canteen

This is the first Dart Tournament held in the Airmen's Club in November. There were 64 contestants and a good deal of interest was shown by all. The winner was LAC Don Graham. The two finalists were LAC D Graham and LAC "Buzz" Pozdizik. The runner-ups were Pvt Bernie Connors and LAC "Kip" Williams.

S/L CW Blain Hon/PMC of our Club presented the trophies to the winners. The evening was concluded with free beer and lunch and all were merry.

We feel that we have the best dart players on the station in our club and we are open to all challenges.



S/L Blain Hon/PMC Airmens Club presenting the "Champ" LAC D Graham with the trophy.

ROUND THE BEND

by Keith Douglas

Interested in car racing?

No, I'm not issuing a challenge. If I were, I'd not publish it where the SP's could read it.

Actually, this particular column is aimed at recruiting a few member idiots for the small cluster of cranks on this wing who follow the auto racing season just as other fanatics follow the fortunes of les Habitants, and who cheer for Fangio with all the fervor of a Montreal fan lauding Richard at maximum tonsil setting.

Fangio, Moss, Collins, and all the world's finest drivers can be seen within easy motoring distance of this Wing, — the Big League of racing, — not the type of bash'em contests that pass for racing in Canada.

(Anybody who has the dogged determination to read all of this column will find that I use it primarily as a sounding board for my own narrow opinions. Why not? I write the d- - -d thing, don't I? If you should disagree, you may either write a column yourself, or kick your wife, according to your reaction and/or marital status.)

To continue — In the unlikely event that this column becomes a permanent fixture in the Flieger, I'll try to keep you posted on the coming motorsport events, particularly in this area.

For instance, if your taste runs to motorcycle racing, there's the Hockenheim Ring, just this side of Heidelberg. This track draws the world's best riders and mounts, and watching Geoff Duke (six times World Champion) push his Gilera up the straight at 160 mph was enough to make my wife, who had never seen a race before, tag along to the ADAC 1000 km Sports Car Race at the Nürburgring, west of Coblenz.

The world famous Nürburgring, at 175 bends per lap, is about the hairiest circuit in use, and is definitely worth a column in itself at some later date.

Closer to home, (just outside Stuttgart, in fact), there's the Solitude Ring, 11.5 kms of road winding through parkland. In July, this circuit features both motorbike and sports car races, of which more in later issues.

So — in future columns I'll be bringing you a list of the events counting toward the World Championship of Drivers, along with an explanation of the scoring system used. And at no extra charge — the same for the Sports Car Championship.

Generally, though, I'll try to keep it interesting, continuing the present series of car tests, along with a monthly feature article of, (I hope) general automotive interest.

Stick around, friend, you never know but what this stuff might become fit to read sometime. At least it may save you having to read Current Affairs pamphlets for amusement.

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A Bungalow in Spain

by S/L GA Woolley

Have you ever dreamed of living in a castle in Spain? Many have. Others, perhaps a little more practical minded and down-to-earth, would settle for a bungalow in Spain. We did.

One night my wife and I read an article in one of the U.S. European papers that told of a project called "Bungalows in Spain" located in Caldetas, on the Costa Brava, which is owned and operated by a Mr. H. Andersen, the Danish Consul in Barcelona. It sounded like just what we were looking for in a vacation; a place to which we could drive and then settle down in for a rest; quietness (a small fishing village); a bungalow (where the kids could make a bit of noise without the irate complaints of a hotel manager or guest); where we could cook our own meals (in case the Spanish cooking proved too spicy or "olive-oily"); where we could bask in the warm Mediterranean sun and still get in a fair quota of Mediterranean swimming in late October.

Using the excellent facilities of the Baden-Baden Reisebüro located in BB20 we despatched a telegram asking for a ten-day reservation in a two-bedroom bungalow. The confirmation arrived and we prepared for take-off.

We loaded the car with the usual vacation paraphernalia complete with two jerry cans of extra gasoline and three cartons of groceries and took off late Saturday morning via Strassbourg, Colmar and Besancon arriving in Lyon about darkness. This was a mistake because Lyon is a large, busy city and hotel accommodation is at a premium. The rush hour traffic was terrific, it was dark enough to make following road-signs difficult and it was only with some persuasion that we were able to talk a hotel desk clerk into giving us rooms. The accommodation was not too good and we paid far too much for it. Moral: plan your overnight stops at much smaller places.

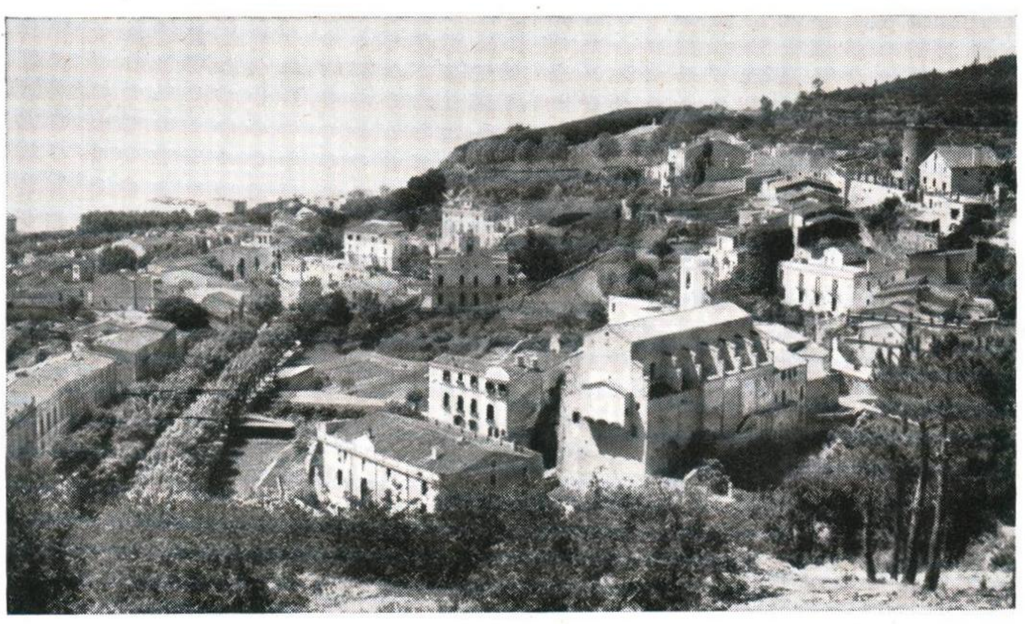
Taking off next morning we followed the main route arriving in Perpignan in the late afternoon. Being a Sunday the Spanish Consulate here was closed making it necessary for us to stay overnight so we could apply for Spanish visas next morning. The hotel accommodation here was good and very reasonably priced but dinner that night in the hotel dining-room offset any saving we might have made.

We presented ourselves at the Spanish Consulate next morning and completed the papers necessary for visas but were told we would have to return at 1145 hours for them. This we did; we were given our visas and our passports were handed back to us and to thirty or forty other tourists in the same boat. All told we wasted many hours around Perpignan on account of bad planning. Moral: Obtain your Spanish visas in advance — there is a Spanish Consul in Strassbourg.

On to Le Perthus (the border-crossing point) 37 km further. After entering the village you first clear the French Passport Control and driving a further hundred yards into the village if you look carefully you will see an Esso QM station on the left. This is your last chance to fill the automobile tank and jerry cans with QM gas. A little further on is the Spanish Passport Control and outgoing French customs and there is no hold-up here. 4 km's further on is the Spanish Customs. There is no delay if one has a Carnet. Even with a Carnet you pay the equivalent of $1.75 Spanish road tax. I understand that if you do not have a Carnet you must purchase a temporary one or a Triptique for approximately $14.00. Moral: have a Carnet.

From Le Perthus you can follow the main route (No. 11) or cut over to the Costa Brava Road. If you want Mediterranean Coast scenery along with the twisty winding type road usually associated with same then the Costa Brava road is recommended. If you prefer a more direct faster route then No. 11 is the one to take. This route takes you through the edge of Gerona and for those who like to eat I would suggest you try the restaurant you will see on the near edge of town, located in a large park-like setting with magnificent big trees. The food here is "prima", the wine excellent, the cost low and the service fast and good. What is more, there is a menu in English.

From the Spanish-French border it is approximately 120 km's to the destination, Caldetas. About 20 kms before Caldetas one reaches the Costa Brava and from here on it is Mediterranean scenery. Arriving in Caldetas



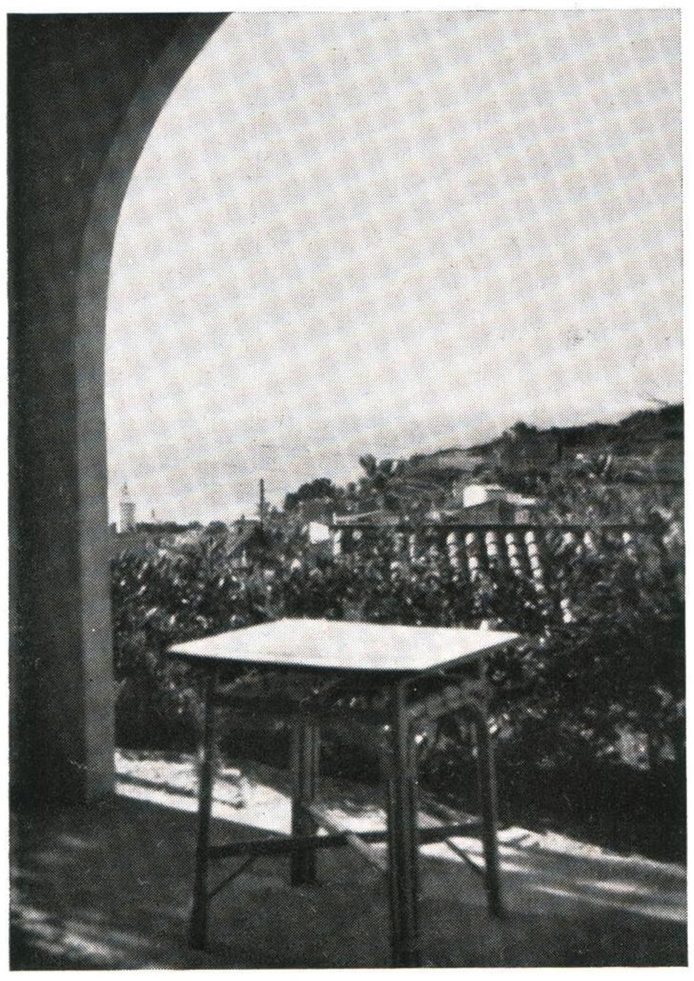
Caldetas

there is no indication of where to turn off to reach the bungalows. We had been informed in advance that they were up on the hills to the South of the main highway. We turned right on the only apparent road that led towards the hills back of the town and after climbing like a mountain goat we could not find them. Coming back to the main highway we enquired in a restaurant and found that the proprietor spoke excellent English. He gave us directions how to get there. You turn off a little narrow street barely large enough to accommodate a car, and travel about 50 feet where you turn into a river bed. That is the road which leads to the bungalows. I believe the Spanish call it Arroyo, and it carries the water down the hills in a heavy rain storm. As the land in that area is all gravel, the river road was quite passable. After travelling up the river about three or four hundred yards, the road swings sharp right and one climbs the steep hill to the bungalow site.

Part way up the hill-side is a restaurant which is connected with the bungalow project and the proprietor of this restaurant is the caretaker of the property. The bungalows are scattered around the hill side with roads leading into each bungalow. A magnificent large bungalow with a tremendous lookout tower is located on the top of the hill and this is the private summer residence of Mr. Andersen, the owner and operator of the "Bungalows in Spain". The bungalows came in various sizes, two, three, and four bedrooms. A two bedroom bungalow rents for $5.00 a day or $30.00 per week and the larger bungalows are slightly higher in price. All bungalows are new and extremely modern. Ours consisted of two large bedrooms, large living-dining room, a small kitchen equipped with an ice refrigerator and a two burner liquid gas stove. There was also a modern three piece bathroom with shower facilities all done in ceramic tile, with hot and cold running water. The bungalows are nicely decorated

and adequately and tastefully furnished. Each has a patio and sun area with a shelter for a car. Some of the bungalows are single units, others are built in the form of a double house with each side rented separately.

The restaurant on the property serves three meals per day if you desire them. The big meal, that is, the evening dinner at 7:30 p.m., costs. 80 c per person including all the wine one can drink. On the whole, the meals in the restaurant were quite good, but on occasions oddly spiced. We normally ate only the evening dinner, cooking our breakfast and lunch in the bungalow. The restaurant will sell you, at nominal prices, all the staple articles required for housekeeping, i.e., bacon, eggs, bread, jams, marmalade, coffee, etc. Red and white wine is also available at the standard price of 5 pesos — .12 c per liter. A few minutes run by car down to the village permits shopping for any other food items not handled in the restaurant. Maid service is available and very cheap.



View from our Bungalow

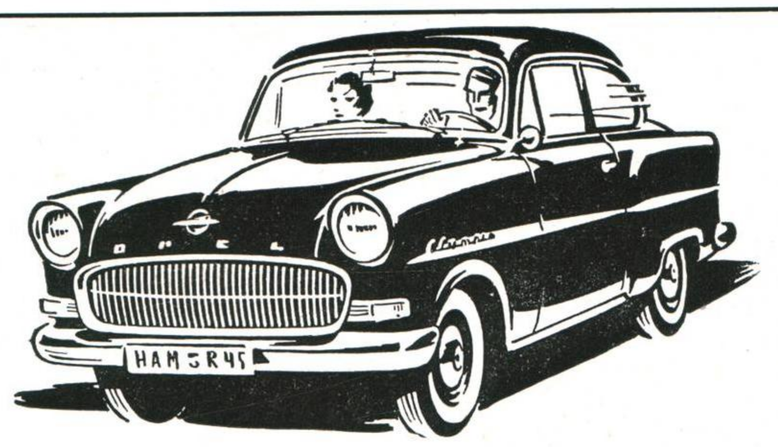
The location of the bungalows is magnificent. They are set on the hillside along one side of the Arroyo and are high enough up to permit a view over the village, to the blue waters of the Mediterranean.

The weather, even although late October, permitted about four hours of sun bathing and swimming per day, the rest of the time the weather was somewhat cloudy, making it too cold for sun bathing and swimming when the sun was not shining.

Caldetas, although a fishing village primarily, has one large very modern hotel, the "Titus", but it is set back from the beach on the hill side of the highway, therefore, one has to cross the main road to get to the beach. There is one other large hotel, the "Colon" which is located right on the beach with the Mediterranean at the front door. There are several other hotels in the town. A broad paved road runs the length of the beach, and the leaward side contains many fine Spanish style summer homes in which tropical shrubs and trees are in evidence. The beach is fine gravel and the whole length of the beach at the village is cut into many small beaches by huge stone quays which have been built out at intervals of approximately two to three hundred yards. At this point I would like to state that the swimming was excellent even in late October, but I would not recommend the swimming-sun bathing type of vacation here at any later date than 1st November.

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Caldetas is 37 kms north east of Barcelona and a trip to Barcelona is well worthwhile. It is a beautiful city with broad avenues, and excellent shopping, especially for leather goods, shoes in particular. Again, for those of you who like to eat, I would recommend a quaint restaurant down a tiny narrow street, called "Los Caracoles" and the address is Eschdillers, 14 — Barcelona. Only 10 kms from Caldetas, on the road to Barcelona, is a small city called Matare, and the shopping here is also quite good.

Mr. Andersen, the proprietor of the bungalows arranged for tickets for the bull fights in Barcelona on Sunday, for all those in the bungalows who wanted them. Most of us went and we had a block of seats together. I will not go into the colorful spectacle of the bull fight as this could be the subject of a complete article. I will merely state that if one visits Spain a bull fight is a must.

After ten very pleasant days in Caldetas, we took off for a quick look at Lourdes, the famous shrine in France. We debated taking the direct route which runs north from Barcelona, but contains some rather tortuous driving over a 6,000 ft pass. We passed this up and went back the way we came through Perpignan. As it turned out, this route which appears to be much longer on the map is actually only 5 km further. No doubt the winding road through the pass makes the extra kilometers that do not appear at first glance on the map. I was forced to buy 5 gals of Spanish gas before I got to France and I could quickly hear the difference. Spanish gas is very low grade and the engine "pinged" badly until I was able to fill the car with French Esso at Le Perthus. Just before one enters Le Perthus from the Spanish side, there are some wonderful shops for basketry and rope weaving and we purchased some very nice rope rugs very cheap.

On the direct route from Perpignan to Lourdes one sees some breath taking scenery. Between Perpignan and Foix the road travels the basin of a tremendous rock gorge which rises several hundred feet on either side. The road parallels a small river and in places the rock walls have been chiseled away to make passage for the road. There are also many tunnels one must go through.

I will not attempt to cover the Lourdes portion of the trip as that in itself would constitute a special article and space here does not permit. We returned via the same route, the Rhone valley. The following are a few tips for the tourist, should he decide to make a similar trip.

(a) Although it is safer to carry travellers cheques, much money can be saved by purchasing your foreign currency locally, rather than pay the official rates in the countries concerned. By purchasing my French Francs and Spanish pesetas in the local bank in Baden-Baden, I made approximately $30.00 over the official rate.

(b) By travelling the Rhone Valley route and keeping to the main highway many QM Esso stations were available.

(c) Don't plan overnight stops in large cities, traffic is bad and hotels are expensive.

(d) Be in possession of a Carnet. Remember, by not having one it will cost you approximately $14.00 to get your car into Spain.

(e) Arrange for your Spanish visa in advance so you will not be held up in Perpignan.

(f) If you plan a holiday at Bungalows in Spain, make your reservations a long time in advance as this is an extremely popular spot, particularly with American servicemen.

CHRISTMAS IN OTHER LANDS by LAC Gerry Dawson

Throughout the Christian World Christmas is recognized as a family festival of re-union.

The Netherlands, Belgium and Germany start the ball rolling by celebrating the Feast of St Nicholas on Dec 6th. One of the distinctions gained by St Nicholas, who was born in the 3rd century, was his generous and unexpected gifts and this was later associated with the giving of presents and candies. St Nicholas calls on German families and children's parties in clerical attire complete with a large book in which is supposed to be recorded the good behaviour of the children during the past year. The children are duly rewarded, but accompanying St Nicholas is "Knecht Rupert" his manservant, carrying a sack into which the naughty "Kinder" are deposited. In the Netherlands, St Nicholas seems to have been just adopted as the patron saint of children, and there on St Nicholas Eve they leave their wooden shoes filled with hay for the saint's white horse on which he supposedly jumps from roof to roof leaving toys and sweets.

Whether it be Dec 6th, Christmas Eve or Christmas Day children in many lands look forward to the arrival of St Nicholas, Christ Kringle, La Befana, Yule Tomteen or Christ Kindle.

Here in Germany Christmas is predominately a home festival with attendance at church services on Christmas Eve. Observance is centred around the Christmas tree with the presents piled under it and their distribution is proceeded by the singing of carols with "O Tannen Baum" and "Stille Nacht" being the favorites.

The Scandinavian countries make preparations many weeks in advance and their houses are cleaned, renovated and finally gaily decorated. Much cooking of special meats, the baking of bread, fancy cakes and cookies and other native foods ensure that the three weeks of leisure and celebration will be enjoyed by the whole family. Special holiday food is given to the cattle, because of their presence in the stall at Bethlehem, and sheaves of grain are set up on poles for the birds.

Christmas decorations in England are put in the home on Christmas Eve and stay up for twelve nights until "Twelfth Night". Father Christmas (the English counterpart of Santa Claus) delivers his presents on Christmas Eve, arriving by reindeer and making his entrance by the chimney.

Theatres put on special shows called Pantomines with the leading lady dressed as a comely lad, and with a coy lass as her partner. It is particularly a show for the whole family and the theme is generally wound around one of the old nursery rhymes.

Religious features are very prominent in France; the creche is to be seen in homes and churches where everyone attends midnight mass which is followed at home by an elaborate Christmas supper enjoyed by all the family. The festive season finishes with the feast of kings on Epiphany, which in Normandy is celebrated by the children going out on Epiphany Eve to meet the three kings on the highway.

Both France and Scotland celebrate New Year's day when the custom of giving presents is observed. Scotsmen living in London, England congregate on the steps of St Paul's Cathedral to see in the New Year, and in their homeland the practice of first-footing is a fine way of meeting the New Year.

FS Rootes Talks about:

USEFUL MODS

There seems to be a general area of confusion around the use and abuse of fog lamps and for good reason too. The principle of the older type fog lamps was simply to add yellow colour to the light beam which when reflected back in the driver's eyes from the fog made it much more pleasant than the white headlight glare. Objects also stood out better in the yellow light and for years this has been considered the only answer. Some mistaken individuals even used their head lamps along with their fog lamps effectively nullifying their effect.

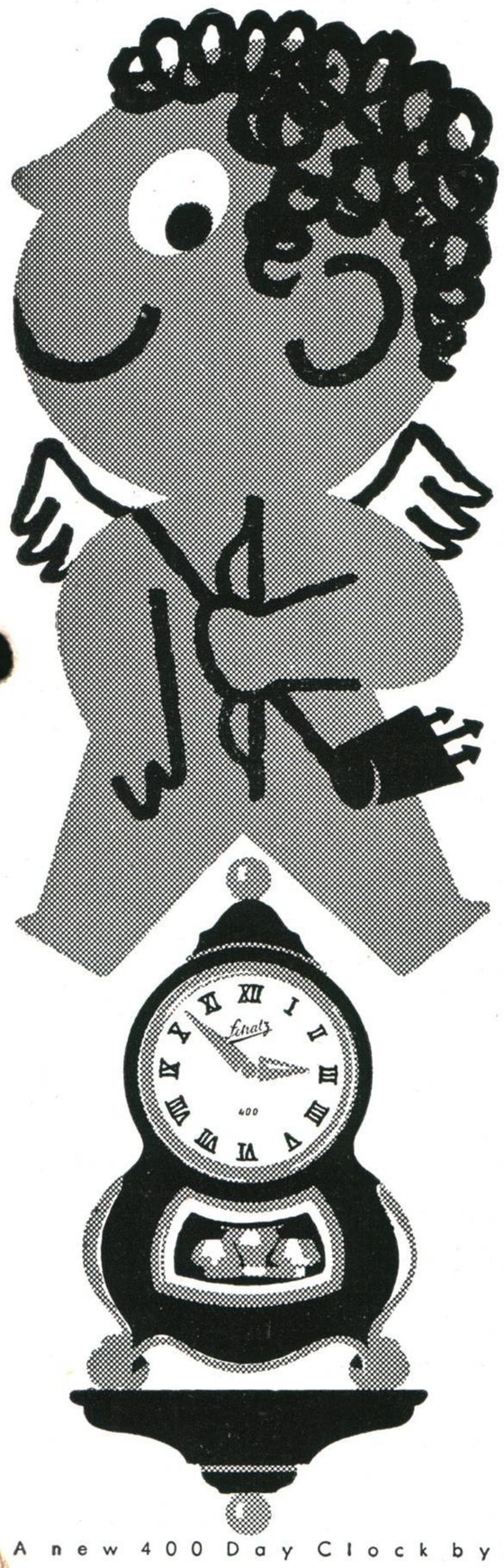
The new type lamp operates on an entirely different principle. It is a sealed beam type with a special reflector and still retains the yellow lens. The principle of these new lamps is as follows; the special reflector reflects the light straight forward and down — no light beam is reflected above the centre line of the lens so that the reflected light from the fog is all below the driver's eye level and completely concentrated on the road. These lamps could be used in pairs and if possible mounted just under or as close to the head lamps as possible. A two circuit switch should be used to control them and also turn on the tail lamps and dash lights at the same time. An added advantage is that they can be used in France in place of headlamps leaving your headlamps uncluttered for use around here.

No doubt you have wondered about fitting the Deutsch type passing light switch to your car so you can make like a Mercedes 300. There are two types of these switches available at your Motor Club. The first type looks like a gear shift lever with a section of coil springs in it and can be pushed in any direction to blink the headlamps. The existing headlamp relay can be used in conjunction with the switch or if no relay is fitted there is a relay available for six or twelve volt systems that will do the job. The second type is a type fitted by Mercedes and consists of a steering column switch with a single circuit connected to an automatic 100 watt blinker relay which does the blinking for you. In my opinion this type of passing signal is a great improvement and makes for safer driving. How many times on the Autobahn have you had someone start to pull out while you are passing?

A small snafu on a new type valve-in-head high compression engine has appeared and a small explanation should settle a few nervous types. Most of these types of engine have only a solid gasket or shim in place of the old copper and asbestos head gasket and a few models come to mind as having this type such as A-50 Austin, Ford Zephyr and Zodiac and the American Ford Six. There are many more but all come up with the same symptoms i. e. "Bubbling" and oozing around the joint between the head and block. In some cases when hot, a slow coolant leak will develop. This is the panic point but not until this develops should a new gasket be fitted.

In any case, and may I emphasize this, "the head should be tightened with a torque wrench and never over torqued". Your dealer knows the correct torque and seldom will a leak be cured by anything less than a new gasket so save stripping those head bolts by using the correct torque and a torque wrench. This information is gleaned from the Ford mechanics mobile school to which our Motor Club sent two mechanics this month.

To those who like white-walled tires a new gadget is now appearing and we expect will be available here soon. It is a plastic white-wall ring set which fits on the tire snugly and makes any old black-wall a thing of beauty and even pink, green and sky-blue will be available they tell me.



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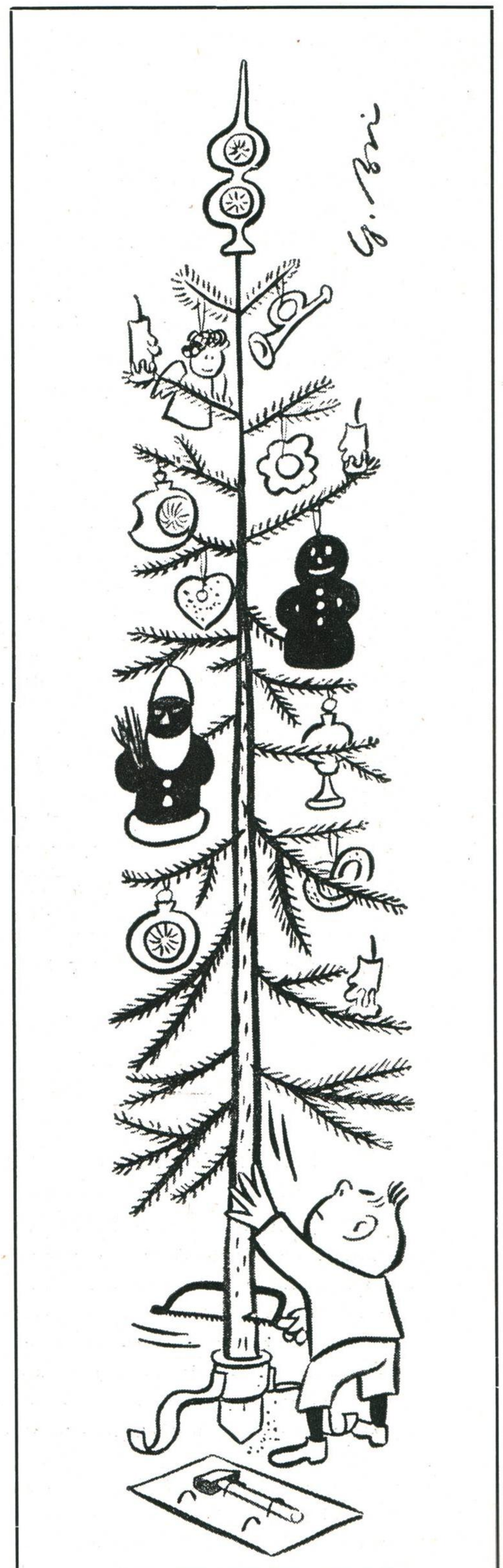
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Yuletide Customs in the Black Forest

by Mrs E Radetski

In the Baden province, and particularly among the rural population in the remote Black Forest valleys, many old customs are still well preserved, part of which can be traced back to the early centuries when the Teutonic tribes were heathens; other customs however, are of Christian origin.

Before giving a narrative on some special customs, practised in certain districts only, I should first mention the "standard" customs which are uniform for this region and all across Germany.

The pre-Christmas or "Advent-Season" starts on the first Advent Sunday, when a so-called "Advents-Kranz" (a small wreath of pine twigs decorated with ribbons and 4 candles) is put in the house; sometimes it hangs down from the chandelier. On the first Advent only one candle is lit, on the second Sunday two candles are burning and so on, till Christmas Eve, when this wreath is replaced by the Christmas tree.

December 6th is Santa Claus Day, when the German youngsters put out their shoes or stockings to be filled with candies, nuts and fruits. Families with small children usually ask their neighbours to pose as St. Nick, and the children have to recite a Santa Claus poem ,before they get their little gifts from him.

Christmas Eve unites all family members around the Christmas tree; the mother lights the candles on the tree and Christmas carols are sung; and after that the youngsters can rush to the Christmas tree to look at their presents which "Father Christmas" has placed underneath the tree. In some families "Father Christmas" (in German he is called "Knecht Rupprecht" and usually wears a long fur coat, boots, long beard and carries a wooden stick and a knapsack with the presents) makes his appearance together with the "Christkind" (the child Jesus) dressed in a long white robe and a golden crown or halo. Again the children first have to recite Christmas poems and answer some inquisitive questions about their good behaviour before they get the presents. The family then goes to the "Christmette", a special worship service held at midnight or at 5 o'clock in the morning.

While Christmas is a quiet family affair, New Year's Eve is celebrated in a more boisterous way with parties everywhere in more or less "Faschings" style.

Another special feature for the Baden area is the baking of special Christmas cakes and cookies — the "Schnitzbrot" and "Springerle". The ingredients of the "Schnitzbrot" consist mainly of chips of dried fruits, nuts and various spices, with a good shot of "Kirschwasser". I believe it is similar to Canadian Christmas cake.

The baking of "Springerle" cookies has a very old tradition and started in the 18th century; the dough is rolled flat and then cut out with wooden forms, each featuring a different symbol; the designs represent Santa Claus with a mitre or with a long raftsman's stick (in the Murg Valley Santa Claus was also the protector of the Murg raftsmen some centuries ago), or the Lamb of God, Christ on the Cross, also flowers and fruits. In former times the carving of these wooden forms was a commercial art; there lived, for instance, a very famous "Springerle" — carver in Hundsbach who was an invalid veteran of the Battle of Leipzig (1813) and he carved designs of horsemen and soldiers.

In connection with Christmas season baking I should like to mention another old custom from the Murg Valley, which, however, is no more practised in our modern times, and when you have finished reading this portion you will know why. Around New Year the bakers in the Murg Valley prepared some special big pretzel-like things which had six tips and were called "Ratsherrn-Weck" (Alderman's pretzel), and these pretzels were presented to the alderman or town-councillors as a kind of "special bonus" in appreciation of their services for the town.

Later on these hexagon pretzels were renamed "Spitalsweck" (hospital-pretzel) or "Bollweck" (intranslatable); these were sold by the bakers during the Twelve-Night period (24 Dec — 6 Jan) at the town-gates, on the market and in the "guesthouses", and the proceeds were turned over to the community hospital.

Now here are some peculier customs still practised in one or the other rural district and sometimes connected with pagan superstitions.

On the way to the midnight mass, farmers drink water out of their wells, as this "Christmas water" is said to have special healing powers. This drawing of water from a well is called "Heiligwogschoepfen" and is still in use in the Breisach area (southern Blackforest).

Another superstition among the rustic people is that during Christmas night, from 11 hours to midnight, the live stock can speak to each other, but nobody should ever dare to eavesdrop — he would be doomed to death.

Particularly during the "Twelve-Night" period the rural population observe some old "regulations": no great works are to be performed, these are the holidays for the farmers. Farm-hands and maids get their leave, as no big housecleaning, washing or spinning is to be done. To obtain the help of "good spirits" and keep the "bad spirits" away, three crosses are painted on the house-door. One sprinkles holy water in the rooms, lights incense in the stables, and a broom is put against the stable entrance upside down.

December 27th is St John's Day, and wine is taken to the church for benediction: one drinks some of this blessed wine on the family's health for next year and retains the rest, as it cures all kind of frailties; winegrowers put some of it into their wine-casks, so that they may partake of the blessing.

In some villages young lads go around on New Year's Eve to announce the New Year by singing; in other districts brass bands make the rounds and serenade, for which they get plenty of wine and "Kirschwasser".

On Epiphany (6 Jan) some boys dress up as the "Three Wise Men from the East" and with their retenue they give a little play and sing hymns. I was told that the parish of "St Jesus" in Rastatt's district called "Doerfel" still practises this custom: the boys visit parish members, give a little performance and receive gifts for it.

With this day all the Yuletide celebrations come to an end and people go back to their normal everyday life.

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Canadian Current Affairs

HUNGARIANS — The Ontario government says it will do all it can to make it easy for Ontario citizens to adopt Hungarian orphans. The Minister of Welfare, Mr. Cecile told newsmen that there had been one hundred and ten applications for adoption from the Windsor area alone. He also praised the way Hungarian Canadians had tried to help their compatriots in revolt-torn Hungary, and said that his government would do everything in its power to find foster homes for the orphans. And in Montreal, a spokesman for Hungarians living in that city said no volunteers would leave for Hungary just yet. The move followed a Canadian government announcement that the volunteers wouldn't be able to enter Hungary now. But the men won't be idle. They'll double their efforts to collect contributions and clothes for the people in Hungary.

DIESELS — The president of the Canadian National Railways, Donald Gordon, says a four year program to modernize the CNR will result in diesel engine service for 90 per cent of the railway's operation. He told newsmen in Winnipeg that after a three year study of signal methods, a new system had been started. This would centralize traffic control and result in signals governing every movement of a train. Mr. Gordon said the changeover from steam locomotives to diesel won't cause any large layoff of employees. Retirement would take care of any reduction in the labor force, and that factor had been taken into consideration when the change-over was planned.

FINES — Two Vancouver newspapers — the Sun and the Herald — have been fined 1500 dollars each for contempt of court. The contempt charges were filed after the two papers had published stories about a woman who was being tried on a bank robbery charge. Mr. Justice Manson pointed out that the stories had prejudiced a fair hearing of the case because they refered to previous criminal cases in which the woman had been involved. He said that it was a principal of British justice that such references should not be made while the person was undergoing trial for another offence. Editors of both papers apologized for the contempt, which they said had not been deliberate.

URANIUM — Japan hopes that Canada will be one of its biggest suppliers of uranium for atomic power plants manufacturing electricity. The view was expressed in Ottawa by Ichiro Ishikawa, commissioner of the atomic energy commission of Japan. He told a news conference that his government believed Canada could be a major influence in setting up an international agency to distribute uranium to countries which had none. In Montreal, at the same time, an internationally known authority, F. R. Joubin, said it appeared that Canada would be the world's largest producer of uranium by the middle of next year. Speaking to members of the Canadian Institute of Mining and Metallurgy, Mr. Joubin said the United States and South America would be in second place and the Belgian Congo in third place. Large amounts of uranium have been discovered and are now being exploited in Ontario, Saskatchewan and the Northwest Territories. An RAF plane, stationed in western Canada for winter tests, is being used to carry a heavy load of transformers for one of the uranium mines in northern Saskatchewan. The winter freeze-up along the northern rivers prevented the equipment from being taken by barge. The company then asked the British supply ministry if the plane, a 67-ton Beverley, could be used for the work. Permission was granted and the transformers were delivered.

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Soellingen Sally Reports

Why comment on the weather (??) it's continually hitting you in the face and seeping into your well polished shoes!!! so we'll get right on with the Welcome Mat. A hearty welcome to "The Land Were YOU May Yet WEAR YOUR "OVER-STOCKINGS" to Joan Barnes (Barney) who hails from 3 SD Rockcliffe, Phyllis Hughes (Phil) from Stn Trenton Janice Osytensen from Stn Winnipeg and last but not least to Marlene Echlin from Portage la Prairie — we hope you enjoy your stay here.

On the morning of October 22nd, very few of the Airwomen felt like the "Gay-blades" they had the night before at a farewell party held in the Airwomen's Lounge for Cpl Lorie Garrison who left for Stn Rockcliffe and from there to the lure of civvy street, Cpl Sheppy Shepherd who will spend approximately one month at Stn Winnipeg before leaving the service to swap her typewriter for brooms and dust mops in the "Halls of Matrimony", and LAW Mary Long who feels that her posting to ADCHQ (SOPC) might eventually gain her the posting she wanted. LAW Betty Duncan (short-stuff) has left to battle the panic of civvy street and as Betty says to start using her "Goodness knows when box" better known to the fairer sex as a "Hope-chest".

Wedding Bells rang on Saturday, 3rd November when Ollie Bruce enchanged vows with Wray Reading in a Candle Light Service in the Protestant Chapel. Following the service a Reception was held in the Mixed Lounge where the Bride & Groom accepted Best Wishes from their guests. The Airwomen wish you the Best of Luck and may all your troubles be little ones.

The airwomen have been working towards adding a bit of Christmas cheer for the less fortunate children in Germany and have visited the orphanage in Rastatt to whom they will present a bundle of gifts and a Christmas dinner.

"FLASH"! For the first time since the Airwomen's Lounge opened way back last January "OPEN HOUSE" has been brought into effect. Yes the "GRAPEVINE" news was that real airwomen and their MALE GUESTS may enjoy a pleasant evening in a homey atmosphere.

Airwomen's Orphanage Dance — On December 1st a dance was held in the Mixed Lounge to raise money for the Rastatt Orphanage which the Airwomen Sponsor. Things got underway right on the dot of nine and a night packed full of fun and gaiety was started. Guy Fortier's Orchestra did the honours for the music and they were kept busy with requests for favorite numbers. At eleven o'clock the "FLOOR SHOW" began and people were kept rollicking for a solid hour. The show, it seemed, wouldn't last long enough for as each number finished yells for "More, More" could be heard. Following the show a light lunch was served and then dancing resumed its pace. To all those who helped to make the evening a Terrific Success the Airwomen of 4 Wing say "THANK YOU".

And so with another year drawing to an end and this being the last of this year's issues to go to press, from all the Airwomen may we say

MERRY CHRISTMAS AND A HAPPY NEW YEAR



Left: LAW Pat Grubb and LAC "Tiny" Eyland Revive Memories of Olden Days

Below: Another of the Floor show Acts



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Xmas Season Thoughts

by LAC J. Madden

The tree was lit up,
And so was Pop,
Mother as well
With her little drop.
The kids were asleep
No sound to be heard,
Tomorrow's our day
Was their parting word.

Let's visit Smithy,
Was pop's bright idea,
He won't be too busy
And he has loads of beer.
We can hear the kids holler,
If there is any bother.

Their tree was a beaut,
It looked really cute.
And the illumination?
That was pop's inspiration.

And those paper chains
In such pretty shapes,
Carefully pinned
Along the top of the drapes.

But wait, what's this?
Something's sadly amiss.
One of those chains
Has decided to dangle,
Right on the top
Of a hot electric candle.

In the Fire Hall nearby
The alarm's mournful cry,
With their Christmas Eve blues,
Sent our brave Boys a-hopping
Towards PMQ.

Alas! dear friends
The moral is clear,
Pop's deeply in debt,
Till late next year.
He figured it often,
The answer is quite plain,
It cost $50 a minute
To drink Smithy's beer.

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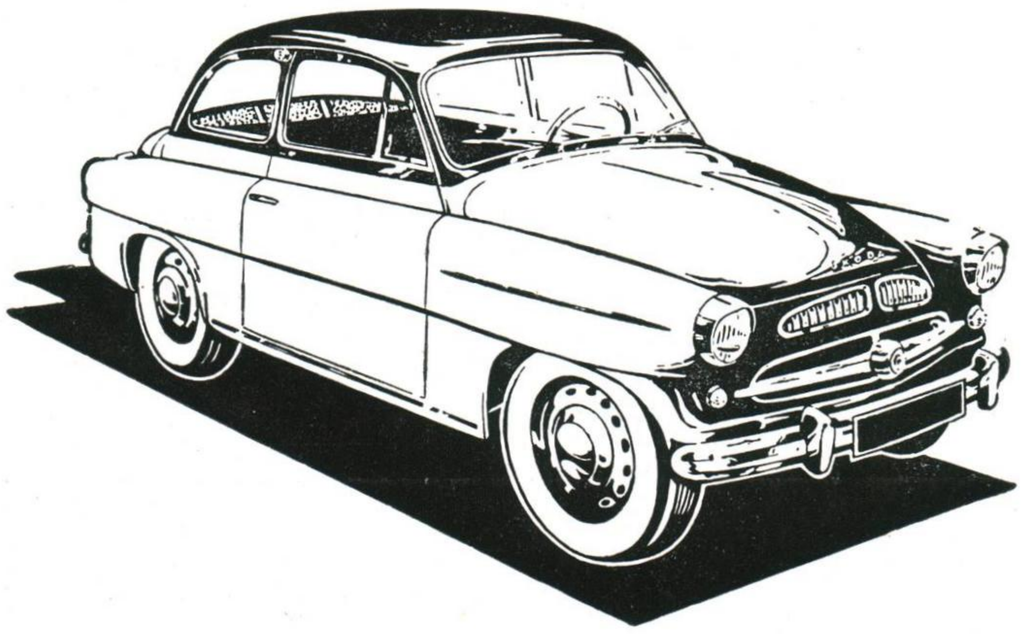
The "Flieger" tests:

The SKODA 440

To answer your first question, the Skoda is a Czechoslovakian product, and no newcomer to the automotive world, the firm having been founded in 1905. This, their latest product, was supplied to me by Herr Soder of Freiburg for purposes of this test.

Introduction to this comparative stranger showed an orthodox, rather pleasing two-door body styling. The treatment of the grille was perhaps slightly fussy to my eye, but not unacceptably so, styling being a matter for personal tastes. The headlamps follow the modern trend in being hooded, and much use has been made of polished aluminum for exterior trim.

Rear body styling was marked by simplicity, with notably narrow rear window posts flanking a wide, curved rear window. A lockable gas cap is mounted on the right fender, a laudable feature where siphon artists are active.



When several surreptitious twiddles and a couple of ill-tempered thumps on the motif of the rear deck failed to open the trunk, I searched further afield and found the trunk release set into the left door pillar. A light pull, the lid opened, and revealed a spacious trunk, wherein reposed the spare, complete with a leatherette cover for the protection of luggage, and a remarkably complete tool roll, including jack, pump, grease gun, and even a tire pressure gauge. Tucked out of the way in the right fender was the rather small fuel tank of 6.6 Imperial gallons. While most of us would consider this inadequate, some compensation has been provided in the form of a mounting rack for a five gallon jerry can in the opposite fender.

The external finish of the Skoda, while not beyond criticism, is certainly quite adequate, and bears comparison with most of its contemporaries.

Having poked and pried at everything external, I climbed inside, and being a backward child, first tried the rear seat on for size. It was a pleasant surprise to find it furnished with such details as arm rests, clothes hangers, a pair of ash trays, and a pleasantly finished parcel shelf below the rear window. Leg room was about average for vehicles of this size, and in width the seat should accomodate three active children or two sedentary adults.

The instruments, as viewed through the wheel, were hooded to prevent windscreen reflections at night, and comprised a speedometer flanked by temperature and fuel gauges, with the usual assortment of indicating lights for oil pressure, generator, blinkers, and high beam. To the driver's left there's a cigarette lighter, and to his right, in the centre of the dash, a bank of unlabeled switches controlling lights, heater, and individual windscreen wipers. The hinged panel above the switches may be used as a second glove compartment pending fitment of a radio.

Greetings for Christmas and the new Year

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SKODA 440

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The heater, also standard equipment, is the efficient fug-stirrer type, and makes no pretense of being a refrigerator or air conditioning unit. For opposite weather extremes, there are two individually controlled air vents in the scuttle.

The attention paid to detail on the interior finishing of this machine is regrettably not up to the standard of its competitors, but is vastly improved over the prototype which I viewed at Frankfurt last year.

Adequate footroom and conveniently spaced pedals add to the comfort of the driver, and after a quick run through cockpit drill, (choke and starter are just below dash level) I moved off.

The column-mounted gear lever was commendably light in the short arc between first and second, although requiring a firm downward pressure to attain third and fourth. I confess to having missed a change up from third when the spring took the gear lever back up to the neutral position, leaving me bags of revs, but not a great deal of useful power.

Visibility must be classed as excellent, and even the shorter driver should be able to see both front fenders, an all too rare attribute nowadays.

Independent suspension on all four wheels, in conjunction with light, fast steering, gave good handling and controllability on all road surfaces, although the particular much-used car under test suffered from some obscure maladjustment which caused a quite disconcerting amount of play in the steering wheel. This light steering, coupled with a turning circle of some thirty-two feet, should make this a pleasant car for the ladies.

The flexibility of the small but willing engine enabled a well-chosen fourth gear to be used advantageously in both Rastatt traffic and Autobahn cruising. (On the Autobahn run the speedo showed itself to be just as willing as the engine, indicating an optimistic 140 km with three well- nourished adults up!) An interesting if rather hectic traffic situation calling for full use of the anchors, showed (Allah be praised!) firm, progressive braking without the need for excessive pedal pressures.

On return, a look in the engine compartment showed it to be remarkably uncluttered, with the plugs, etc., very accessible. A fitted radiator blind, operated from the driver's seat, is another example of the surprising number of small extra features found on this automobile.

Priced in the Volkswagen-Morris Minor range, here is a car which will bear consideration by those families who wish a small, inexpensive new car without an unduly long wait for delivery.

Compared to its immediate competitors, it has more amenities, greater carrying capacities, and similar performance, but may be found lacking in those details of workmanship that appeal to those who ask more of their vehicle than merely transportation.

TECHNICAL DATA

No. of Cylinders . . .	four
Bore	68 mm
Stroke	75 mm
Cubic Capacity	1089 cc
Power	40 bhp at 4200 rpm
Turning Circle	32.8 feet

Price	$1170
Whitewall Tires . . .	$25.
Two-tone Paint . . .	$25

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French and German Records

414 SQDN

by F/O JA Morrison

It seems that every month we are saying goodbye to someone and welcoming new arrivals. This month is no exception. F/O Bob Mortimer is leaving for the land of round door knobs and sliding windows after more than four years with 414. Bob has just passed the sabre pilot's golden total of 1000 hrs on type. He is the first pilot on 414 to have done so. Congratulations "Mort". Bob, who is going to FIS Trenton and thence FTS was presented his mug at a party in his honour. Everyone enjoyed themselves and particularly Mort's words to all personnel present. F/O Davidson also grasped he opportunity to comment on various subjects.

On the incoming side we welcome to the squadron F/L John Thomas and F/O Merv Esch recently arrived from Chatham. Pictures and details next month.

The squadron has done well this last while in new arrivals. After a rash of boys the pendulum has swung: twin girls for F/L Wilson and one each for F/O Morrison and F/O McMurray. Congratulations to all.



F/L R.L. Mortimer being congratulated by G/C B.E. Christmas on completion of 1000 Sabre hours.

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ENGLISH SPOKEN! · ON PARLE FRANCAIS!

F/O Bernstein and F/O Clarkson have enhanced the attractiveness of the dispersal parking lot with the addition of two new BorgWard "Isabellas" the car with everything except dealers in Canada. Now to keep them clean, men.

Turning to a word about sports, we must first mention that the 414 hockey club after a few initial defeats are now into a winning streak which will certainly continue with the return of FS Del Sherman-coach and trainer. Welcome back Del. Perhaps you can get out the boxing gloves and whip the boys into shape for the next bout with 444.

It has been mentioned that the swimming pool is a good place to get into shape. Some of our members are taking advantage of this; even putting ropes on the rafters for added thrills and spills.

The bowling teams are still looking good on the point board due to the opposition not showing up. LAC BP White has the high single (348) which proves we do okay on the alleys as well.

A very promising event soon to take place is the wedding of F/O Davidson. Squadron personnel are working overtime to finalize arrangements. Meanwhile F/O Davidson is combating pre-marital tenseness with regular doses of relaxisizer administered by the boys in the white coats and black bow ties.

F/O Durrant is back on the squadron after considerable time with training flight. Ken has immediately stepped into organizing the orphans. His committee are now pushing a raffle for turkeys and Christmas spirits. Get your money in for a gobbler and put turkey on the table for the kids.

Members of 414 (F) Sqn have all been voicing their approval of the rejuvenated mess activities. Western night featured the 414 singers under the direction of? accompanied by F/O Davidson playing the ? The mess dinner featured an ex 414 member Lt. George Shulsted who travelled from Landstuhl to say a few words to the PMC and all officers present. Come again George. The mess committee with F/O's Smith, McMurray and Fenton, representing 414 promise many a gala affair for the festive season. And speaking of the season, Best wishes to all for a MERRY CHRISTMAS and a HAPPY NEW YEAR!

WO Buchan makes headlines again with the purchase of a new VW Carman Ghia. Rumor has it that he paid cash for it, wonder what business he is in besides being a Warrant Officer.

After losing their first 3 games, the sqn hockey team won the 4th from the Combines by a score of 7-2. Well done boys, let's make our first 3 losses our last. Congratulations go to Cpl Hunter on the birth of a wee bairn, and LAC Slaght and his baby boy. LAC White recently set a season record with a bowling score of 348.

Has anyone seen a spare turtle around the station? The number (414) on his back is not a section ref but the user section's mark. Any information on this matter should be forwarded to our Discip at local 112.

Some form of sleeping sickness has come over some squadron members lately. They have been known to fall asleep in the strangest places, one namely, in a mailbag. By the time this edition hits the stands LAC "Smiling" Jack Campbell will be headed back to Canada. Trouble is he is going to the wilderness, Tor Bay, Nfld.

Worried little girl to psychiatrist: "I'm really afraid about Daddy. He keeps thinking he's Santa Claus."

TOMAHAWK 422

A LOVE STORY

by F/O WJ Clarke

Once upon a time there lived a group of brave knights in a fortress by a long, winding river in the Land of Rhine. Their colours were red and white (and not to be confused with the Black Knights of a nearby rival fortress); they played games, practised jousting with other knights of the district and made merry.

One day there came to this group of proud men a very young, inexperienced knight of comical appearance and badly in need of work. He was of a very small new found land, full of empty wilderness and simple fishermen, and so the knights called him "NEWF". He amused them all that evening, banging on an old percussion instrument until the great hall roared with laughter. And the next day he conducted himself in such a comical manner in the games and the jousting that they said he could stay.

The days and the months went by and the knights grew merrier but the new knight fared not so well. His thin face grew tragic and wistful, for, in truth, he was homesick for his strange, barren homeland. So one fine day, the leader of the brave knights, King Magee I, in his wisdom, spoke to "NEWF" and, divining his ailment, sent him back to his homeland for a visit on the finest, strongest mount in the kingdom.

Merry Christmas

and

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New Year

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Now when the wandering knight returned, he was of such happy spirit that the other knights were cheered and crowded around to ask about his journey. "NEWF" amazed them all when he told them that he had wooed and won a beautiful princess in his homeland and only awaited the King's permission to bring her to the fortress as his bride. When the knights heard this, there was much polite laughter, sly winks and rolling of eyes. For who could believe this tale? How could such a knight win a princess of true beauty? And in such a land of wilderness! Does beauty come out of ugliness?

But Lo. and Behold! When the day came and all had gathered to see, there arrived a real princess of great beauty. A woman of poise and dignity, happy of disposition and glad of eye. There was great rejoicing.

Now in those days, custom dictated that before even a princess could wed a knight she must pass through a series of tests, both severe and exhausting. In these tests the bride-to-be was cloistered with a group of knights and their wives for as many nights as necessary and made to drink different mixtures (some of them quite vile) while a host of questions was fired at her from all present. She was allowed not more than four hours sleep during the testing period.

But the princess Joyce of Johns (for such was her name) passed all the tests, faltering only once or twice; and so, in the cathedral in the fortress Sir "NEWF" and his princess were wed. The King and Queen were themselves at the front of the great church taking part in the ceremony and there was much feasting afterwards in the great hall and many gifts. And it is said that they lived happily together-ever after. THE END.

We are sure that you all recognize the characters in the odd little story above and that you all join us in wishing F/O Howie Jacobs and his wife Joyce (nee Edgar) all the best. The station will remember the wedding as one of the social events of the year.



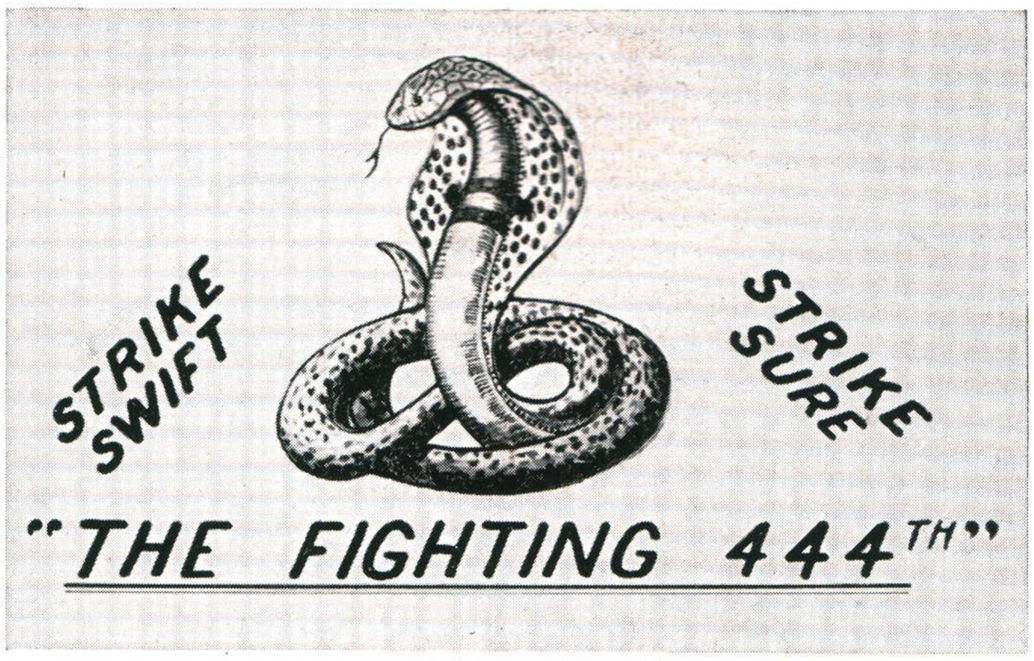
F/O and Mrs Jacobs

POEM

You won't find her out in the kitchen,
or out in the yard with a trowel.
Young Mrs Newf is a 422 gal now,
and Wednesday's her night to howl.

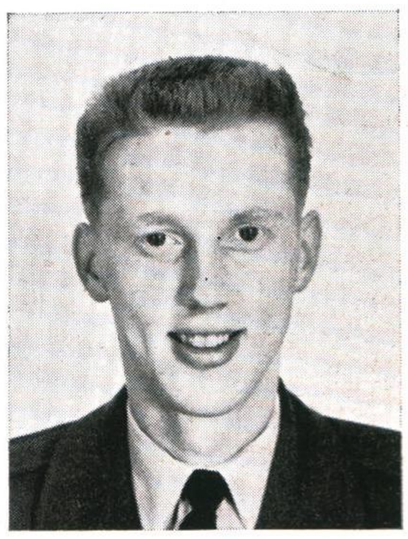
A FAREWELL. A small dinner was held for F/O "Tap" Carruthers on the eve of his departure Friday night 23 November. Much was said then and cannot be repeated now without it losing something. But we know how Tappie feels about the squadron and he should know how we feel about his posting, so we'll just say a brief but hearty "So long" to the Prince of Pilots and the best of our bunch — F/O Raymond "Tappie" Carruthers.





by F/O B C Bell.

Well here we are in the last Flieger for 1956 and first off we have some more farewells. At a cocktail party and dinner at the Neuweier Schloss, triple four bid F/O's Jack Breffit, Fritz Belec and Les Price auf wiedersehen. F/O Breffit remains close by at Air Div but the others will be spending Christmas in Canada. F/O's Belec and Price are original members of 444, joining the squadron at St. Hubert in 1953 and making Leapfrog IV together. The octopus arm of Training Command has claimed Les for Trenton, while Fritz makes tracks for Montreal's 438 squadron to give the word to the troops in Reserve Support. After the dinner everybody adjourned to Baden-Baden and the "Pigalle" (refered to by some as Pig Alley). Multi goat skins of wine later, the party, barely visible through clouds of F/L Bob Massier's cigar smoke, was really rolling along with the honoured guests. (Who says Les Price can't jive?). Seriously though, the squadron wishes Jack, Les and Fritz, their wives and families the best of luck and every success in the New Year.



F/O Les Price

Our new arrival this month is one F/O Sam Allingham who hails from Campbellton N.B. Sam came through the pipeline via stations Moose Jaw, Gimli and Chatham and is our newest addition to the dwindling ranks of bachelors. (The single man's answer to Gregory Peck).

Squadron pilots have been moving all over the place this month with F/O's Bob Longhouse and Len Fitzsimmons in 3 Wing for the Flight Safety Conference; F/O Al Brown at the same place for an Intelligence Course; S/L Wright, F/L John Ursulak, F/O's Jim Dobinson and Bob Porter at the teacher's quarters for a soiree of tiddly winks; S/L J B Lawrence and F/L IA Macdonald finally shanghaied for the chamber at Wiesbaden; F/O Brian Wallace found his way back through the fog from Renfrew minus a Ford but $1000 richer.

The sports scene as of the 30 Nov shows the Fighting 444th faring well. The bowling teams are doing fine along with some fairly cool curlers. The hockey team has a record of 4 wins and a tie after 5 games. Headquarters provided the tie in a close contest in the season's opening game, while 444 has wins over the other 4 teams. The battle with 414 was definitely the toughest brawl of the young season with the Black Knights wielding their sticks like broadswords, "Totis Veribus!" However triple 4 hacked out a 6—3 victory in a hard fought game.

That wraps it up for this year except for a welcome to 444 and 4 (F) Wing to Mrs. L.C. Smith, a plug for F/O Dusty Miller's Volkswagen for sale at $900., and a very Merry Christmas to everyone from all 444 squadron

Greetings and best wishes for
Christmas and the New Year

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Captain Morgan
JAMAICA RUM

Touring our Flugplatz

FENDER BENDERS



By 12345

Well, after being on leave last month and so missing our last column, events have piled up and so we will try and include most of the late happenings.

First of all we wish to thank all the personnel who helped make our section "Monte Carlo Nite" such a rousing success. And special thanks to the ME committee who worked so tirelessly to set it up and to all the personnel who pitched in that evening to help out. The orphanage sponsored by the M. E. should have a wonderful Christmas. Thanks to all you nice people.

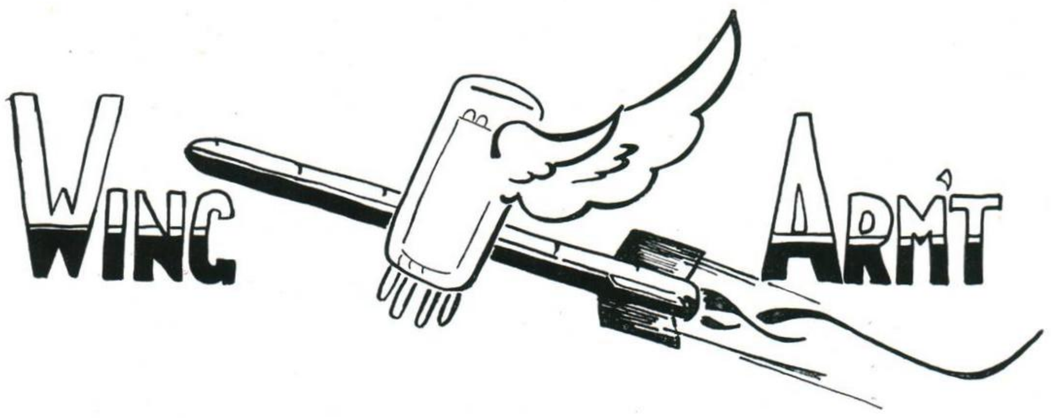
We seem to find a dearth of personnel lately in the section, most of our boys being away on T. D., everywhere from Austria to Italy. Our Sgt Pratte and Cpl Bent were elected to deliver Red Cross supplies to the International Red Cross in Salzburg, Austria, and after being kidded about being stuck behind the Iron Curtain, we were relieved to find them return, whole and hearty, if a little the worse for wear.

Then we had a trip up to the Mercedes-Benz plant in Stuttgart-Sindelfingen, to pick up our new staff cars for Air Division. Leaving one day and returning the next, we were treated to a tour through the Company's plant at Sindelfingen and then through the Unterturkheim factory and the attached museum which we found extremely interesting as they supplied us with an English speaking guide. A late tour completed the evening and we returned much wiser, but a little broker than when we left. We no sooner got back than some of the other lads took off to Rouen, France, returning a few days later with glowing accounts of the French Mademoiselles. These of course were beside all our regular runs and the VMEO was hard put to find some personnel when we received a signal for a party to road some equipment to Naples the same day. With such advanced warning it threw the section into an immediate flap and so they finally wound up taking our VMEO and even the dispatcher. That leaves our rotund Warrant Officer in charge and I hear they are trying to even get rid of him.

A word of warning to all you people taking off on leave or week-ends to France. Watch your gasoline very closely, as gas is now rationed in France and extremely hard to get, even at Q. M. Esso Stations; we know to our sorrow, because even if our drivers have had coupons on some of our runs to France, they have still been either restricted or refused fuel at Q. M. approved stations. So dig up those old jerry cans, you will be needing them. In line with the current fuel situation, our own section is starting to feel the pinch as we now run a 15 Pass Bus to Rastatt on Saturday instead of the 40 and we have had to restrict some of our Squadron vehicles. This also applies to casual runs, unless they are of an urgent nature or can be included in routine runs. It will be increasingly difficult to supply transportation.

By the time this is published, winter driving should be with us with a bang, so drive carefully and stay alive to enjoy a very merry Christmas and a Happy New Year.

WING ARMT



by "Al" Wilson

Things will be a lot different around Wing Armament now as we have lost our "Prima Donna of the Typewriter", LAW Betty Duncan. The long halls will never more echo with the ringing note of "Guten morgen, BOYS". Betty will be well remembered on this station for her participation in the church choir and in numerous variety shows. We "BOYS" of Wing Armament would like to wish you "Good luck, wee Betty", who knows maybe you'll find some oil in Edmonton too.

In answer to our ad in the Flieger last month LAC Card (he is too) has moved his belongings into the Orderly Room. "Hal" is from 418 Sqn at Edmonton and I take it he won lots of loot on the last football game — "YEAH ESKS".

Armt Systems got a new tech with the arrival of LAC "Red" Knight from RCAF Stn Cold Lake.

One of our hockey stars, Cpl Tanner, will have an extra cheering spectator at his games now with the arrival of his wife.

All the new arrivals will get a chance to meet the rest of the "Armt Tourists" at our next big party, a gala affair with dancing, etc., in the local Mixed Lounge. We'll see you all there.

Hockey has come to the Flugplatz again as we can see by the limping, battle-scarred stars easing their way around the section. The Combines have the support of our big defenceman WO2 Stanton, speedy forwards — Cpl Tanner and LAC Davis, and last but not least the sparkling goal-tending of LAC Gottraux. With "Coffee Royals", "Hot Toddies" and hearty yells the spectators let it be known the Combines will out 444's reign.

KARLSRUHE
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ETTLINGEN
BRUCHSAL
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KAUFHAUS Schneider RASTATT

Telecom Gen

by Cpl E Sherwood

Once again this happy Section gets a Friday morn inspection,
The Wing Tel O is now back with a rush.
— "Lift those tool kits one inch higher, — brush the cobwebs from that wire, —
Or the Monday Whips will crack, so mush boys, mush."

Now away with subjects moody, welcome back to Wrecker Rudy,
We're glad to know you hadn't slipped a disc.
Jenny has a new Nash Rambler, we salute another gambler, —
This Deutschland driving always is a risk.

There's a thief in Paris, France, wearing Air Force issue pants
He stole from Pat's AF4158,
He also pinched much more, — but (vive French decor)
He left the car, — but U.K. put that straight.

It is said that Kelly won Spielbank Deutchmarks by the ton,
(Our Toto winnings look like so much hay).
Not much Chris left now I fear, — too much sport and lack of beer,
And 15 lbs of Schwarz fleish rolls away.

Latest gen on McNamara (this deserves a special para)
His winter nights are June-struck now, I hear.
Senor Watkins came back wearier, — blazed a trail through old Iberia, —
Are wasps in Spain as tough as these up here?

Still we sing the old refrain, that old bird's been here again
And left a sister for young Carl McNeil.
I suppose it's only fair, now that Stearne has fixed up Air,
He answer 52 Sub-Stores appeal.

There's a bunch of Telecom tucked away in Hangar 1,
And more queer men just North of P.O.L.,
With luck you'll find some more in the Tower (Second Floor),
And Building 9 conceals the Wheels of Tel.
From all this wacky crew (Switchboard Ops. and Merkel too)
Here come the Season's greetings loud and clear, —
May you all at 4 (F) Wing have the best of everything
THIS MERRY CHRISTMAS AND THE COMING YEAR.

Food Services Section

To our staff we welcome F/L FG Christie and FS Melanson, The Flight Sergeant came to us from Greenwood and is now settled at Iffezheim with his family. He is replacing FS Godin who is attending a course in Canada at present but who should be with us again shortly.

Another departure in our section was that of our popular ClkAdmin Cpl Sheppard who will be missed by us all. A reception was held in the Mixed Lounge when the two Padres, and the Food Services staff all joined in wishing Marion all the success and happiness on her posting to Canada. At Cpl Sheppard's reception her replacement, LAW P. Hughes, who is a recent arrival, was welcomed to the Food Services Staff.

A very popular member of our staff, Sgt Petty, was recently hospitalized and we are glad to report he is now on the mend and should be back with us soon.

With the Christmas season coming up, we should have more items of news in our next contribution to the Flieger.

Sergeant's Mess

The following social items have been organized by the Mess committee; a cabaret style dance will be held on the 15th of December for members and their wives. The annual Christmas draw will also take place at this time; a cocktail party for members and their wives will be held on Christmas day starting at 1300 hrs. 25 Dec 56.

And of course, stag nights will be as usual on every Friday night, pay-days, and Mess meeting evenings.

Hospital News

by Bernie Taphorn.

With Christmas slowly coming up we are busy planning on leaves and parties, particularly the latter, where all present let their hair down and enjoy themselves.

By the time this goes to press we will have lost one of our nursing sisters. F/O Ruth Wallbridge has left us for Cold Lake, where she plans on skiing instead of driving her car.

Also headed that way the beginning of the new year are: Sgt. Yvonne Mailloux and Cpl. Anne Anderson. Cold Lake is certainly going to be a popular place when all you girls get there. Good Luck, we'll think of you up there wearing parkas and boots to keep warm.

Another junior member has joined our staff: Robert Latulippe, son of Cpl. and Mrs. Rene Latulippe, born on the 11th Nov. Congratulations.

It is rumoured that a female member of our staff is getting married. Won't mention any names but will let Orma tell us all about it.

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TECHNICAL Services

by Cpl Gray

After missing last month's issue there should be a little news around Tech Services but there seems to be very little. We bid farewell to two of our staff on the 25th Nov who left for Canada. LAC Murphy left to join his friends at Chatham N.B., LAC Lessard going to Toronto. Reports are that they were safely poured on the train so should be getting a card shortly.

From the sports side there isn't too much to offer, Tech Serv "A" bowling team are currently holding down first place in the "A" league. The "B" league is open to discussion. Talk around the shop the following day after a hard night of bowling goes "I should have been there" "Give the other fellows a chance".

All the aged and crippled Cpls are eagerly waiting for the inter-mess hockey season to open. With the creaking knees, charley-horse legs and split noggins we should really contribute to the cause.

We wish to welcome LAC Gorringe from Winnipeg and Cpl Wilson from Uplands. Cpl Wilson left his wife and four boys (4 boys, how does he do it) in Ireland until a PMQ is available. Also wish our T.S.O, WO2 Phelphs a very happy stay with us.

Rumours have it that we are going to lose another of our stalwart bachelors, LAC Low has been spending a lot of his off duty hours in a nearby village courting an attentive Fraulein, time will tell.

Our wandering welder has just come back from another week in Paris. Wonder what he sees there, seems every chance he gets he is Paris bound, could be he would like to learn the language. A word in parting; rumours have it that the S.D.C. is going to be replaced by Cpls.

Flashes from Training Flight

by LAC Phil Quigley

During the latter part of last month a party was held to bid final farewells to the guys who were returning to the land of the round door-knobs. As the show progressed I started to take a closer look at what was going on. In one section of the room a funeral service was being held for one LAC Shaughnessy. Chief mourners were LAC's Senior, Armstrong and Thomas. Looking towards the bar I could make out a Cpl who was doing a pretty good job making the barmaid blush — John you have the makings of a dirty old man. Sitting at a nearby table with his arm propped up on it was LAC Reykdal issuing a challenge to anyone who wanted to try wrist twisting. How did you make out Bob? Cpl Bob Playfair was finally convinced that object he was sitting beside was a TV set and not a heater as he thought. Must have been the beer, Bob. The old lady knew what she was doing when she drove you down there and took the car back with her.

A new arrival from Canada last month is LAC Tap. Tap. Kreutz who still claims that there is nothing like Stn. Greenwood. At present all he can do is to count the days until his Frau gets here. The second arrival is LAC Milton who came to us from Stn Bagotville. Welcome to the promised land you guys and may your stay here be a pleasant one.

To bring our small contribution to a close for the month I wish everyone in the flight best wishes for profound peace and happiness during the festive season and throughout the coming year.

Wing Maintenance — Engine Wreckers

by Gerry Dawson

The Christmas season started a little early for the Engine Bay one morning in November when our friends from the squadrons arrived with presents in the shape of Orendas. We all know of the good work of Boy Scouts and other worthy organizations in collecting toys for repair and distribution to the needy at Christmas', well, much the same practice is now being carried on in No. 1 hangar. The one great difference is that the toys are returned to their original owner in a comparatively short time with no damage in their external appearance. Once more some one has decided that the "Iroquois God" needed its heart modified and we are repeating our August programme of doctoring the works.

The same operating room staff are in attendance with the addition of FS Harry Glover whon we recently welcomed from Bagotville. He has one great consolation in coming to 4 (F) Wing at this time as his pen is being worked only half as much as with CFs. All the same we are pleased to have him here complete with family and hope they enjoy their stay in Germany.

Tony Tyrell and Gerry Palmer recently tried to emulate the Rolls Royce "Flying Bedstead" technique with an Orenda at the far away test house. They proved conclusively that these monsters can put on quite a show when motoring at high speed, but the engine made a poor attempt at taking off, merely zigzagged and completed several somersaults before giving up the experiment. Tony and Gerry have described their antics at this time as taking evasive action and everyone was glad to see that they came out of their alarming experience with no visible damage.

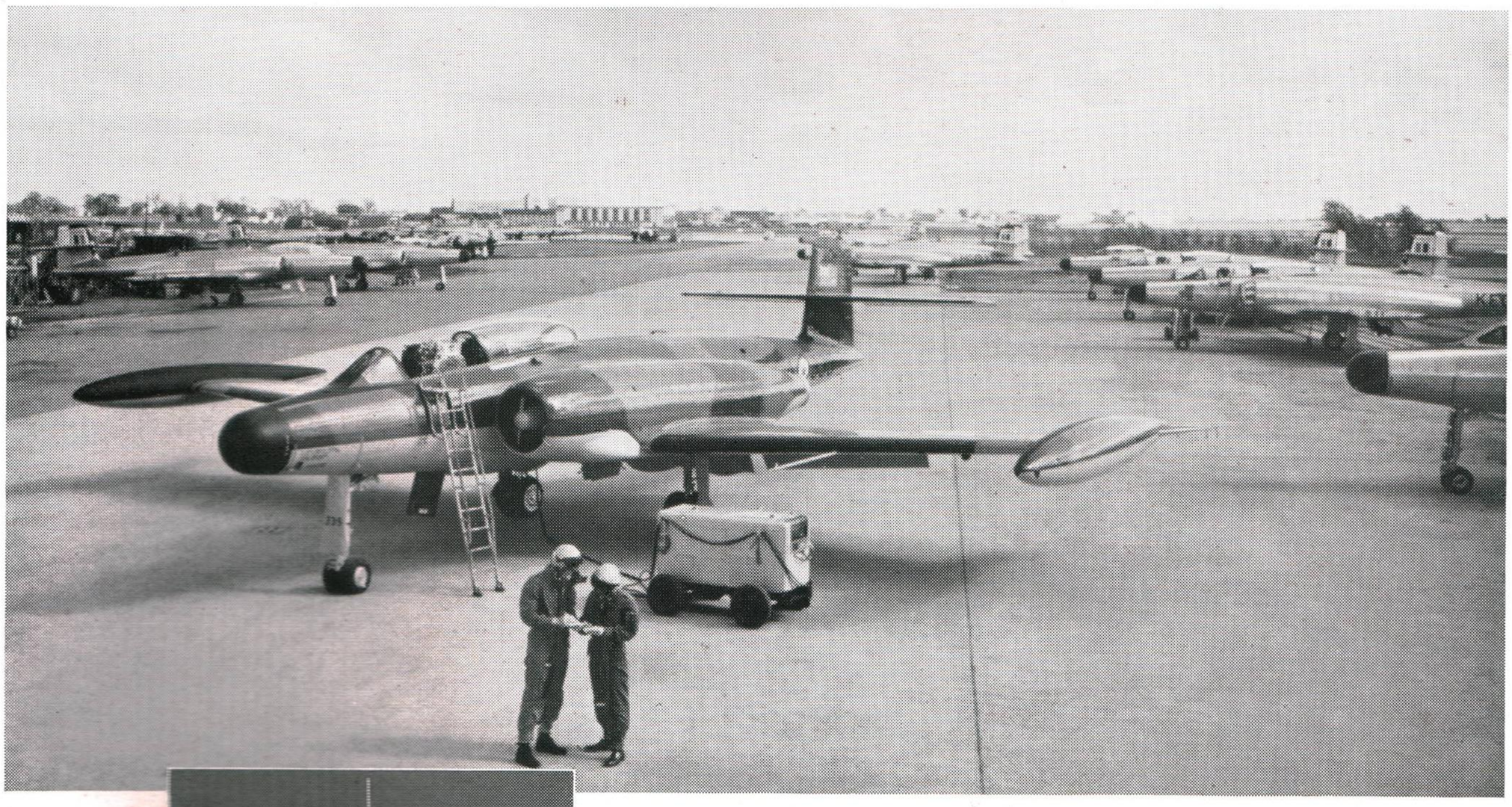
We offer our congratulations to Jean Berthiaume and Bob Ilott on their recent marriages and wonder if one or two other eligible types will climb aboard the extension train before it is too late. MAY WE OFFER OUR BEST WISHES TO ALL FOR A VERY HAPPY TIME AT CHRISTMAS AND THE NEW YEAR.

Guardhouse News

by Cpl Art Gauthier

The highlight of last month's activities in our section was a section party held in the Mixed Lounge. During the course of the evening, farewells were extended to our departing Wing Security Officer, F/L Norm Doughty, and the Warrant Officer in charge Air Force Police, WO1 Al Horton. Both left early this month to-gether with their families, for WSIU Edmonton, Alta. Among the special guests attending the function were G/C and Mrs BE Christmas, W/C and Mrs KE Ball, W/C and Mrs HN Winter, S/L and Mrs GA Woolley, and members and their wives of the German Customs Investigation Division in nearby Offenburg. Under the capable Master of Ceremonies, FS Jack Kennedy, an enjoyable evening was spent in dancing and entertainment followed by a lavish buffet lunch. Later on, everyone joined voices for a hearty sing-song.

A warm welcome is extended from all of us to our new WSecO, F/L George Reimer, and Mrs Reimer who arrived here recently on transfer from 1 Air Division HQ.



To NATO from Canada

Camouflaged in official NATO colors and proudly flying the Canadian Ensign on their tails, the first Royal Canadian Air Force squadron of AVRO CF-100's to join NATO air defence in Western Europe, departs for its base in France.

This flight, the first of several scheduled to hop the North Atlantic this year and next, is Canada's response to a specific requirement of NATO for all-weather, night fighters.

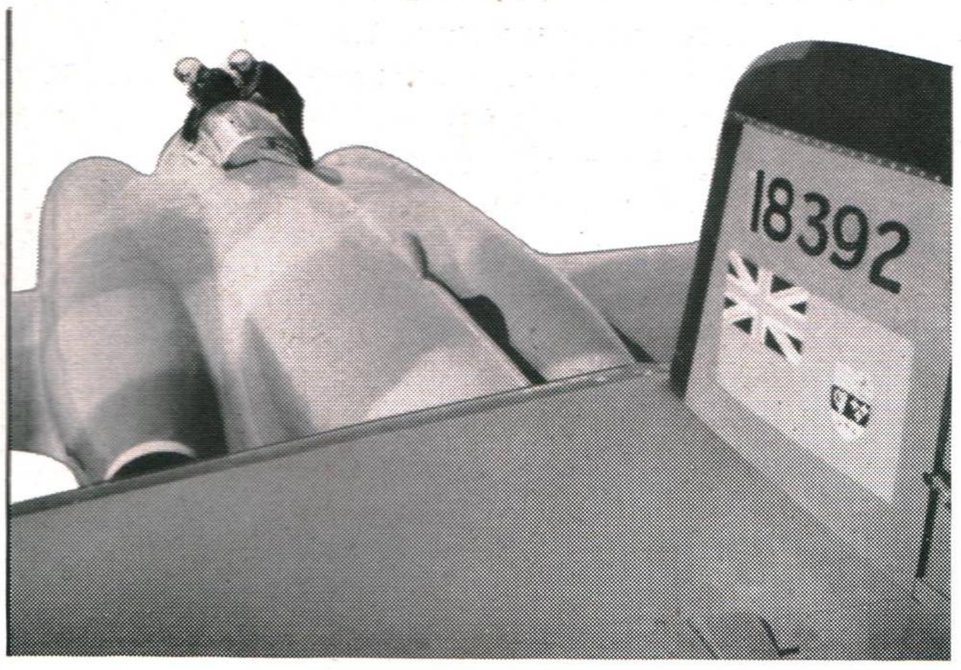
It is one more of Canada's contributions to the defence of Western Europe, while continuing round-the-clock interception alert in the defence of North America.

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