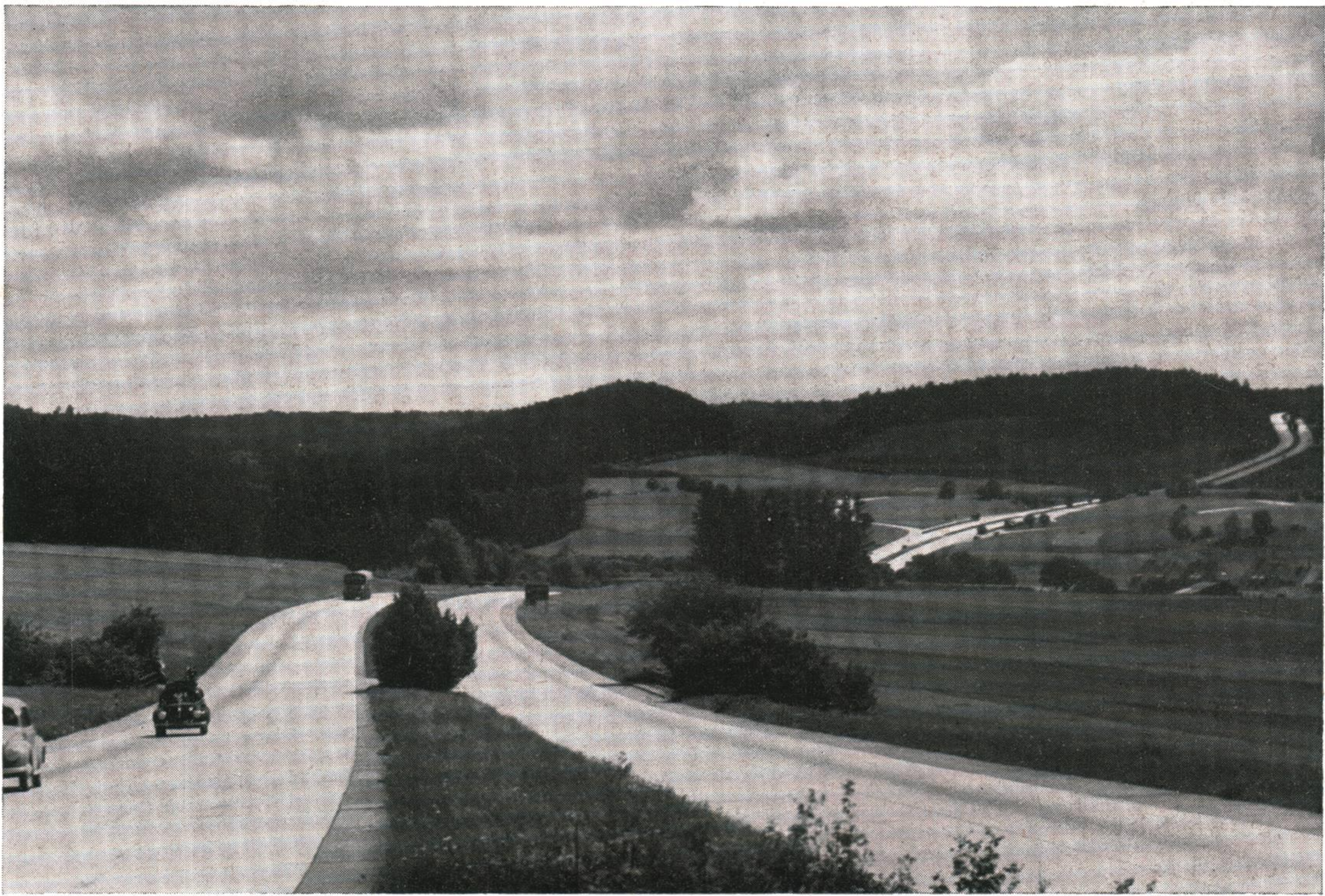


Schwarzwald- Flieger



THE GERMAN AUTOBAHN (COVER STORY PAGE 1)

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BADEN - SOELLINGEN
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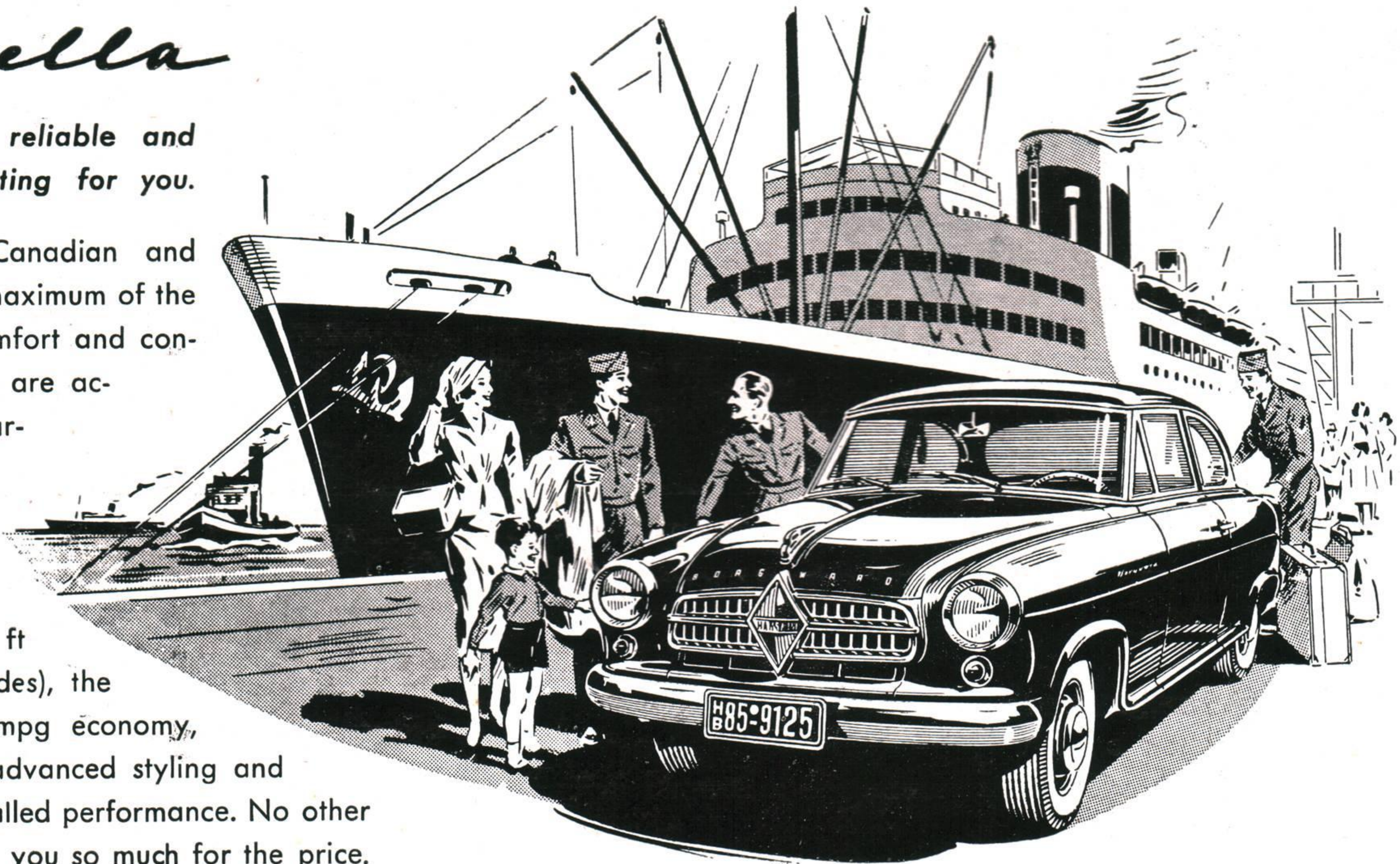
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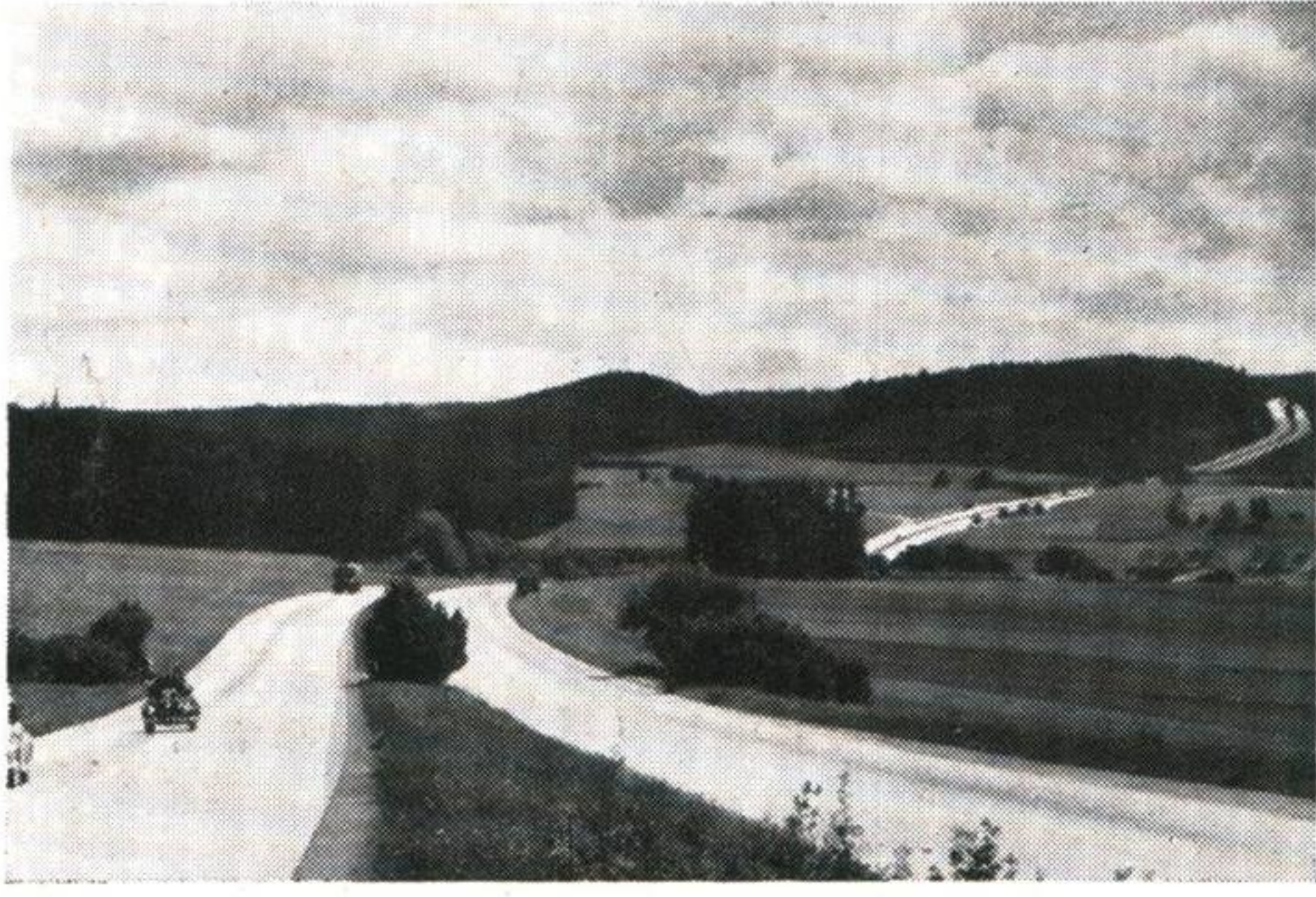
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This
Month's
COVER
STORY

The German Autobahn

The idea of constructing an "Autobahn" — net in Germany goes back to the year 1925. The designation "Autobahn" is only used for highways which 1.) serve for motor vehicle traffic and 2.) have two separate drive lanes and 3.) have no cross roads with any other highways. In 1926 an "Association for Studies of Autobahn-Construction" was established in Frankfurt/Main, which had the task to take up preliminary work for this project. Some short sections were built in the subsequent years, however the construction of Autobahn-highways on large scale went into effect in 1933 only. This construction project — although it was not yet necessary with regards to the existing traffic volume of that time — was started for the purpose to give an impetus to the motor vehicle industry and the overall economics, and in order to remedy the unemployment which had reached a certain climax in the year 1932. The allegation, that the then German Government started construction of these highways for military purposes mainly, can easily be refuted, since the extremely high number of underpasses, bridges and viaducts which, in the event of a war, could be easily destroyed, would result in a quick and easy breakdown of the entire Autobahn-net. Besides, those sections which would have been valuable from the military point of view, were not given any priority, but even neglected — as proven by the section Karlsruhe—Basel on Germany's western border which is now under construction.

The Autobahn-net all across Germany was supposed to comprise 4800 kms, however the plannings were continuously extended, so that at the beginning of the Second World War a construction of 14000 kms was planned. Till the year 1941, when all construction work on the Autobahn-highways came to a standstill, only 3800 km were finished, 2150 km being located in the Federal Republic, i. e. in West Germany.

The lay-out and construction of these "Autobahn" was a completely new feature at that time, since there existed no models for this type of highways in Europe — with the exception of some "autostradas" in Italy.

It is therefore quite understandable that some of the portions which were constructed at the beginning of the project do not meet the nowadays requirements with regards to technical execution and tracings. The adjustment of the Autobahn into the surrounding landscape, and a construction which fitted into the natural conditions was based on experiences made during the subsequent years.

At the end of Second World War the "Autobahn-Organisation" was dissolved and all further construction forbidden for the time being. Administration of the existing Autobahn-highways was transferred to the Governmental road department of the various German "Lands", which during the following years faced the tremendous task to repair the destroyed bridges and drive lanes. Since 1955 construction of autobahn-highways was again taken up in large scale, in order to remedy the increasing traffic problems. The construction of a total of 2250 km within the Federal Republic is being planned, whereby



Schwarzwald-Flieger

(Black Forest Flyer)

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a portion of 600 km requiring an expenditure of 1500 millions DM was given top priority. This project also includes the route Karlsruhe-Basel passing the Soellingen Aerodrome. From 1953 to 1956 the section Ettlingen—Baden-Baden was completed; a further section from Baden-Baden to Buehl is at present under construction and will be opened for traffic by the end of this year. Works for the section Buehl-Achern will be started in the near future.

Together with the route Karlsruhe—Basel also the construction works for the sections Frankfurt—Wuerzburg—Nuernberg, Hannover—Hamburg, Goettingen—Hannover, Lennep—Unna—Kamen, Cologne-Aachen etc, were commenced.

The normal cross section, which had a total width of 24 m, was subject to various modifications; however the width of the drive lanes remained unchanged with 7.50 m (without the border space). The present standard cross section shows a total width of 30 m. A change of the pre-war cross section was made insofar as additional space was added on both sides with 2.50 m each. This space is meant for vehicles, which are stalled due to some defect (however not as parking space, since there are special parking spots and resting places for this purpose). This additional "margin" is supposed to prevent serious accidents which had been caused by bumping into stalled vehicles.

For the direction lay-out of the Autobahn-highways, in consideration of the natural ground, 3 tracing categories were established, i. e. class 1.) for flat country and a maximum speed of 160 km:h, class 2 — for hills and 140 km:h, class 3 — for mountain areas and 120 km:h. The permissible up-grades are limited to 4% or 5 and 6%.

The drive lane surfaces of the Autobahn, with the exception of a few portions covered with asphalt or tar —

consist of concrete. The thickness of this concrete cover is 22 cm in general; in order to prevent cracks in the surface, the concrete is being reinforced with concrete steel. The pressure and bending strain resistance is of major importance. Another problem, which however, based on the prewar-experiences, can be considered as nearly solved, are the grooves in the concrete surface, which — as a result of an expansion and contraction of the single concrete plates under the influence of temperature are unavoidable. Nowadays these grooves are dowelled, in order to prevent an unevenness between the single concrete slabs, which were observed in some sections previously constructed. The grooves are now made by means of cuts into the stiffened concrete, and afterwards these grooves are being cast with bitumen.

As a matter of fact, the construction of autobahn-highways is at present mechanised to a great extent. For the preparation of the ground, huge apparatuses like grading caterpillars, dredgers (of US and German make) are being used. The concrete surfaces are executed by special machines. Only the construction bridges requires manual work to a greater extent.

The aforementioned is only a short resume on the Autobahn-highways; technical details regarding tracing works; understructures, and surface construction could not be elaborated. All these technicalities are similar to those applied in the United States, since the road construction experts continuously exchange their experiences during international meetings, and visiting tours.

The Taxicab Driver

The taxicab driver sits in his car,
And waits for calls from near and far,
He knows all the crooks, he knows all the rooks,
He knows all the bad roads, he knows all the nooks,
He knows all our sorrows, he knows all our joys,
He knows all the girls who are chasing the boys,
He knows all our troubles, he knows all our strife,
He knows every man who ducks out on his wife,
If the taxicab driver told half what he knows,
He would turn all friends into bitterest foes,
He would sow a small wind that would soon be a gale,
Engulf us in trouble, and land us in jail,
He would start up a story which gaining in force,
Would cause half our wives to sue for divorce
He would get all our homes mixed up in a fight
And turn our bright days into sorrowing nights
In fact he would keep the whole town in a stew
If he told but one tenth of the things that he knew
But silent he is if you pay him his fees
Then he doesn't know a thing but his ABCs.

There is no person quite as bad
as one who refers to his men as "Lads"
And none whose discourtesy is greater
than one who calls his Warrant "Major"
But the greatest lack of learning I guess
is shown by the person who says IR-regardless

— ANON —

From the German Press

The following article is reproduced from the German Magazine "Luftwaffenring", and deals with the announcement some weeks ago of Canada's gift of seventy-five Sabres to the German Air Force under the NATO programme of mutual aid;

The first German Fighter Wing —

75 Sabre Jets in Service by May 1st

As a result of a gift to the value of 150 million Deutschmarks, made by the Canadian Air Force to the German Armed Forces, it will be possible to put the first complete German Fighter Wing into service on May 1st 1957.

The Canadian government has officially informed the German government that it will present the new German Air Force with 75 fully equipped Sabre jet fighters. The machines involved are the most up-to-date version of this standard NATO fighter and have been built in Canada. In addition, the Canadian government will also make available a supply of spares for the aircraft without charge over a certain period of time.

With this gift, Canada has set the crown on her policy of friendship towards Germany. To begin with the Canadians were the first and only nation who repeatedly declined to be "occupation" forces before the arrival of German sovereignty — and thereby refused to accept any occupation costs payments. Then again recently they declined to accept any portion of the cost of maintaining their forces (in Europe), and now they present their host country with their first fighter division, consisting of a complete Jet fighter wing. In view of these facts, it is high time that the Bundesrepublik considered what it can do in the way of a return gift.

After the new jet fighter wing becomes operational on May 1st, an additional squadron of front line aircraft will be placed in service every week. The German units will be the first in the NATO air forces to be distributed amongst the new "miniature airfields" which have been developed under the latest NATO policy. Each airfield will have one squadron (approximately 25 machines).

Scientists have invented the last word in aeroplanes
jump.

Women have now been placed at a disadvantage — men
can travel faster than sound.

Marriage is love parsonified.

Courting disaster means to get engaged.

Did you hear of the marriage of the two spiritualists?
A case of love at second sight.

Before marriage a man yearns for a woman. After marriage
the "y" is silent.

Gone but Not Forgotten

by LAC Cec Goldman

While on leave in the North of England I was invited by the Leeds branch of the Canadian Veterans Association of Great Britain to attend the annual Veterans Memorial Service at Stonefall Cemetery.

The cemetery, which is located on the outskirts of Harrogate in Yorkshire, was consecrated in 1943 and contains the graves of 932 airmen. Of these 680 are from the RCAF, 120 RAF, 112 RAAF, and 20 from the RNZAF.

Although the cemetery is the responsibility of the Imperial War Graves Commission, with the local council looking after the upkeep of the cemetery, the Harrogate Branch of the British Legion formed the "Stonefall Adoption Committee in 1945.

The adopters place flowers on the graves on dates chosen by the next of kin, and correspond with relatives of the dead airmen.

A wreath of poppies is placed on each grave at Christmas time.

The service this year was officiated over by Wing Commander Light, Senior Protestant Chaplain from Air Division Headquarters, who served with Bomber Command during the war.

The photograph shows the Guard of Honour which was



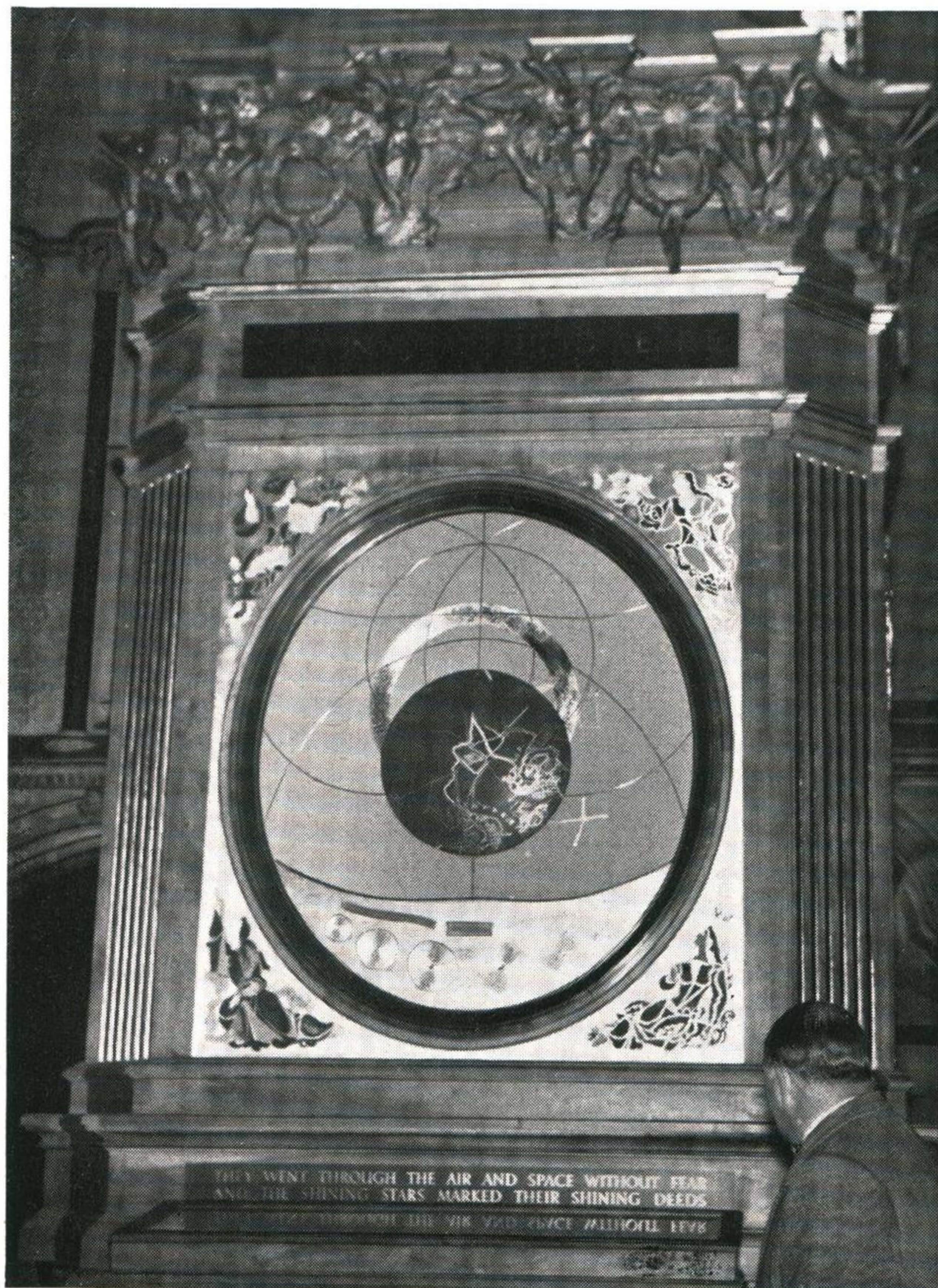
W/C Light, Senior Protestant Chaplain of 1 Air Div, and the Guard of Honour at the Cenotaph in the Stonefall Cemetery during the annual Veterans' Memorial Service.

(Photo by LAC Cec Goldman)

posted on the cenotaph by the 4th Cadet Battalion, West Yorkshire Regiment for the ceremony.

Another memorial unveiled last year, to all the men who lost their lives in the various allied air forces during the war, is located in York Minster Cathedral. The accompanying photograph shows this memorial and its inscription.

Below the inscription is a large glass case containing a book. In it are listed the names of all the airmen in alphabetical order, and a new page is turned each day.



The Memorial in York Minster Cathedral to Allied Airmen who died during World War II.

(Photo by LAC Cec Goldman)



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Canadian Current Affairs



HOLY DAYS — The Vatican has approved changes in Roman Catholic holy days. Paul-Emile Cardinal Leger, archbishop of Montreal, said that Catholics in the province of Quebec will be obliged to attend mass and abstain from work only on Christmas Day and on New Year's day. Formerly, there were six holy days in Quebec. They were Christmas, New Year's, the Epiphany, Ascension Thursday, All Saint's Day and the Feast of the Immaculate Conception. On these days Catholics were obliged to attend mass and to refrain from manual labor. Now they will be required to attend Mass only.

RCAF — An Air Force spokesman says Canada will use the CF-100, an all weather jet fighter, until 1960, and will then replace it with the newer CF-105. Air Vice Marshall G. Wait said the CF-105 will carry long-range missiles. He can't foresee a time when such missiles will replace pilot-operated planes, but the use of missiles will be gradually increased. The present strength of CF-100 planes in Canada will be doubled, and then half of them will be sent to overseas bases. Four overseas squadrons now using Sabre jets will adopt the CF-100. He said the North Atlantic Treaty Organization air training plan will be completed by 1958. Under the plan, member nations train their aircrews in Canada. When the plan ends, he said, the member nations will be expected to train their own men. The only exception to this will be the Scandinavian countries, whose pilots will continue to train in Canada. A/C J. B. Harvey, in another speech, stated that the decreasing NATO training commitment will enable the RCAF to expand shortly by 3 squadrons.

STRATFORD — In Stratford, Ontario, the board of governors of the annual Shakespearian Festival has announced that three plays will be produced in a 10-week season next year. One of the plays will be the tragedy "Hamlet", but no final selection has yet been made on the other two plays. The Canadian actor, Christopher Plummer, will play the title role. Mr. Plummer starred as Henry the Fifth in this year's festival production of that play. 1957 season will run from the first of July to September seventh. And all the productions will be staged in the festival's new permanent theatre, now under construction at Stratford. Up until now, plays have been performed in a large tent-theatre.

PLANE — The vice-president of TCA . . . Herb Seagrim . . . says his company is considering the use of red, luminous paint on its aircraft. Such paint, he said, would make planes easier to spot, both in the air and on the ground. He felt that if the missing North Star had been painted in this way searchers would have found it by now.

TCA is also considering other safety equipment. Mr. Seagrim said that the line operated on the assumption that there wouldn't be any emergencies . . . just the way other Canadian and American airlines operate.

But in future, many TCA airliners would be equipped with cockpit radar to show the approach of other planes, and to chart such obstructions as mountains. Mr. Seagrim pointed out, however, that such radar devices would

have been of little use to the pilot of the missing North Star, a type of plane that will be withdrawn from service shortly anyway.

AIRCRAFT LIGHTS — The International Civil Aviation Organization is planning to establish a world-wide standard for anti-collision lights on aircraft. This was announced at the Organization's headquarters in Montreal. A spokesman said the present system, which employs red, white and green warning lights, is rapidly being outdated because of the increasing speed and density of air traffic. He said a proposal for new and more efficient lights is now being drafted and will soon be put before a general session of the Organization. The aviation group is an agency of the United Nations.

ROYAL AIR FORCE — Royal Air Force air and ground crews are in for a taste of Canadian winter. It's all part of a training plan in which four RAF jet bombers and their crews will be put through tests at Namao, near Edmonton, this winter. The four bombers — two Valiants and two Canberras — will join the RCAF's experimental and proving detachment, Air Force headquarters in Ottawa said. In all, seventy British airmen will be in the party.

PILOT — A veteran air force pilot of the last war, Flight Lieutenant Alexander Moran hopes one day to be flying a jet. Right now, however, his job is on the ground. He is in charge of the RCAF's recruiting drive in New Brunswick, with headquarters in Saint John. Flight-Lieutenant Moran has been back in the RCAF since 1951 after six years as a civilian. In the last war he was shot down in the Mediterranean and taken prisoner by the Italians. With other allied prisoners he tunnelled his way to freedom. Flight Lieutenant Moran doesn't talk much about his adventurous escape. He says he is keeping to himself how it was done. It may come in useful some day.

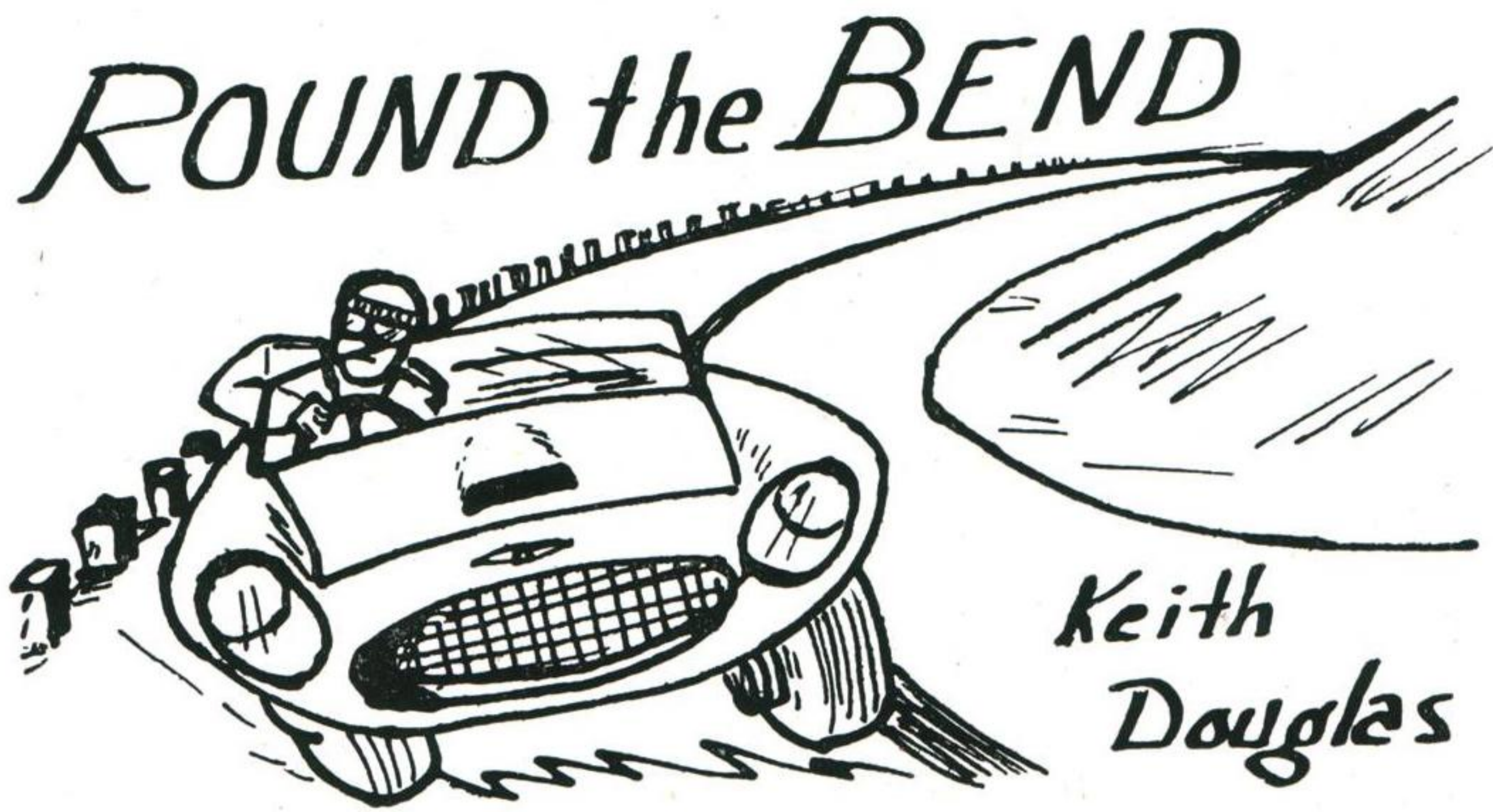
BATTLE HONORS — Regular and reserve units of the Canadian Army can now apply for battle honors won during the second World War. This was announced by the Defence Department in Ottawa. The announcement said that the Queen had approved the conditions to be fulfilled for the awards. Canadian regiments may apply for honours arising from a list of more than 160 wartime actions, including Hong Kong, Dieppe, and various battles in Sicily, Italy, northwest Europe and southern France.

AIR FORCE — The Royal Canadian Air Force is going to take its Mustangs and Vampire jets out of service. These planes, once front-line fighters, are now considered obsolete.

The RCAF has 88 Mustangs and 29 Vampire jets on its rolls. They will shortly be classed as surplus. But one plane of each type will be retained and the air force will store them in Lethbridge, Alberta.

It is now using the CF-100 and the F-86 Sabre as front-line fighters to replace the Mustangs and Vampires on the strength of RCAF auxiliary squadrons.

The Mustangs had been in service since the second world war and the Vampires for the past eight years.



Hello again, fellow devotees of the lead-foot school of driving.

Well, true to my promise, (for once) and prompted by the fact that the Argentine Grand Prix comes off on the 13th of January, here's the gen on the World's Championship of Drivers.

Last year, you will remember, (or should,) Juan Manuel Fangio was World Champion (for the fourth time) and Stirling Moss was runner-up again. This year will see a repetition of their old rivalry, with last year's new star, Peter Collins, perhaps crowding them both. Curiously enough, both Moss and Collins have stated that in their own considered opinions, Fangio is much the better driver. Name any other sport, amateur or professional, where the challengers admit any inferiority.

Here's the list of events counting toward the championship —

- 13 Jan Grand Prix of Argentina
- 19 May Grand Prix of Monaco
- 30 May 500 Miles of Indianapolis
- 2 June Grand Prix of Belgium
- 16 June Grand Prix of Netherlands
- 7 July Grand Prix of France
- 20 July Grand Prix of Europe (England)
- 4 August Grand Prix of Germany
- 8 Sept Grand Prix of Italy

The inclusion of Indianapolis in the above list is a mere formality and gesture of courtesy on the part of the FIA (the governing body of world automobile racing) as "Indy" drivers seldom if ever race in the other events, and in any case the Indianapolis machines could not run on European courses, which demand the ability to turn right as well as left. The British Grand Prix gets the title "Grand Prix of Europe" in honour of the 60th anniversary of the Royal Automobile Club.

However, to return to the subject — in each of the above races, points are allotted in the following manner—first place — six points, second place — four points, third place — two points. In addition, a one-point bonus is given to the driver turning in the fastest single lap. Thus if the race winner also toured the fastest lap, he also acquires a fat three-point cushion over the second-place chauffeur, but if this second man has lapped fastest in his frantic efforts to catch the leader, then of course he is only one thin point back and can comfort himself with thoughts of "Wait till next race".

I'll be printing the results of these races, along with a box score of the driver's standings, and of course I'll notify you of when and where they'll be held. Four of them will be within one day's drive of 4 Wing.

No events scheduled for this district in the near future. The Monte Carlo Rally, of course, is cancelled, nominally due to the fuel shortage. Actually, enough fuel was on hand, but the organizers were afraid of public opinion, Pity.

If you're really interested in driving, drop around to the meetings of the local Touring Club (an affiliate of the International Sports Car Club) and see the films they have to offer. This meeting is scheduled for the 14th of this month. See you there?

Personality of the Month



Sgt Gordon Howard

Our personality of the month is Sgt Gordon J. Howard, a member of the Wing Services staff who usually can be found presiding over the Wing Grocery Store. Having enlisted in 1941 as a steward "Gord" has had wide experience in the various phases of the trade and is well qualified to supervise and direct such a large operation. In fact, it is due largely to his ability and efforts that we enjoy the excellent range of products which are always available.

After a brief return to civilian life (1945) Sgt Howard re-enlisted in 1946 and spent most of the next eight years at units in Western Canada. In 1954, after tiring of Vancouver's endless rain, he was transferred to 4 Wing.

Any hopes he had of a soft touch were dashed when he was given the task of building up the grocery store. The problems which he encountered were many and often complex (in fact they exist yet) but he was able to deal with them efficiently and still retain his sanity.

Gordon was married in Winnipeg and this year will celebrate his silver wedding anniversary. With Mrs Howard and their four children he resides in Rhine Valley Park. As this NCO nears the completion of his overseas tour the Fliieger is pleased to recognize his achievements by presenting him as "Personality of the Month".



The principality of Monaco taken from the palace

CAMPING ON THE RIVIERA

by LAC Ziegler

Our vacation began one very early morning in August. The sun was just up; our car was loaded to capacity and our minds were silently trying to remember what we had forgotten to pack. We set out first for Strasbourg . . . a city famous for its eleventh century cathedral and also for its university. From Strasbourg we journeyed on to Colmar and then to the fortified town of Belfort. The town is surmounted by a 60 meters high rock and citadel yielding the figure of a lion erected in memory of the resistance offered during the siege of 1870. Next on the road was Besancon, the birthplace of Victor Hugo and also that of the brothers Lumiere, responsible for the cinema. In this city remnants of the Roman period are visible. On, now, to Bourg and Lyon, France's second great city with its magnificent silk works.

After locating a suitable camping place we cooked supper on our three gas stoves and then, mosquito bitten and somewhat weary we hit the sack . . . or should I say "canvas" . . . a wonderful experience indeed.

Early next morning we packed our gear and with much vim and vigour we began again on the road to Grenoble, Sisteron, Grasse, and finally the fabulous city of Cannes.

We were now in the heart of one of the most famous stretches of coast in the world . . . the Cote d'Azur. It was the poet Stephen Liegard who in 1887 gave the name to the strip of coast between Marseille and the Italian frontier. It suggests pictures of gay and colourful life on the beach and promenades, bright sands and high rocks, garden-like plains, sleepy villages, smart resorts, the ideal

happy life of campers in pine forests which reach down to the sea, and the brilliant life of the great casinos. By train, by car, by airplane and by boat pour in an unending stream of tourists, some for roulette and glamour, and some for just a suntan and the glory of just being there.

As for travelling by car, better motoring roads would be hard to find. The coast road, on a leisure drive, enables you to explore every nook and cranny of this beautiful region. If you do not travel in your own car, frequent autocar service will take you to all the interesting places lying close to the mountains behind the coast.

Three names — Cannes, Monte Carlo, Nice, are to be found on the walls of every travel agency in the world, on exotic posters depicting sun-bronzed youths and maidens against a back-ground of blue sea, palm trees and luxurious hotels. These three names evoke the sunshine and the almost incredible blue of the Mediterranean, and the best known playgrounds of Europe.

Well, enough for the beautiful, elegant Cote d'Azur . . . and a little about our means of living while there. With two tents with double roofs, annex, and ends, and some



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sleeping mattresses and bags, four people can make themselves unusually comfortable . . . and at very little cost to the owners. By taking along an ample supply of food and gas coupons, our cost amounted to approximately \$40.00. This left a considerable sum for pleasure. The camping grounds are numerous and usually well-equipped. Between Cannes and Nice we found a delightful little town named Juan-les-Pins. Here, there are many camping grounds along the shore which enable one to go for that early morning dip in the sea. I say early morning because, when living in a tent everyone is up and out at quite early hours; this is because the sun beats down on the unsheltered tents and, shall we say, it becomes a little uncomfortable as time progresses. By pitching our tents at Juan-les-Pins we were able to spend a day touring the surrounding country. Only a few minutes away lay Monte Carlo with its fabulous Casinos, and, of course, Monaco . . . and Grace. Yes, it is as fairy-like and lovely as it has been described. The castle itself is not exceptionally large but it is situated on the very edge of the cliff over-looking the bay where lie the gorgeous yachts of Prince Rainier and that of Onassus. Everything about the tiny principality lends enchantment to the already much publicised wedding. You will want to pinch yourself to see if you are in a real or make-believe land. Yes, it brings back the child in us . . . for there is the same castle and soldiers that we saw in our fairy-tale books. Each day at noon one may witness the changing of the guards . . . which we did from atop a tour bus.

After four glorious days we were literally "blown" away by several large, hearty gusts of wind. So with reluctance and sun-burned knees we started our journey home. First to Toulon, Marseille, and then on up to the

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beautiful city of Geneva. Here we found the ultimate in camping. About ten miles outside the city is the small town of Mies, with a modern Hotel, restaurant, and also a camping place beyond a camper's wildest dreams. Beautiful grass covers the entire area and within a few steps are hot and cold showers, bathrooms and a kitchen . . . and all at a moderate rate.

However, all good things must end, and this was no exception. The rains came . . . and how! For three solid days and nights it did not stop. Needless to say, we were damp, inside and out. On the fourth day we decided the rain was here to stay and so we left . . . without so much as one picture! Our anticipated trip had included Austria and perhaps a day at Garmisch but one finally gets wet enough to come in out of the rain and so we returned to 4 Wing via Berne, Basel, Freiburg, Offenburg and Baden-Baden. So, aside from the rain, mosquitos, ants, and bees, our trip was one we shall not forget. Of course, who could expect to be rid of unwelcome insects when a certain member of the party breaks a jar of strawberry jam in the grass.

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MORRIS "MINOR 1000"

by Keith Douglas

It's a real little bomb!

Perhaps I should qualify that statement with a confession that I have always had a weakness for the Morris, because one of these little goats was the first car I ever owned. (I use the term "owned" very loosely — actually I was the very junior member in a partnership with a finance company) and all the care and curses I lavished on its tiny engine still failed to produce any reasonable degree of briskness of performance.

As a result when the Minor was delivered to me for test, by Herr Lobstein of Motor Company Heidelberg, I was primarily interested in its new motor as I knew its history. The Morris engineers heard the rumblings from the colonials and decided that a higher-performance, longer-lived motor was required if the Minor was to regain the markets lost to the Volkswagen. Accordingly the cubic capacity went up to 948 from 803 and the compression ratio was raised to 8.3 to 1. This gave the required performance but rugged testing was called for — and they got it! A team of cars was sent to the Stuttgart—Munich Autobahn, where they proceeded in six weeks to pile up 25,000 miles at an average of 60 mph and this with only average, hit-or-miss maintenance! Most of the credit for this ruggedness goes to the heavier crankshaft and the new lead-indium bearings.

Externally, there is no great departure from previous "Minor" styling. A curved, one-piece windscreen replaces the older V-type, and the rear window has been much enlarged. This familiar shape is still winning prizes in Concours d'Elegance, as it has since 1949.

Since luggage carrying capacity is of prime importance to people as nomadic and prolific as we of Rhine Valley Park, I'm happy to be able to report that the Minor trunk can swallow prodigious supplies of jerry cans and diapers, and that the handy space below the trunk for spare tire and tool roll will also take a normal sized thunder mug. Happily, the back of the rear seat can still be folded forward or removed so that loads of even greater bulk can be carried.

Seated in the car, the simple, symmetrical treatment of the dash caught my eye, with a large circular instrument flanked by two glove boxes, neither of which is lockable. Below, a rimmed parcel shelf extends the width of the car, divided by the simple and highly efficient recirculatory type heater.

Four well-marked knobs controlling all the vital functions for starting and lighting are aligned under the instrument panel and over the ashtray. The placement of the interior light directly over the windscreen should facilitate entry and map reading without the bother of flashlight.

After satisfying myself that all was well as far as interior fittings were concerned I proceeded with the test drive.

During the initial foot work involved in starting I found ample clearance between the foot pedals, a handy arrangement to say the least. The increase in horse power soon made itself noticed, particularly in upper gears. Nipping along the new road to Baden-Baden I had a small dice with another car, in the same class, he appeared rather sporty, but was "eaten" rather nicely by the Minor. This put me almost into Baden and I was given the opportunity to find out what it had in the way of a "town car". The steering is very light and responsive and with a remarkable third gear performance (over 60 mph before the valves bounce) it was actually quite pleasant to wend one's way past large trolley-busses and through the throngs of Christmas traffic in town. I took a longer tour than usual and I can see where the ladies will like it, even if only for its effortless performance in traffic which should make it quite an asset to the shopping excursions that the ladies love so much.

Due to a deeply dished steering wheel, the horn switch is operated by pushing firmly on the trafficator lever. This odd arrangement is a little awkward to become accustomed to, but the note is pleasant — as horns go.

The speedometer on the central instrument panel is very easy to read, a creditable spoint when you are striving to keep this car below the legal speed limit, especially within sight of the local constabulary.

After playing games in town, I took to the hills — being quite interested to see what effect they would have on this new power plant. On the road to my favorite car kil-

A Happy and Prosperous New Year

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zum *Ochsen*

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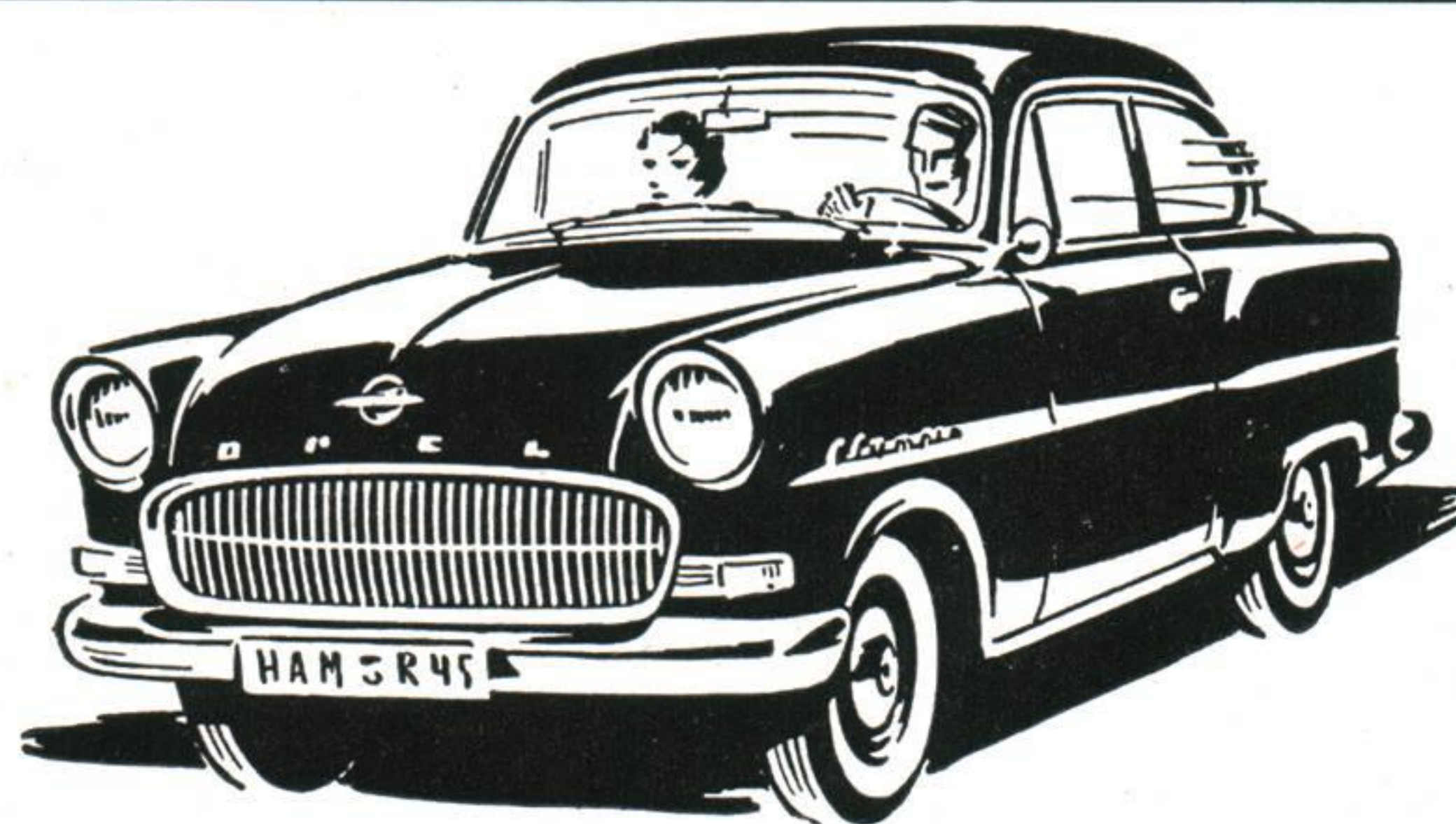
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ling gradient I was rather impressed by the way the Minor behaved on fairly steep winding roads. After arriving at my destination I started up my pet 15% grade, and found the engine was quite willing and only asked for one change down from top to keep it sounding healthy. This, being better than I had expected, aroused my curiosity, so I stopped completely on the steepest part of the hill, and moved off again, from a dead stop. I was rather astounded when I charged over the top of the hill at rather a high rate of knots, after making my way back into third gear — with the motor humming away merrily to itself. This, methinks, is not like the one I used to have, that would have been hard pressed to make it out of first gear on anything bigger than a small pot hole.

I continued motoring gleefully through the hills and found the brakes were quite responsive, with no indication of fade, and not asking for any lead footed application to produce the desired effect. I also tried the hand brake on two descents and found it remarkably effective — equally as good as some cars I've driven with alleged four wheel brakes.

During this time I made free use of the centrally mounted gear shift and found it well positioned, without a really long movement. Never once did I beat the synchromesh, and so all my changes were pleasantly silent. As I like a gearshift on the floor I enjoyed myself immensely, working this box to its fullest, and found that some wondrous performance could be attained, even in the hills.

After dropping down out of the hills to flatter country I found that there was little roll when negotiating flat corners faster than necessary. The rear end was very reluctant to come unstuck in spite of wettish roads, indicating that stability is as good as ever, with good riding qualities over the pave and rough stretches. A good point for the torsion bar suspension that holds up the front end of the Minor.

Reluctantly I returned home, somewhat awed at its performance, and sorry to return the brute to it's owner. I think this is a car that should meet with the approval of most, being reasonable in size, for passengers and luggage, easy to handle and fun to drive, having an efficient motor, good steering, and a better than average set of brakes. It is rather well finished inside — even to an ashtray on




A clock seller from the Black Forest area in his traditional costume, carrying a "shield clock".

the central tunnel for the rear seat smokers. Admittedly the rear windows do not wind down, but the front windows are easily lowered and the side vents in the front window provide fresh air to the rear without creating a draft. For those who are in the market for a car in this price range it could be well considered. It should outperform its leading contenders and has the added advantage of not looking like a big car scaled down.

Technical Data

Engine size	948 cc
Bore	63 mm
Stroke	76 mm
Valve Gear	OHV
Max. Power	37 bhp
at	4,750 rpm
Comp. Ratio	8.3 : 1
Weight Distribution %	57 front
	43 rear
Turning circle	34 3/4 ft.
Length	12' 5 1/2"
Price	Two Door Saloon, c/w heater \$1175
	Four Door, c/w heater \$1235



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German teachers back to school. Standing in rear Mr. Floyd Wartnow (far Left) Mr. Fern Royer of 4 (F) Wing staff

German Teachers Pay Visit

On Wednesday afternoon, December 12, the teachers and pupils of Rhine Valley Park School played host to 90 German Elementary School teachers from the area adjacent to the village of Buehl.

Upon arrival the visiting teachers were welcomed by the principal, Mr. A. F. Kerr, and allocated to classrooms in the Kindergarten-Primary sections of the school. Here they had the opportunity to observe teachers and pupils carrying on regular classroom activities. After a period of observation at this level the visitors were assigned to classes in the intermediate grades-four to eight.

When classes dismissed for the day visiting and local teachers assembled in three groups for a discussion period. Here the exchange of views was greatly facilitated by the assistance of Mrs. M. T. Bauert, language supervisor for the station; Miss E. Radetzki, official translator; and Miss R. Kara, school secretary; as interpreters.

The guests showed keen interest in many aspects of Canadian education ranging from school buildings, teaching methods, curriculum, teacher training and salaries to discipline and homework. It was very apparent that educational problems differ more in degree than in kind as between countries.

Before the group left for a tour of the station Mr. P. Weisser, President of the Buehl Teacher's Association, expressed the thanks of the group for the hospitality received and issued a very cordial invitation to Rhine Valley Park teachers to repay the visit.

Professional association of this type plays a useful part in the effective orientation of Canadians abroad to the local community.

A. F. Kerr
Principal



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Prosit Neujahr!

(GOOD HEALTH FOR THE NEW YEAR!)

Guten Tag! Guten Abend!

If you are a new-comer to 4 (F) Wing, undoubtedly, you are wondering what these words mean. Well, they simply mean, "Good Day" and "Good Evening". Yes, indeed the German language is just that simple and anyone can learn it, if they but sacrifice a few hours each week in order to attend the classes provided.

May I tell you something about the history and progress of this work.

The first language classes were formed on Oct. 13th 1953 with an enrollment of fifty students. The various members were divided into groups of 12—16 students and immediately a time schedule was arranged.

We began with two classes each evening, one commencing at 17.15, the other at 18.15 hours. This system met each ones approval until the Station had passed the primary stage of development. As its progress continued and new working hours were introduced, we too had to make a few alterations in our schedules. We now start at 17.30 and 18.15 hours.

With this method we have enabled each student to have two lessons a week.

At the end of 1953 over 300 students had been enrolled with a total of already 50 graduate. They had reached their goal and were given certificates, one for their R 331 and one for themselves as a souvenir of their accomplishments. Since the 13th of Sept. 1954 six new classes have been formed with an average attendance of 90 students. New classes are formed each month, and the Study-Leaders are fully capable of helping you master this much needed training.

A cordial welcome is extended to all who wish to make their stay in Germany a more pleasant one by conquering the language problem. We teach you by the latest and best method, very little study being attached to it.

The dependents' wives are equally welcome, afternoon or evening.

My office is in the Education Building Bloc 20 room 7, Tel 199. Until then "Auf Wiedersehen"!

Mrs. M. T. Bauert
Language Supervisor



Mr. P. Weisser thanks Mr. Kerr (school principal) for enjoyable afternoon, Mrs. Bauert, in background, interpreting

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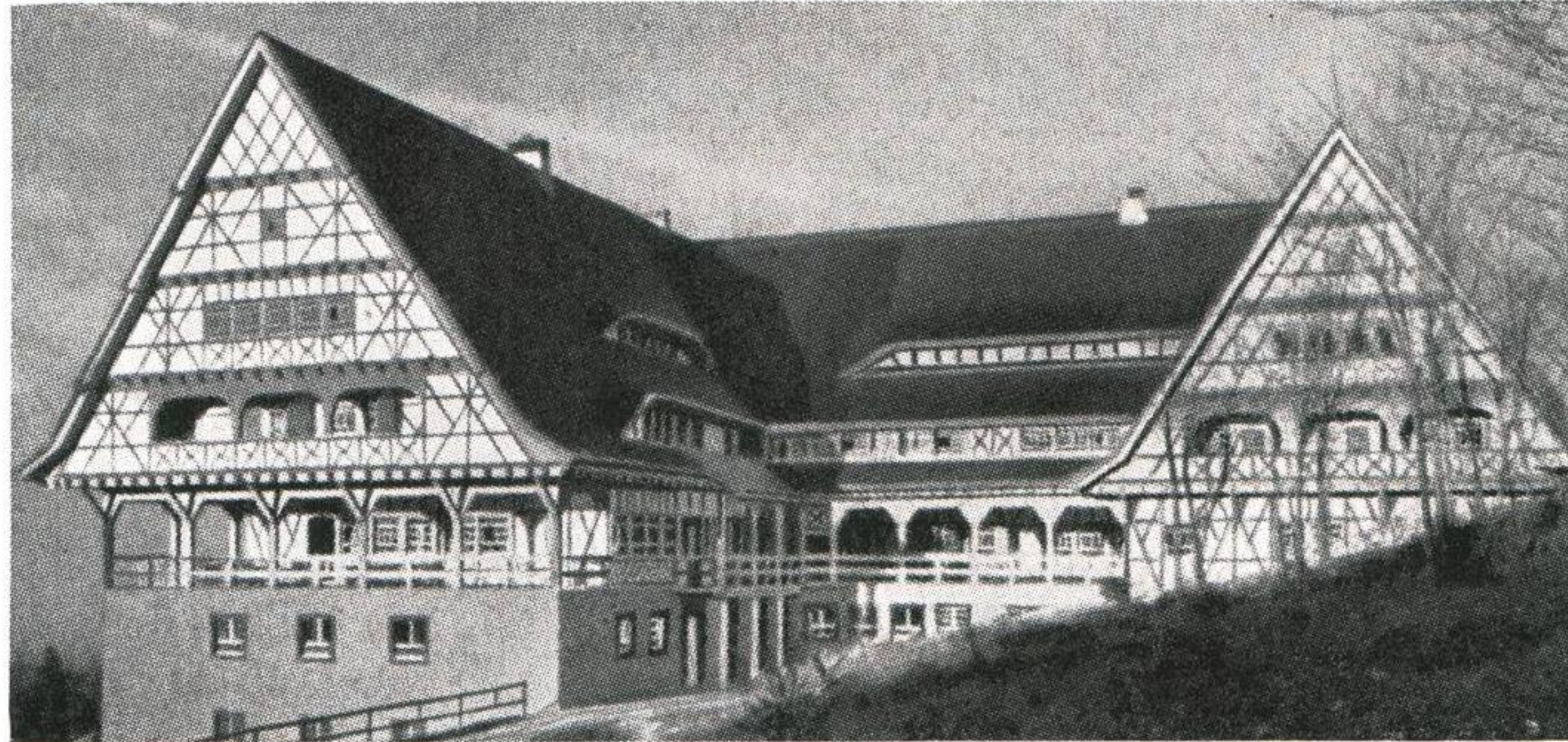
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Hohritt as it was before the disastrous fire.

HOHRITT RESTAURANT

by LAC Sid Dobson

Situated near Sasbach, only thirtyfive kilometres from the airfield, is "Hohritt" — one of the finest and most unusual eating places in this area.

Once a large Black Forest Hotel with a straw roof, Hohritt now consists mainly of the cellar of the original hotel, with dozens of interconnected rooms, all designed to give a cosy atmosphere and offer the finest in food and drink.

Built in 1934, the hotel took three years to complete. It operated for only a year and a half before it was closed down at the beginning of World War II. In the summer of 1942 it was destroyed by fire, caused by faulty wiring in a telephone switchboard.

The roof of the hotel was said to be of fire-proofed straw, and it proved to be just that during the fire . . . the entire framework burned down, leaving eighteen carloads of unburned straw.

In 1950 the owner, Mr. P. Huber, covered over the brick foundation and re-opened only three months later with the restaurant housed in its new quarters in the cellar. The idea was his wife's inspiration, and all the interior decoration was carried out to her designs.

In addition to providing the visitor with food and refreshment Hohritt also offers products of local handicrafts such as pottery, linens, basketwork, prints and attractive items for the household. Many of these are manufactured either on the premises or in the neighbouring communities. Items from the Hohritt gift shop are exported to all parts of Europe as well as to customers across the Atlantic.

The restaurant can seat up to five hundred guests inside, with space for another three hundred and fifty on an outdoor terrace in warm weather. Its guest book contains the names of many statesmen and famous personalities from all over the world, and Hohritt is a regular port of call for important visitors to Soellingen.

Your overseas tour is not complete until you have visited this unique establishment in the Sasbach Valley.

(How to get there: Take the main road to Freiburg as far as Achern. Turn left, following road signs to "Sasbachwalden", and drive up the valley through Sasbachwalden village. A turn-off to the left two miles further is signposted "Sternen-Wirtshaus Hohritt".)



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EARLS COURT

At London's Earls Court Exhibition Hall in October the Society of Motor Manufacturers and Traders lifted the curtain on the 41st International Motor Exhibition. The centres of interest for most viewers were the 64 stands devoted to the display of no less than 185 cars, products of 41 different manufacturers. In the event that one's elbows were not sharp enough to gain access to these star attractions there remained a further 475 stands devoted to components, accessories, tools, caravans (trailers to we colonials), boats, and the work of custom coach builders.

Cars ranged in size from the 322 Berkely to the 5980cc Cadillac Sedan de Ville, and in price from the \$770 Ford Popular to the \$15000 Rolls Royce Silver Wraith; a range catering to those whose choices must be dictated solely by financial considerations (What Else!) and the capitalists who can buy according to their whims.

Although the bulk of the cars were British machines, the motor industries of seven other countries, including Canada, were represented. Of these, I was impressed by the sleek and tidy lines of the Alfa-Romeos and Lancias from Italy, and the functional 2CV and futuristic DS19 of France. I overheard many favourable comments on the Ghia-bodied Volkswagen, shown here for the first time in England. The American cars shown drew many comments both pro and con as to their size, acres of chrome and general lines. Looking across the hall from the mezzanine floor it was noticeable that this year most of the cars had blossomed forth in hues ranging from delicate pastels to striking primary reds and yellows in an obvious bid for the export markets.

While on the mezzanine I visited many of the accessory stands, and saw, I believe, every conceivable automobile part in every conceivable stage of manufacture. The staffs of all the exhibitors were most helpful and informative, including as they did both technical and sales personnel. Never have I found so many "genmen" gathered in one spot since the last time I attempted to adjust my own carburetters.

Returning to the main show I enjoyed a full day moving around giving the cars on display a closer examination. I could not help noticing the lack of entirely new models this year. There were, of course, a few brand new cars, but the majority were merely the old models with a great number of refinements. The biggest bid for export markets came in the form of automatic transmissions on the greater majority of cars. Almost 75% of the cars had some form of clutchless wonder available for those who want (or need) it. Another movement was in the direction of

higher compression ratios, for more power and greater economy. These are desirable in any car, large or small.

Two famous small cars certainly have benefited from this trend, and should give any contender in the small car field quite a battle for Canadian markets.

The American cars, with which we are all familiar, have gone to lower lines, and the Italian influence is certainly apparent. Some, however, were a bit complex for serious consideration, especially the Futura, with a closed circuit television monitor replacing the rear view mirror. An expensive way to see who is sneaking up behind you.

One of the most startling cars at the show was the new Rover turbine car, which I will describe more fully next time around.

To my dismay, many of the cars were shown with doors and trunks locked. This policy, while it ensured that the cars survived the rigours of the show, might possibly have discouraged or annoyed potential buyers. Surely two or three machines could have been written off to "Publicity and Public Relations" without breaking the firms involved.

All told, a fascinating show, with much food for thought, and much material for future columns. I hope that my next few road tests will bring you some of the machinery which caught my bloodshot eye at Earls Court. K. D.

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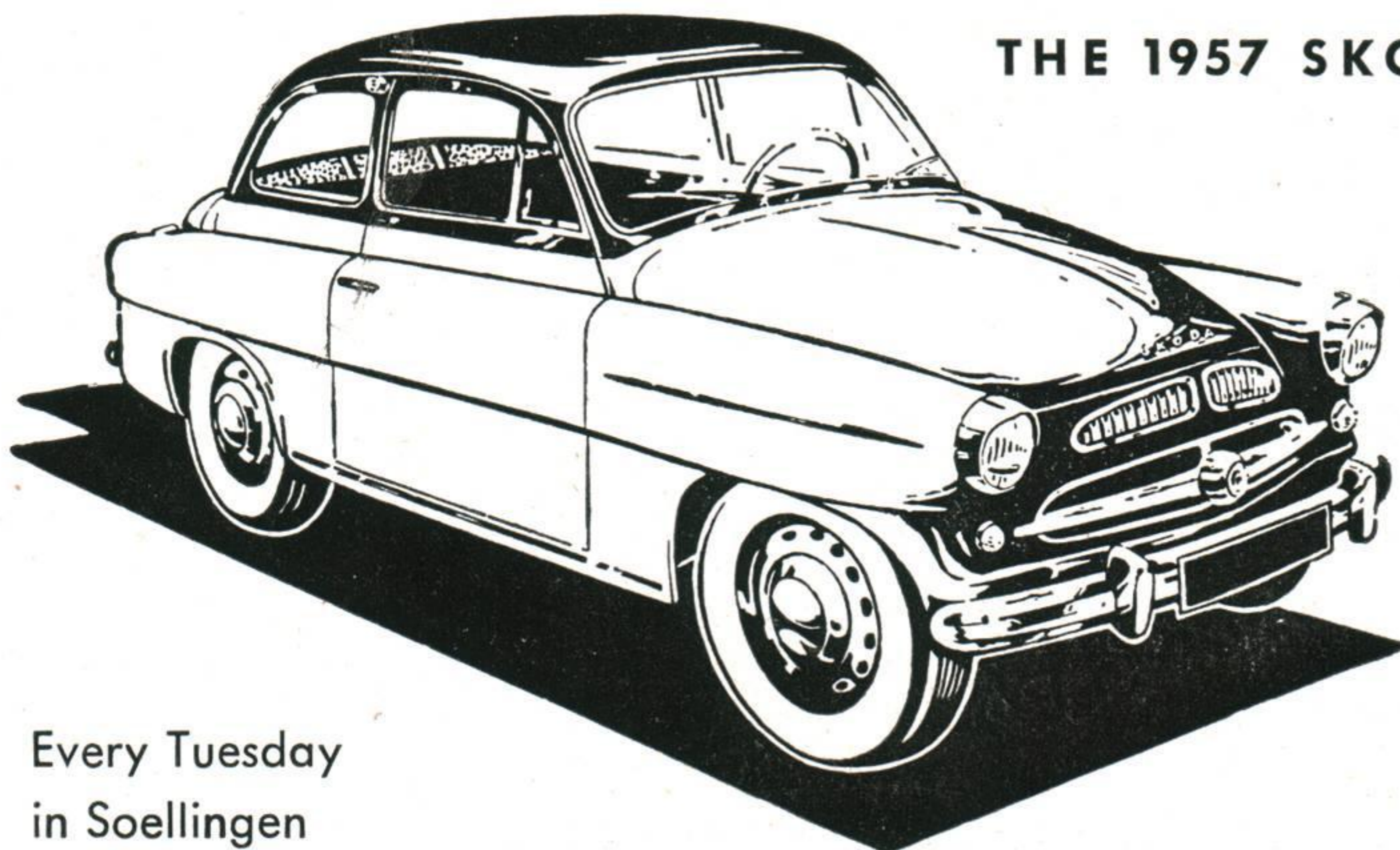
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GOOD SHOW 4 (F) WING

Last month the personnel and dependents of this Wing "gave until it hurt" for orphans and needy refugees and when the final accounting is completed it appears that a whooping \$10,000. will have been raised. The manner in which this sum was collected is all too familiar to everyone but a brief review of the distribution may be of interest to many. A complete financial statement will be published in February when all accounts have been settled.

Approximately 500 children in seven orphanages were given gifts and entertained at Canadian style Christmas parties arranged by personnel from sections who have "adopted" these institutions. Thirty airwomen attended the party given to children in the Kinderheim, Rastatt, on 20 Dec. The boys from Wing Maintenance entertained the children in Singheim Orphanage on 23 Dec, and the ME Section took 85 boys from the Stuly Schriener Orphanage, to a movie, when weather conditions made a tour of the Black Forest impossible. Each member of this home was given a new pair of pants as a Christmas present. The children in orphanages at Lahr and Oberkirch were again entertained and presented with gifts by members of 414 and 422 Sqn respectively, and the girls in the orphanage at Swarzach were looked after by ladies of the Catholic Women's Guild. The Protestant Church and Sunday School made a gift to children in the Haus Planch home in Baden.

This year we were in a better position to increase our giving to the refugees in this area. A donation of DM 600. was given to the Rastatt Red Cross towards a party for 200 refugees who have settled in Rastatt and are living in an old fortress, the Bastion. There are approximately 1200 refugees from the East Zone, Hungary, Jugo Slavia, Czechoslovakia, and Poland living in the main refugee centre in Rastatt. A list of family groups was secured from the Camp Administrator and vouchers were distributed a few days before Christmas. These vouchers could be used at any of five textile stores in Rastatt and were worth DM 6. each. A total of 1500 vouchers were given out. A few days before Christmas your committee was made aware of a small refugee camp near Baden-Baden. Enquiries made at that time indicated that this camp might be used to give temporary accommodation to Hungarian refugees and it was therefore, decided to hold a sum of \$1,000. in reserve to meet any needs that might arise during the months of January and February. Any money remaining at that time will be given to the International Red Cross for relief work among Hungarians. A cheque for \$5,000.00 was sent to the Air Division Hungarian Relief Committee for the combined RCAF contribution.

A clothing drive was made under the direction of F/O LG Hamelin and with the assistance of the Rhine Valley Park Scout Troup and the 4 (F) Wing Airwomen, approximately 1200 pounds of clothing was collected, sorted, packed by supply personnel and sent to Refugee Centres in Austria on 17 Dec 56. Articles of canned food were

collected at a children's matinee on 9 Dec 56 and approximately seven cases of food were sent to Austria with the clothing shipment.

A collection of toys was made under the direction of WO2 Stanton and many good used toys were repaired and painted by Wing Armament personnel and dolls were brightened up and given new outfits by the airwomen. These gifts were taken to the main refugee camp in Rastatt on 21 Dec 56 for distribution among the children there.

As chairman of the Hungarian and Christmas Community Fund, I wish to thank the following members of the committee for their hard work and co-operation: F/O BR Anderson, Cpl F Brucker, F/L FG Christie, LAC S Dobson, F/O K Durrant, F/O LG Hamelin, Sgt GJ Howard, FS OW Kennedy, WO1 RF McConnell, F/O JL Rogers, LAC MK Smith, F/L JB Smith, WO2 DW Stanton and Cpl J Rockcliff. The success of this drive for funds is due primarily to the generosity and concern for others by all residents of 4 (F) Wing, Baden-Soellingen. However, particular mention should be made of the assistance given by all Squadrons and Sections, the Boy Scouts, Brownies and Guides, the Town Council, Station Entertainment Committee, Station Fund Committee, Catholic Women's Guild, Protestant Church and Sunday School, Principal and teachers of Rhine Valley Park Dependents School, Theatre Manager and Airwomen. Many long hours were given by LAC S Dobson in promoting the various fund raising events.

As a result of our efforts 1900 men, women, and children in the immediate area were helped to have a brighter and happier Christmas and many Hungarian refugees will benefit from the much needed food and clothing sent to Austria. Thank you everyone for a wonderful response in helping the less fortunate.

D.A. Gordon

OPERATION SANTA CLAUS

The following message was received from Air Commodore W. I. Clements, acting Air Officer Commanding.

The Air Division Hungarian Refugee Campaign was a huge success. More than \$ 30,000 in cash has been converted to 1,000 dozen diapers, 1000 blankets plus stocks of childrens underclothing, mens trousers and shirts and kit bag items most urgently required according to International Red Cross.

RCAF trucks delivered used goods and food directly to Refugee Camps near the Hungarian Border and Bristol freighter flew new material to Vienna for distribution to refugee camp throughout Austria.

All who participated in this campaign are congratulated on an outstanding effort, one of which all of us in the Air Division can be justly proud.

alexander

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Soellingen Sally Reports

by LAW Benny Bennett

GREETINGS — the year has started and what faces us — AH all those "RESOLUTIONS" we made (at all those parties we were at). Well sit down, that's your cold beer there, pick up the latest copy of the "Flash" — enjoy yourself — yes, yes we know you were going to change all that — there's always to-morrow-that's the way she goes-fight it some other time.

New arrivals to introduce are LAW Joan Kerr (Clk-Steno) from Stn Trenton and LAW Jean Forest (ClkAcct) from 6RD Trenton, their names will not be added to the Sheet-detail list as they are both married. Hope you enjoy your stay here with us.

A farewell party was held in the lounge Dec 10th to bid Bon-Voyage to LAW Marion Lewis (Nwfie) going to 5 ADCC — Cpl "Andy" Anderson and Sgt Yvonne Mailoux don their over-stockings and are heading for Cold Lake. LAW Orma General is leaving for Stn Edgar (Stn Foymount has it's chance once aye Kernal). Also farewell was said to Cpl Phil Petzinger who is leaving the service shortly to take up housekeeping seriously.

On the same evening a shower was held for LAW Randy Chartrand. The girls had a look-see at the sort of thing a bride is supposed to accumulate to start house-keeping.

A decorating bee took place on the 9th Dec and the whole club took on a Seasonal atmosphere. You haven't seen anything until you've witnessed a nail being driven to the tune of Elvis Presley's "Don't be Cruel".

Congratulations to all those who passed Trade Board, it was a real nice Christmas present — and the back pay came just at the right time. Also a pat on the back to all who passed Cpl's qualifying.

Wedding bells rang on Sat 15 Dec when LAW Randy Chartrand exchanged vows with LAC Joe Millar in a morning service at the Roman Catholic Chapel. The bride and groom accepted Best Wishes from their friends at a Wedding Breakfast in PMQs.

Monday 17th Dec was anything but the usual Blue Day. It was filled with hither a dither of last minute details for the nite ahead — the Airwomen's Christmas Party. The evening started at six bells with cocktails followed by dinner at 7.30PM. Novelty gifts were exchanged, crackers opened in between "Prosts", paper hats donned and throughout dinner a spirit of gaiety began to build. At



Childrens Program put on for our Airwomen



The sparkle that's worth a million

nine o'clock the mixed lounge began to fill with guests and Sgt Fortier and his orchestra hit off with a tempo that kept the dance floor hopping all nite. A terrific time was had by all with the evening ending with a sing-song at the piano.

Dec 19 was an evening in the lounge with paper, stickers and ribbon for it was the nite to wrap the orphan's gifts. In no time at all the gifts were wrapped and packed in a box with the goodies, in readiness for the trip next day. On the 20th Dec at approximately 6 PM, aboard the 40 passenger bus, we left for Rastatt. Upon our arrival we were met by the Sisters and once introductions were made we were settled into our places to hear the program the children had prepared for the occasion. Two translators were among us to assist beyond the initial "Gutten Aubin" stage. Excitement filled the air as the children went through their recitals and sang as a group. After the program was finished, bags packed with candies, apples and all sorts of stuffies plus a gift for each came into view. It was truly worth a million to see the smiles and the sparkling eyes and hear the squeals of delight.

Congratulations to Stevie Gallant on receiving her Cpl Hooks. Altho the congrat's were warmly given by all the troops they couldn't compete with the coldness of the lounge, so the party broke up early. We hope the next party will be to the tune of "Steam Heat".

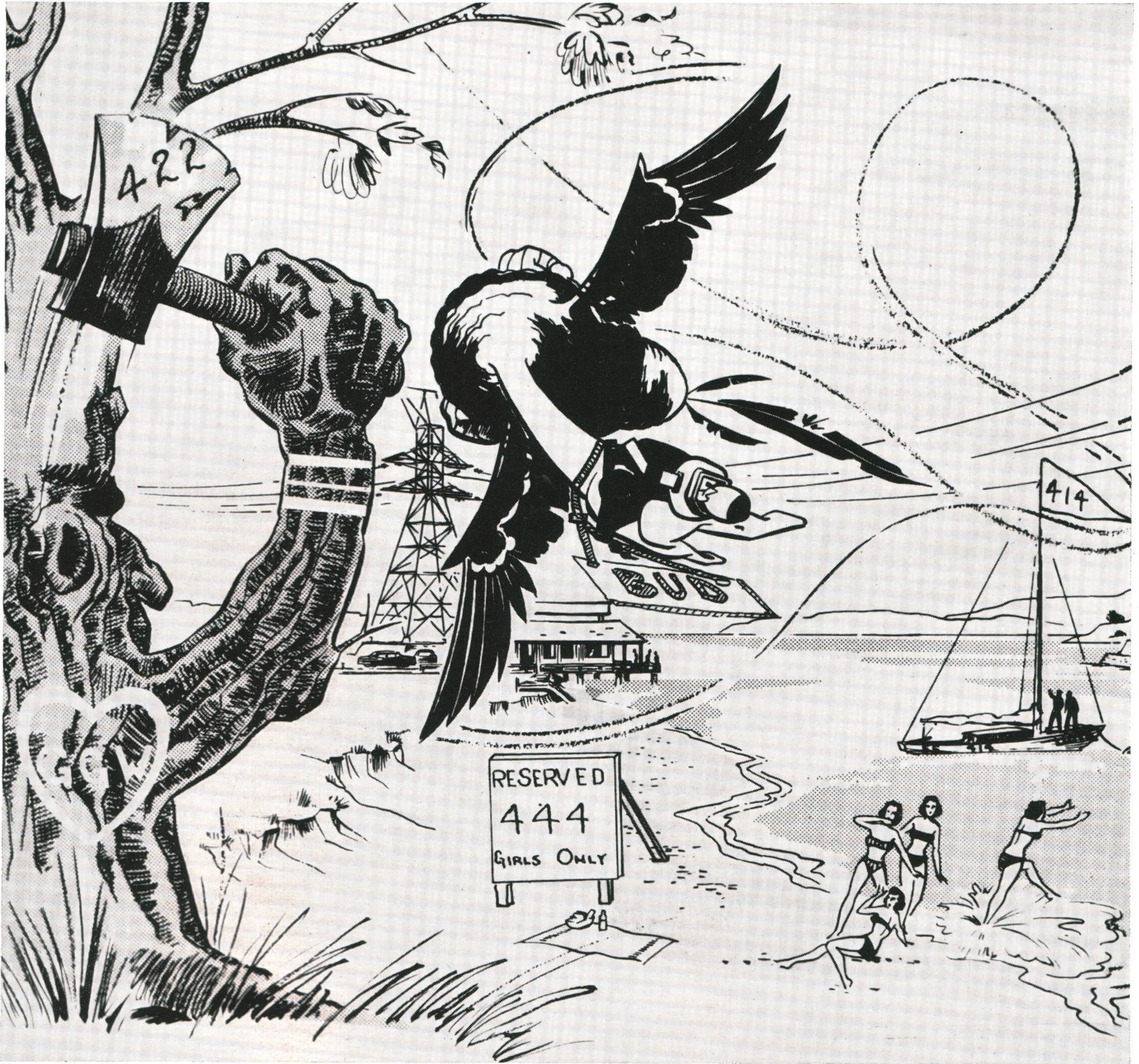
Leave, leave — seems like everyone is trying to get the last few days or weeks in before the fiscal year draws to a close. A number managed to make it to Garmisch (Rest Centre!!) for the Festive Season. Also a few managed to make England — to get away from the fog you understand. Oh well there's nothing like home cooking is there Grubby!

Ladies and Gentlemen!

Do you know your Beauty Parlour and Barber Shop on the base, located close to the Station Hospital?

We offer good service with the latest equipment, and at reasonable prices.

Opening Days; Monday to Friday from 0900 to 1800 hrs
Saturday from 0900 to 1500 hrs



ODE TO A COBRA

Twas the week before Xmas and all through the hut
 Not a creature was stirring, the doors were all shut.
 The party was over, the beer all consumed,
 And none had an inkling their mascot was doomed.
 The cobra was stored in a locker with care,
 It had been there for months and now needed air.
 Soon out of the night, stole a stealthy young crew
 Twas the wheel and some axles from — cheers — 422.
 They slipped through the darkness and got past the guard
 By giving the password and showing their card.
 They conquered the door with the greatest of ease
 And left ne'er a clue for the sly AFP's
 The darkness inside was a bit of a shocker
 But they pressed on regardless and soon found the locker.
 When opened, the inside did cause them to squirm
 As they gazed on the remains of a brass plated worm.
 Pausing a moment to check flying times

They flew from the hut with a series of rhymes,
 On Ernie, On Jordie, On Robbie, On George (Sir)
 On Twisty, On Freddie you old ten per center.
 (Meanwhile, back at the mess . . .)

Twas four nights before Xmas and the squadron was
 hearty

Exchanging their gifts and enjoying a party.
 They were mirthful and made sure that everyone knew
 They had captured a crest from — cheers — 4 double 2
 Their faces reflected a pleasant surprise
 When they received a gift from whom they despise.
 But surprise soon was followed by a series of shocks
 When they undid the paper and opened the box
 Their faces turned pale and the tears filled their eyes
 They muttered dire threats as they protected their prize.
 So that is the story, never mentioned before
 How the worm was first stolen from — poor — triple four.

The Wrench



Padres' Page



RECORDS

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

Our first remarks when we get to work in the morning are often about the weather. Living away from Canada, in a different climate, it takes a while to get used to the weather here in Germany. And though we may say that everybody talks about it, but nobody does anything about it, we agree that the life of the station depends a great deal on the weather. Too much rain, fog too thick, high winds, and the like can make the difference between the pilots getting in their flying time or not. So, it is not surprising that this topic, consciously or otherwise, is never far from our thoughts. This is why accurate records of the weather are kept. When we hear that last winter was one of the coldest on record in Europe, we know that such a statement is the fruit of records kept through the years.

In other fields of activity there are people busy keeping records up-to-date. The closest home are the orderly rooms about the station. But farther afield we realize that a ship at sea depends to a large extent upon the records kept of the speeds made, the distance run, and the course that has been steered. In the realm of law, when a legal case arises the records are consulted. The findings sometimes have considerable bearing on the final judgment handed down. In aviation, when an aircraft develops trouble, the records of inspection are closely examined to try to determine the cause.

Psychologists tell us that our lives are being constantly recorded. Every action, word and thought, although not always consciously remembered for long, is retained in memory. The subconscious mind apparently records our doings. A capable psychiatrist is able to bring these recollections to the surface by questioning.

For all of us there are records of things that we would just as soon forget—things which we would rather no one else knew anything about. The Bible calls these things "sins". They are engraved on our subconscious mind. They are recorded in what the Bible calls "the Book of Life". From this Book of Life we will be judged according to our works. (Revelation 20 : 12). In our profession of faith, as contained in the Apostles Creed, we state that we believe that He (Christ) will come again to judge the living and the dead. What will be the verdict when our life history is judged by God — "unto whom all hearts be opened, all desires known, and from whom no secrets are hid"?

For the sins that we have committed during the past year and which have blotted the record of our life there is a way of cleansing and forgiveness. Your chaplain is here to assist you in the steps required. For your part you must repent, which means turning your heart from sin to the worship and service of God (It is not just feeling sorrow for yourself, or being remorseful.) You must decide that a complete about-face is necessary to overcome your besetting sin. This will require an honest, rigid self-examination and confession to God. After being contrite and sorrowful in thought and word, one must prove the genuineness of his repentance by doing all in his power to atone for his sins. This we can do, God being our Helper. One of the prayers for the Epiphany season could be the prayer we adopt for the whole of this New Year:

"O Lord, we beseech thee mercifully to receive the prayers of thy people which call upon thee; and grant that they may both perceive and know what things they ought to do, and also may have grace and power faithfully to fulfil the same; through Jesus Christ our Lord. Amen."

WINNING PEACE IS OUR JOB

by F/L P. Gorieu, Chaplain RC

It is logical to presume that many events will occur in 1957, to promote or undermine the cause of peace in the world. Too often however, we are inclined to think that the cause of peace is served only in high political, diplomatic or military spheres, and that there is little or nothing the individual can do to promote peace and avoid war.

War is an evil like a disease. A disease may be due either to external causes such as the attack of a germ from the outside, or to internal causes, such as lack of rest or nourishment, or excesses in eating or drinking. It would be quite wrong to think that war is due wholly and exclusively to external causes such as the unleashing of Red barbarians bent on destroying the culture of the world.

It is due to that, but it may be due to our own making. As the drunkard disturbs his equilibrium and vision by violating the law of nature, so too do nations, by violating the laws of nature's God, produce out of their own bosom that disturbance of international equilibrium we call war.

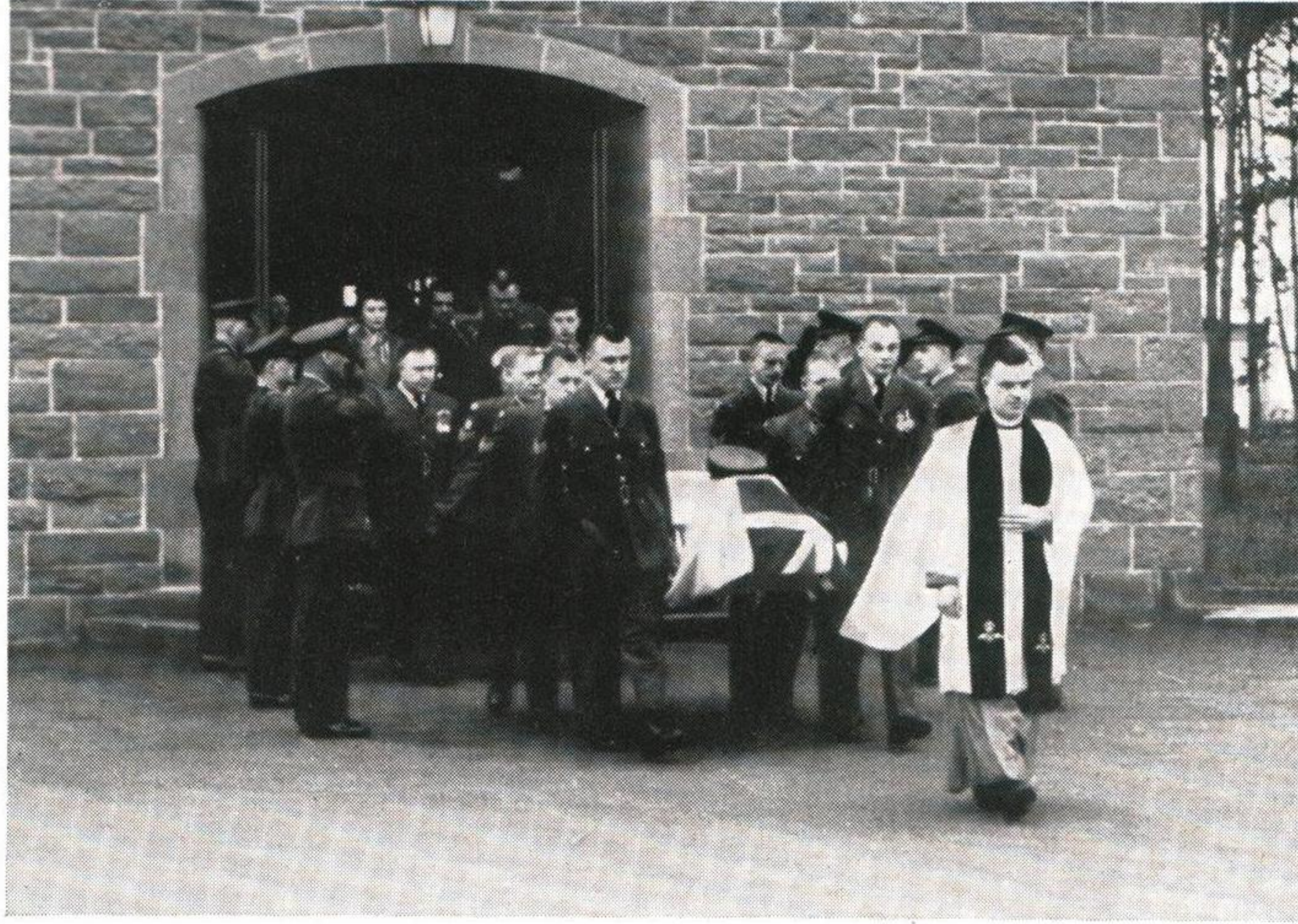
What we sow, that also do we reap. What a headache is to a man who violates the laws of health, that war may be to men who violate the laws of God — the self-inflicted chastisement of our sins.

It can perhaps be said that one of our greatest failures is the omission of the good we could do, but leave undone. Back in America, a movement called the Christophers, has in the past few years roused thousands out of their apathy and made them realize, that each one, on his own initiative, can discover ways and means of exerting his influence for good, in every field of life.

Most people underestimate their power for good. Too frequently they jump to the conclusion that because they are not in high or influential positions, their efforts count for little or nothing. Little does such a one realize how important he or she is in the sight of God and how necessary it is to fulfill the mission in life that God has assigned to him or to her . . . and to no one else.

Once any individual in low station or high realizes he has a mission to perform, he begins to display a little imagination and enterprise, not merely to brighten his own little corner, but to use his candle to bring light to others . . . to think, pray and work in terms of the whole world itself as Christ expects each and everyone of us to do.

There is no doubt that if the millions who realize the importance of Christian values in establishing a just and lasting peace in the world buckled down to doing something about bringing them to life in their own environment in 1957, a positive step would have been made towards peace.



In memory of Flight Lieutenant

FRANK KONRAD

who was killed December 10, 1956
at 4 (F) Wing, Soellingen, Germany.

FOR THE FALLEN

They shall grow not old, as we that are left
grow old:

Age shall not weary them, nor the years
condemn.

At the going down of the sun and in the mor-
ning.

We will remember them.

Laurence Binyon

TOMAHAWK

422

by F/O H. Jacobs

First off this month we'd like to say "thanks" to F/O Bill Clare for having done such a splendid job on last month's article which for obvious reasons your truly was not permitted to write.

TOMAHAWK TERRACE news this month is certainly not scarce with new additions and a couple of "so-longs" taking the spotlight. Along these lines we find that we were forced to say goodbye to our OC S/L CC Magee and F/O Ray "Tappy" Carruthers during the month of December and their loss is certainly going to be felt around the squadron. Though S/L Magee wasn't with us too long he was well liked and did much to further the squadron cause. On the other hand "Tappy" is one of the squadron "oldies" and was with the squadron since 1953. He is undoubtedly one of the most jovial and capable pilots ever to hit the fighting 422nd and we are really going to miss him both in the air and on the ground—especially around the sports field. The "old" boss is off to Air Div while Tappy has left for OTU Chatham where he will be passing on to the pipeline boys some of the gen he has picked up along the way, (Bail out procedures not excluded). So to S/L Magee, his wife Jane and all the little Magees it's a temporary so long and drop in any time at all. To Tap and Nan similar salutations and we'll be seeing you in the land of the big PX.

We are happy to welcome to the squadron our new OC S/L Wright who oddly enough got his contact training at Cobra Crescent. He is one of the few single OC's around and quite good at Curling and "can yell at the stadium hockey games as loud as anybody". His keenness is really noticeable and we all feel sure that his posting to 422 will be of great benefit to all personnel serving under him. Two more pilots make the news this month and we are glad to welcome aboard F/O's Gordie Lough (pronounced Law) and Dave Ellis, both have come through the pipeline and to them and their wives Bev and Mary along with the kids it's welcome to Deutschland and we hope your stay with us will be a long and happy one.

By the time this issue reaches the printers we will again be graced with the presence of one F/O Con Platz who has been in Chatham for the past few months trying to "gen up" on air firing. It sure will be good to have him back especially to keep Danny company in the stands. (Wonder how "teach" feels about it all?)

Our old friend JT Price managed to make the trip from Scotland in a Mark 5 a short while ago and thanks to a few unserviceabilities managed to stay a few extra days. JT will be going to OTU Chatham in the not too distant

future and the gunnery flight there should really be tops with Tappy there as well. F/O Bert Gladman is another pilot that will be on his way home within the next couple of months and his posting has a lot of people really green with envy — 411 Reserve Support in Toronto.

Sports have taken the spotlight around the squadron with hockey being the most popular. The team has been steadily climbing over the past few games and with the first part of the schedule over and with 15 games remaining, we have played 10 games, won 5, lost 3 and tied 2 for a total of 12 points giving us a standing of 3rd place. We are eagerly awaiting the re-opening of the schedule on 6 January at which time we hope to increase this aggregate of points to move the squadron even higher up the ladder. (444 Sqn please note)

Well that just about rounds this month's, in fact this year's activities, so it's a Happy and Prosperous New Year from the OC and Officers of the Fightin' 422nd.

422 Ground Crew News

by Alec Todd

Well, the New Year being here, we can all settle down and live up to our resolutions. Most of us, no doubt, have resolved to quit drinking. Well that remains to be seen.

Quite a few changes have occurred on the squadron since last January. One of the most recent was the departure of our singing Scotsman, Bob Robertson, This son of Scotland made quite a hit on, not only 422, but the other squadrons too. We all wish him "Auf Wiedersehen" and success in his newly adopted country. Best of luck Bob!

Our friend Tiefenbach has turned loverboy on us. On Christmas Day, in the Canada Bar, he was making passionate overtures to a delicate Deutsche Fräulein. His tender words of endearment were, "Was ist los mit deinem Kopf?" Needless to say, she was very flattered. After having had a couple more beers, Tief was trying to convince us that he had seen a horned rabbit in Baden-Baden.

Tiefenbach isn't the only one that's going to the dogs. Lorne Ayres, our husky hunk of Nordic masculinity, has been walking around all day with stars in his eyes. The tune that he whistles is "Lillie Marlene".

On Friday 21st of December we had a party in the Pilots' room. We would like to thank all the aircrew for that. Squadron Leader Magee came down from Metz to bid us farewell and we had the opportunity to present him with a small gift. Squadron Leader Magee was well liked and respected, and we would like to thank him for all he has done for us and wish him the best of luck in the future.

At the same time our new OC, Squadron Leader Wright was presented to us. Welcome, Sir, we hope you will have a happy time on the best squadron in Air Div.

Well this is the last issue that this scribe will be writing. Any volunteers to write for the Ground Crew? If so, please contact F/O Clare.

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THE FIGHTING 444th

by F/O B. C. Bell

The first month of 57 finds the squadron recovering from one of the most festive series of parties on record. With a large assist from the Met Section we managed to find time for approximately 101 celebrations from the 19th Dec to the 3rd Jan. The annual squadron beer call was held on the 21st Dec and was well received by all. The pilots then proceeded to the mess for their yearly 'Santa' thrash where multi assorted gifts were distributed to all present. Spontaneous entertainment followed courtesy of two damp Headquarters types and F/O Mel Henderson's deadly water rifle. The Fighting 444th presented 422 squadron with their best Xmas gift in the form of a new apron clad OC; S/L G. G. Wright. (Don't say we never did anything for you.) In return for this kindness, a sneak attack was carried out on our unguarded? dispersal building and our beloved emblem carried off right under the noses of the security guard. (F/L Reimer please note.) This dastardly deed will not be soon forgotten.

In the midst of all these festivities, a sudden shuffle resulted in the loss of two more stalwart single men. F/O's Jim Wendover and Bob Longhouse deserted BB 39B clutching income tax returns plus living out allowances under one arm and their new brides under the other. However we wish them all best in this new venture.

December brought us a new squadron pilot in the form of F/O Reg Heard. F/O Heard was accompanied overseas by his wife Leslie and we wish them both a hearty welcome to triple four squadron. F/O Evan Gill returned from a 3½ week visit with his family in the Union of South Africa just in time for the New Year's eve ball on the 31st.

Recent activity in the hospital resulted in additions to the F/L Barry Smiths and F/O Trev Whites. Now a 4 time loser is F/L Smith with a new baby girl while F/O White has added a potential hockey player to the clan. Congratulations to all and keep up the good work.

A lot of people found out over the past week that there's something intoxicating about alcohol. Outstanding examples are F/O's Doyle and Hendersons 6 hour long trip to the mess "to get the mail"; F/O Buck Arnold's singing voice (we thought he was Bing Crosby but he's really The Fang); S/L JB Lawrence's repertoire of tricks done from a wheel chair; and F/O Brian Wallace's tours between the Kurhaus and the bush behind PMQ's, on foot.

Finally this month, 444 will be resuming the hockey wars with a 4 pt bulge in the standings. We hope to see all you supporters around the ice arena for the next couple of months.

News from the Ground-Crew

by LAC J. D. Le Drew

First of all congratulations are in order to LAC Eby and his bride Hildegard who were married in the chapel on Saturday 15 Dec.

Next the squadron has really been represented in the stork department with boys being born to the LAC Bullocks, F/S Harpers, Cpl Bassettes and the Cpl Pessahs. Meanwhile, the LAC McKinnons, Cpl Stevensons, LAC Vincens and the Cpl Munroes were busily engaged in the production of bouncing baby girls.

In the sports department 444 is doing nicely being at the top of the hockey league and of course we are right in there pitching with the bowling.

Our Xmas party was held in the pilots room on Friday 21 Dec and it was generally agreed that it was quite a success. A good natured thumping was administered to a certain pair of S/L's (via a couple of ping-pong bats) and the boys didn't forget our genial???? W. O. 1 either.

Our O/C S/L Lawrence thanked all for a fine year and amidst great flowing "Beer Tears" by all he announced that he had received his sailing date.

The Squadron Ground Crew Is Talking About:

How clean and spotless the hangar **and the fellows working in it look since W. O. I Harbun took the reins.**

How neatly Kipper Vince has managed to wangle out of A/C guard.

How the British Isles will survive a second onslaught by LAC's "Sammy" Brown and Flab Gullickson whilst on leave there.

We would like to take this opportunity to say goodbye to LAC Grier another of the 444 old-timers who will have left by the time this item gets to print.

It seems to me that I dimly heard Sgt Myshrall mention something about a stand-down so we'll see y'all next issue.

REFUGES — One hundred and twenty Hungarian refugees have arrived in Halifax, ready to start a new life in Canada.


They came aboard the liner Ivernia, and will travel to various parts of Canada by train and plane.

Meanwhile, in Haileybury, Ontario, Mayor Art Cooke said he hoped the Hungarian school of mining might be located there.

Two hundred and four members of the Hungarian school's faculty and student body want to come to Canada, and Mr. Cooke said he thought Haileybury would be the ideal place for them.

However, North Bay and Timmins have also asked to be selected as a site for the school.

The provincial school of mines is located in Haileybury.



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Hospital News

by LAW B. Taphorn

Here we are back again and we hope everyone has survived the Christmas festivities and is ready to enjoy a very Happy New Year.

It seems we are always saying farewell to someone from our staff, this time we bid adieu to Cpl Esther Morris who is re-mustering to civie street — All the best Esther. We are also losing our little — "Kernel" with all her stuffed animals. Kernel is going to Stn Foymount — "I'm not going Sir" —

Oh; that's right it is Edgar isn't it. All the best "little one" maybe we'll see you again on some ball field, who knows.

Well folks, my brain's a bit foggy these days — too many patients?

HAPPY NEW YEAR to one and all from the HOSPITAL STAFF.

M.E. Orphanage Party

by 12345

A party for the Lichtentaler Orphanage was held at the institution on the evening of Thursday, 20 Dec 56, in the city of Baden-Baden-Lichtental. This orphanage is comprised of approximately 85 boys and is sponsored by the M.E. Section which has had the honor for the second time to sponsor their Christmas-Party and also to take part in it.

A committee was chosen from members of the M.E. and further sub-divided into smaller groups for the purpose

of handling food, decorations, etc. These committees arranged well before-hand to have everything organized and in readiness. On Thursday more M. E. personnel and their wives went into Baden-Lichtental to help serve supper and assist with the decorating. At about 13:00 hours a hired bus went into Baden-Lichtental and picked up the children for a show in an uptown theatre. This was paid for by the M.E. and the manager kindly presented it in unscheduled hours and charged only operating expenses. While the children were at the show and later on a bus ride, the decorations were completed, the supper was picked up and cooked and gifts were placed around the tree. The buses unloaded at approximately 17:15 hours and the children filed in to take their places. The choirmaster then selected a choir and they presented some Christmas Carols which were tape-recorded and played back, which left the boys quite astounded. After a short speech the supper was served by the M.E. personnel and their wives who were quite astonished at the large amount of food that was consumed. After supper a short speech was given by the President of the Orphanage and acknowledged by F/O Baker after which the children opened their gifts. Some more carols were rendered by the choir while the M.E. wives cleaned the dining hall and dishes. The party broke up about 20:00 hours with many "Thank you's" and "Good-bye's". Two members of the Baden-Baden newspapers were present and two "thank you" writeups were printed by the press the following day. The WMEO and 4 volunteers went in the following morning to collect any equipment left behind and presents were given to the girls of the kitchen staff who very ably assisted with the cooking and cleaning the preceding day.



Boys Concert at Stuly Schriener



Children's Home in Rastatt



Orphans and RCAF entertained by a magician during the orphans christmas party

Flashes from Training Flight

by LAC Quigley

LAC TAP Kreutz went merrily on his way to meet his wife Kay & son Eric who arrived at La Harve on the 19th of Dec aboard the SS Rosa San. So as not to end up like mother Hubbard TAP almost bought the Stn Store out of supplies and transported them plus his kit to the fair city of Baden-Baden where he and his Frau have now taken up residence. Welcome to the land of the Wiener Schnitzel Kay and may your stay here be a pleasant one.

That grand old man from training flight Sgt Patrick silently moved off on leave. Where he went no one knows but rumour has it that his old bones were getting pretty stiff with the damp climate and that he was travelling south to try and dry them out. Personally I think that he is travelling around to find out if the rabbits in other parts of Europe have the same habit as their human brothers. Poor old guy, these rabbits sure have him fooled.

A great silence has remained over the simulator crew since their last appearance in the Flieger. Doors have been kept locked and a pass word thought up to keep undesirables from getting in and news from leaking out. Never the less we did manage to get something of interest from there.

It's a mighty good job that there is a maintenance center in England where help can be sought when old faithful splutters, grinds slowly to a halt and quits. Cpls Sexsmith and Johansson get their heads to-gether and try to find out what has happened. "Let's have the rest of the guys in", exclaims one of them, "and discuss our problem over a cup of coffee". After days of coffee drinking and talking about who is going to come out on top in the section curling someone comes up with the bright idea to send to England for someone who knows something about old faithful. A signal is sent to the maintenance center and over pops someone with the know how. Our very frequent visitor here is DERRICK WILKINS, 4 wing to him now must feel like a home away from home. The influence of the boys from the simulator seems to be rubbing off on him. All you have to do is look in the section and there he is drinking coffee and talking about local topics.

Before the news leak was discovered we found out that Cpl "Nel" Foss has a visitor from Canada. None other than his mother-in-law. I wonder now could that be the reason why old Nels has been running around the section

in a daze. Cheer up Nels there are brighter days ahead. With the words of, "No you can't use our phone", we lose our connection with the simulator.

Congrats are extended to Cpl Ron Walker and his Frau on the stepping up of the population by one baby boy, who as Ron tells us arrived right on schedule.

Overheard in the section — the setting has got to be Fl. LAC Vicklund. These laws the Germans have, now I have to go drilling holes in my new Ford to stick up a mirror (FS Kent).

Short Circuits from M/W Electrical

by Cpl Hatton

"WELCOMES"

Changes in personnel are the highlights of this months report from Wing Maintenance Electrical Section. We welcome Sgt "Don" Groves from Comox, Lac "Ken" Webber from Chatham, LAC "Dick" Meile from North Bay, LAC "Tony" Villeneau from Summerside, LAC "Doug" Smith from 435 Sqn, Edmonton, LAC "Bill" Henderson from Rockliff, and LAC "Bob" Laird from Bagotville.

"AUF WIEDERSEHEN'S"

"Auf Wiedersehen" was bid to LAC "Cyril" Horn who is going to Chatham and LAC "Gaston" Lapeire who went to Bagotville, "Little Reb" McDonald left us for some outfit called 414 Sqn. LAC "Lem" Barr and yours truly have been "Exiled" to the HYDROGEN GAST HAUS better known as the Wing Battery Shop.

"CONGRATULATIONS"

Congratulations to LAC "Doug" Smith, LAC Lem Barr, LAC Tony Ravenda and LAC Dick Meikle on passing their Trade Board. Congratulations to Cpl "Mitch" Mitchell and Cpl "Garry" Swinemer on passing their qualifying exams.

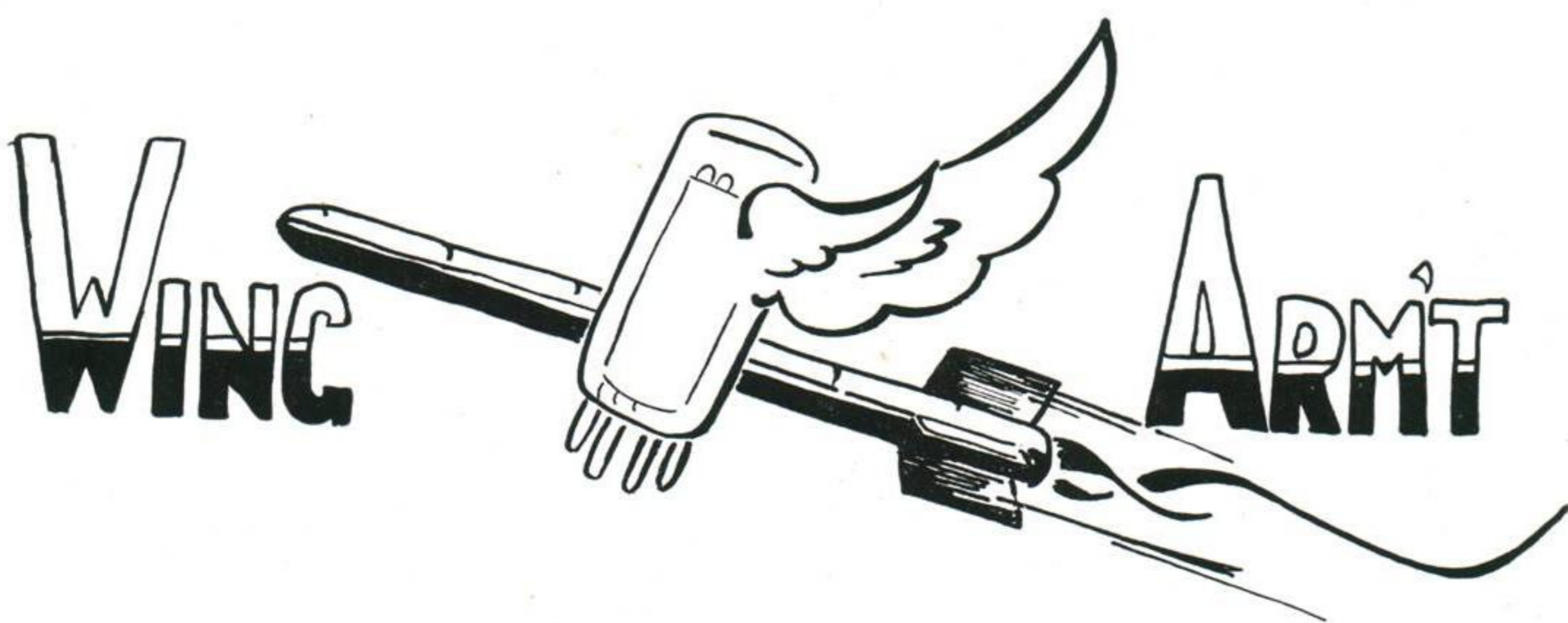
Congrats to FS Doe and team on winning the first event in the bonspiel, (They would have been beat out by GREENTREE of course without the help of Scotty Harris's and Mitchell's pipes). Congratulations to LAC "Tony" Villeneau on his SHINER acquired in Paris while meeting his wife. No his wife didn't do it, Tony's story is that he was ROLLED while trying to cash a travelers cheque in a French Bank at three in the morning. Sounds a bit off colour to me. Well anyway welcome to the "Land of the Square Door Knobs" Mrs Villeneau.



F/O Ken Durrant during his re muster test at the Stuly Schriener Orphanage



More delight at Stuly Schriener



by "Al" Wilson

As the Yuletide Bells fade off in the distance and another year drifts slowly behind us we of Wing Arm't lift our mugs high in small pros't to you and yours for a most prosperous New Year.

We'll start our 1957 off by congratulating an ever smiling "Little Wheel" who started his New Year off in a big way. All the best, SQUADRON LEADER Zwicker!

Congratulations are also in order for all of those LACs who helped to keep our trade board passes up to their usual high standards. Maybe the trade advancement lecturers are pushing for a change to get back to Camp Borden in a hurry!

"The Land of the Round Doorknobs" has taken another couple from our midst — Sgt "Bob" White and his wife Rosemarie have left to reside in the Province of Quebec at Station St. Hubert. There will be two less bench warmers in the Arena on hockey nights now as Bob and Rosemarie were very ardent fans. "Big Vic" Cheatley will now be scrutinizing those E42s in Bob's place in stores.

To bolster M&W's strenght, Cpl MacLean has arrived from Uplands. May you have a very good stay on der Flugplatz, "Mac".

The Armament clan gathered in the Mixed Lounge on Friday the 7th of December for a gala evening of dancing, Aulde and new friends all combined their efforts to make for a very enjoyable evening.

The section Christmas party wound up with the M&W Airmen victors over the Systems types in a beer drinking contest while the Systems' NCOs beat out a very plucky M&W threesome. It just goes to show — some people get

thirstier than others. "Rock'n Roll" Boast and "Dangerous Don" Turner put on a small dancing exhibition for all of the boys enjoyment. Many people arrived home late for supper that evening as gremlins made the automobiles hard to find.

NEWS FLASH — The Combines Win!

On the night of 16 Dec 56 with a thrilling skating exhibition our boys rolled over the luckless 414 six. A tip of the old tin hat to LAC Gottraux for his sparkling goal tending.

The bowling team is still in fifth place even though "Norm" and "Al" are still up in the 200s.

Auf Wiedersehen 'til next month when Fasching will be the Fashion!

Rambles from Food Services

by Sgt N. Hughes

Having had a busy Christmas we of the Food Services Staff are with you once more. The biggest item of interest in our Section was the 11th Wedding Anniversary of one of our popular Sergeants, Bob Pigeon, who was presented with an iced cake on behalf of the Food Services Staff and many good wishes. The Sergeant was also quite lucky at the Christmas Draw winning four prizes during the night. Congratulations also to Cpl Carrigan who as a member of our bowling team won a ten dollar prize for the High Triple. Congratulations also to FS Godin on successfully completing the Food Services Supervisor's Course at Camp Borden. Also to LACs Cormier and Tremblay on passing their respective trade tests.

We welcomed back to our section again FS Godin who looks quite fit and well. Sgt and Mrs Petty entertained the single airmen of our section at an open house on Dec 26th. That's most all of our news for now, some of our section will be going on leave and we may have more news next issue, cheerio, till then.



Trying on for size-Stuly Schriener Orphanage for boys

Sports

and RECREATION

ICE HOCKEY NEWS

The 4 Wing version of the NHL reached the Christmas layoff with the league operating in high gear all the way. Boss Lawrence's 444ers are leading the way with a gradually increasing lead and promise to be tough to catch up with the rest of the way. Note that the Combines already have three more points than they got all last season, they are a team that won't stop hustling.

The league bid adieu to three of the sparkplugs of their

respective teams: Ray Carruthers of 422, Jack Little of 414 and Al Landry of HQ's. All three have returned to Canada and will be missed by their teams.

The station team has been working out for a while now and look pretty sharp. So far they only have a few games lined up but it is expected that they will be playing some of the German teams soon. The All Star team on Jan 5 defeated the Canadian Army team from Soest by a 10-3 score.

LEAGUE STATISTICS — as of Dec 31

Team	Played	Won	Tie	Lost	Goals for	Goals against	Points
444	10	8	1	1	57	22	17
HQ's	10	5	3	2	53	45	13
422	10	5	2	3	46	34	12
414	10	4	0	6	41	42	8
W/Maint	10	2	2	6	35	56	6
Combines	10	1	2	7	28	52	4

INDIVIDUAL SCORING

Player	Team	Goals	Assists	Total
Landry	HQ's	15	8	23
Adams	422	8	15	23
Henderson	444	11	9	20
Melancon	HQ's	10	9	19
Longhouse	444	11	6	17
Little	414	6	11	17
MacDonald	422	15	1	16
Edwardson	414	11	5	16
Johnson	HQ's	8	8	16
Bell	444	9	6	15
LeBlanc	Combines	10	4	14
LaLonde	W/Maint	10	4	14
Banfield	414	7	6	13
St Marie	HQ's	9	4	13

PENALTIES

Player	Team	Total
Morrison	414	23
Purvis	444	19
Buffett	444	17
Gratton	W/Maint	14
Hyslop	444	14
Pentland	444	11
Renaud	HQ's	10
Hessian	HQ's	10
Titmarsh	HQ's	10
MacPherson	W/Maint	10

TEAM PENALTY TOTALS

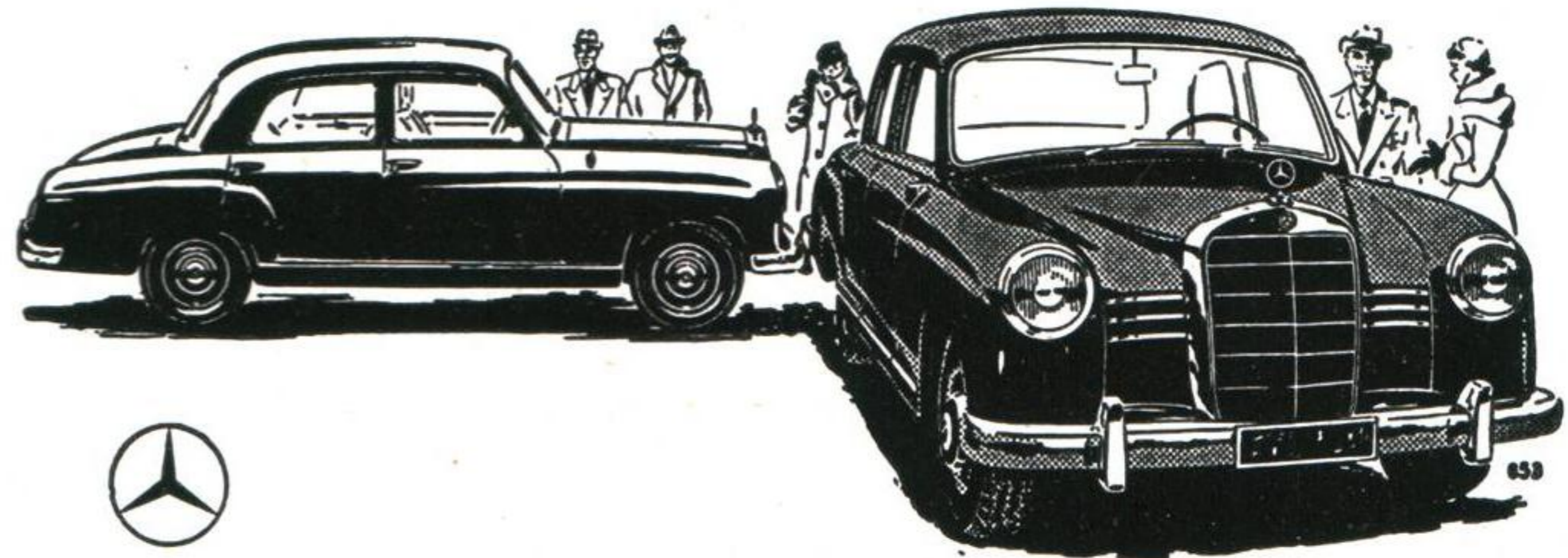
444	93
414	57
Combines	56
422	46
HQ's	44
W/Maint	40

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MERCEDES-BENZ

Swimming Pool

Once again we would like to remind all 4 Wing Fishes that the swimming pool is still open every day Mon to Fri from 1600 hrs to 1900 hrs and from 1300 to 1900 hrs on Sat Sun and holidays. Let us make better use of this fine pool.

Volleyball

Inter-section volleyball is scheduled to start sometime in February. A meeting will be held around the end of January to get the league started. All sections are requested to select a representative and to make sure that they have a team entered in the league.

Badminton News

Like most station sports the Badminton Club has discontinued play for the Festive Season. Monday evening, December 15th wound up the club's activities for the year 1956 . . . A club tournament was played with lunch and refreshments served after. Play will resume however Wednesday January 2nd. All club members and persons who would like to join the club are asked to come out each Mon and Wed evening at 1900 hrs.

Basketball

The Raiders are beginning to shape up under the coaching of W/C Mc Leod. Several games have been played against American teams from Karlsruhe and although the Raiders are still looking for their first win they are getting closer every game. The teams big trouble this season is lack of enough experienced ballplayers. They have lots of spirit but badly need a few more players to turn out. Both the Raiders and Raiderettes will be opening their Air Division schedule on the 13th of January. The gals also can use a few more interested players.

Entertainment

On the 7 December the Repertory Theatre Company from the Seventh United States Army in Stuttgart presented the finest bit of acting seen yet at this unit. They presented the play "See How They Run", a comedy set in England. Everyone (of the few who attended) agreed that it was a terrific play. This group are all professional stage personnel presently serving their time in the army. This group has tentatively planned a return engagement around the end of February or the start of March with a new play and it will prove an evenings entertainment well worth while for all.

On Sunday the 16th the Gerzewski Barracks players from Karlsruhe put on the play "Hasty Heart", which was also well received by the audience. Again the audience was not large but the few who attended were treated to a very good show.

I WENT TO AN A. A. MEETING

Recently I attended a meeting, arranged and conducted by a group of men on this station who have faced up to one of the most destructive of all social problems — alcoholism. Each one of them was different and their individualism was expressed frequently during the evening's discussion.

They represented a real cross-section of the station. Some were single, others married; some were young, others older. However, they had one common bond that had brought them together. Each one of them had an honest desire to stop drinking and their primary purpose is to stay sober and to help other alcoholics to achieve sobriety. They are aware of their weaknesses, proud of their achievements. And they have just cause to be proud, for they have stopped drinking through their individual and collective efforts. As one member aptly put it: "A. A. doesn't do anything for you — you have to do it yourself." Alcoholics Anonymous is the program that has helped these men to help themselves.

I was impressed at the honesty of these men and the courage they showed in admitting their personal failings and endeavouring to improve themselves. I had met most of them previously when they were drags on Society. They will readily admit now that they were menaces on the roads, slackers at work and burdens to their families. Today they are an asset to the station — a contributing force at work and in community activities.

Members of Alcoholics Anonymous are not crusaders against drink. As a group, they are not allied with any sect, denomination, political organization or institution.



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Alcoholics Anonymous is a fellowship of men and women who share their experience, strength and hope with each other that they may solve their common problem and help others to recover from alcoholism. Further information regarding the A. A. program will be given gladly by your Doctor, Chaplain or myself.

(D. A. Gordon) F/O
Wing Welfare Officer.

Short Story

by Hangover Helen

There are, to my knowledge, two methods of closing a door. The first method is the highly popular and generally used "Door Slam"; the second is the "Silent Door Close".

It takes a great deal of training and good muscular co-ordination to become an accomplished "Door Slammer". When opening a door to enter or leave a room you must be forceful. Best results are obtained by starting from about 12 paces back from the door with the right arm thrust well forward. March quickly in this position to about two paces in front of the door — grasp the handle firmly in the right hand, then with a swift backward swing of the arm snap the door open as quickly and as far back as possible.

As the door is swinging open step quickly through

bringing your left arm backward and toward the door. Now grasp the edge of the door itself in the cup of your left hand and with a slightly bent elbow and a sharp wrist movement snap the door into position.

Great care must be exercised by persons using this method until sufficient experience is gained as the quick changing of positions has been known to result in sprained wrists, bruised ankles and scraped shin bones.

However, once you have become an accomplished "Door Slammer", the loud crash of the door as it falls into position behind you will be a reward worth working for.

The second and lesser used method is a very simple operation requiring little strength and no skill. For this reason it is most popular among the very old and the very young.

A gentle turn of the handle will release the catch and the door can be opened with ease. Pass through the doorway.

Having cleared yourself of the doorway, turn the handle on the closing side. (Confirmed door slammers are of the opinion that handles appear only on the opening side of a door, but if they will check closely they will find a handle is also present on the closing side of most doors). Now the door may be pulled, without effort, into position. Release the handle and presto, the door is closed.

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