Schwarzwald-Flieger



FASCHING (COVER STORY PAGE 1)

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4 (F) WING RCAF

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GERMANY

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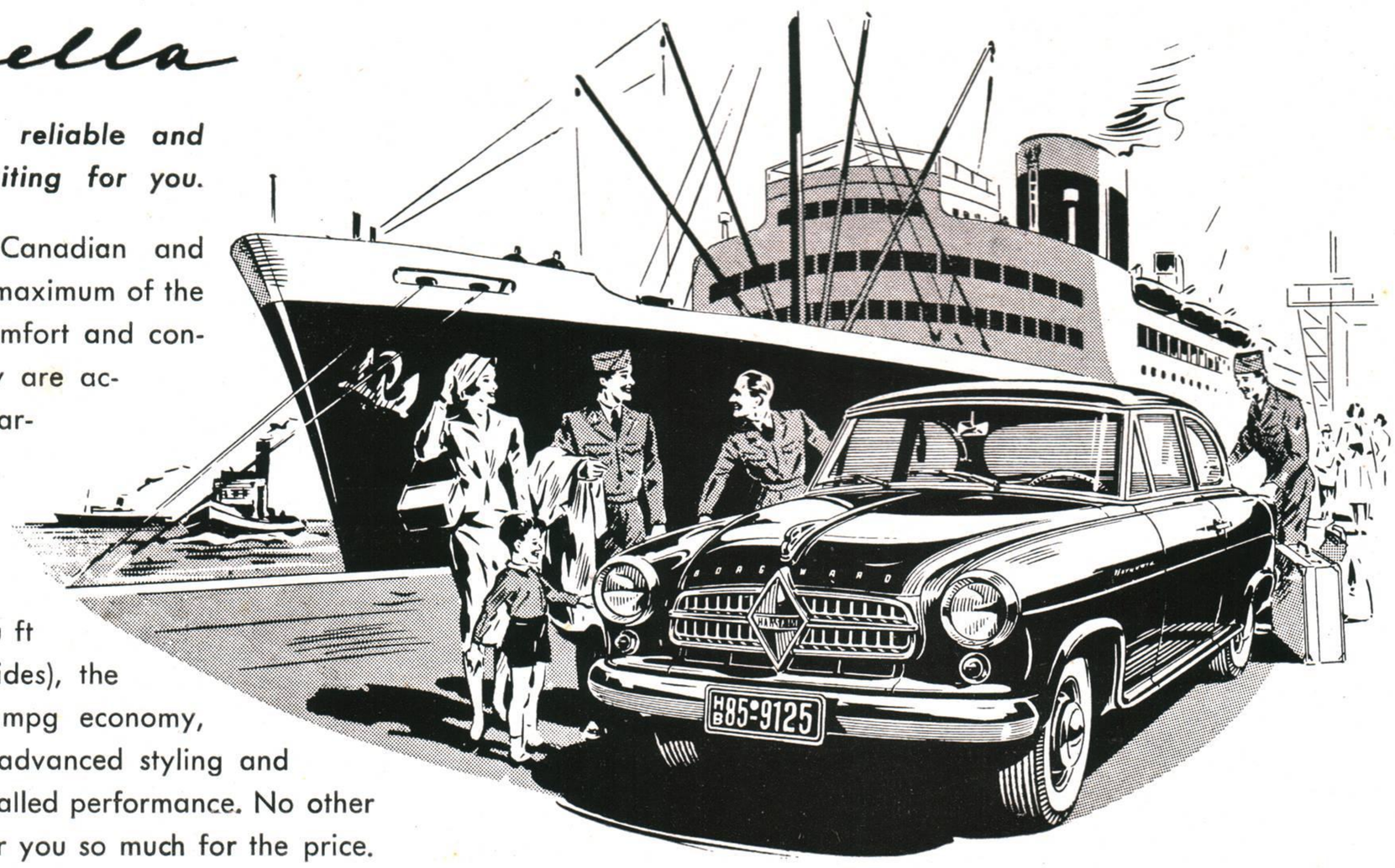
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(Black Forest Flyer)

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Associate Editor	Flying Officer L. S. Coleman
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EDITORIAL

The Bureau of Current Affairs is sponsoring an essay contest which is open to all members of the Armed Services up to and including Warrant Officers. This contest is a very simple one. All you have to do is take hold of a pen (an issue one will serve very nicely) and write down your ideas on "Canada and NATO" in not more than 700 words and send your effort off immediately (since the closing date is 28 Feb) to the European representative of the Bureau of Current Affairs. His address is available from the WEdO or the Librarian.

You can write about any aspect of "Canada and NATO" that you wish, e.g. How Canada benefits from her membership in NATO, the part Canada played in forming NATO, why Canada's ties with the new and old worlds make her an important member of NATO, and so forth.

As you can see, nothing could be simpler. The prizes, moreover, are quite attractive; first prize is $100, and there are many other worthwhile sums to be won.

Why not stop wishing you had another $100 and have a try at making it reality? Remember, you are serving overseas as a member of the NATO forces, and your broader background gives you a head start over other eligible personnel.

Bring that prize to 4 (F) Wing! C.G.B.



Photo by
Interphot Tschira

This Month's COVER STORY

Fasching

by Mrs. M.T. Bauert

The pre-lenten festivities go by three names, Fasching Fastnacht, or Karneval. The origin of these words is as follows:

"Fasching" possibly derives from fast or fas, since the 40 days fasting begins after Shrove Tuesday. The Roman word "Karneval" indicates the abstinence from meat (carne vale means fare-well meat). "Fastnacht" is literally translated fasting night or fasting eve. It may also derive from the old German word faselt, meaning "to prosper", because that is the time the farmers are busy tending to their fields. Only later did "faseln" mean "making fun".

The idea of "fasching" originates from the endeavour to be extremely jolly and have one's fling before the 40 days of fasting, and is celebrated in most of the European countries. It occasionally starts on the 26th of December, on the 1st or 6th of January, or even as early as the 11th of November at precisely 11 minutes to 11 p. m. In many districts it is the custom to start off a large fire, known as "Fastnachtsfunken" (carnival sparks), mostly lighted on the Old Fasching Sunday, also called the Sparks Sunday or Wheel Sunday. In the Black Forest the young men fell spruce, and chop off the branches except for the few top ones, which are decorated with coloured paper strips. Then they pile up wood, straw, hay and other fuel and set the trees alight. In Freiburg, Switzerland, the youngest married woman has to light the fire, in Germany it is the youngest husband of the community that lights it. The entire village watches the spectacle, on the hill tops sometimes praying or singing. The younger ones jump through fire and smoke, in the belief that good health results and the year will be a prosperous one. It is a most impressive sight, to watch the illumination of various villages simultaneously. On the hills near Kork, County of Baden and at many other places one can overlook more than 20 such fires. This continues until dawn. During the celebration and afterwards on the way home, old love is renewed and new love confirmed. The Swabian poet is probably right in chanting:

"One dear word leads to another,
And I bet when round about,
The fire-red sparks are out,
Many a heart's on fire."

The main characteristics of carnival are disguise and masquerade. Most carnival festivities are games, fundamentally no different to simple children's games, which have been played by all peoples and at all times by children as well as grown ups, i. e. they dress differently than usual. One wears a red top hat, the other a beard, a third one a false nose, another appears in green tails and a fantastic flower for a button hole, one joins in the fun as a chimney sweep, the other as an Indian and many

Canadian Guides Entertain German Girl Guides

by Frau Spader



The Mixed Lounge echoed with happy chatter in both German and English on Dec 18, 1956, when our Guides entertained the German Guides with a Canadian Christmas dinner, complete with all the trimmings. Father Gorieu welcomed the girls and Padre White offered Grace. Hearty appetites soon dispatched the delicious dinner served and to complete the evening, our bi-lingual St. Nicholaus in the well-disguised person of Mrs. Jack Harbun, spread joy and gifts to one and all. Our German friends were very interested to hear how we celebrate Christmas in Canada. The photographers arrived, and many of us when we return to Canada will be able to re-live our happy evening with our German friends. We wish to thank all those who made our "Feste" possible. particularly Miss Christie and her hard-working Mess-Hall staff.

"Fasching" continued:

wear masks to hide their faces — altogether a multicoloured crowd in the streets and restaurants. Now why do they dress up for such frolicsome fun? They wish to escape the monotony of everyday life and join the hilarity of carnival's crazy days. In dressing up they get into the Fasching mood and thereby are completely bewitched.

Eventually "fasching" is buried-mostly on Shrove Tuesday or Ash Wednesday. A straw puppet is "killed" and buried with great lamentations, thrown in the water or burnt and the ashes are scattered over the fields or buried. This is symbolical of the removal of winter; and that is not the end of the ceremony yet. The straw puppet is called back to life, which symbolizes the arrival of Spring and germination (or growth). All these carnival customs derive from the annual renewal of life, and thus are celebrated in this manner.

Local Events:

The Calendar of events in the Kurhaus is as follows:

Saturday — 2 Mar 57 (2100 hrs)
Big Masquerade and Costume Ball — 8 Orchestras in attendance —
Admission tickets cost DM 8,20 in Small Halls
DM 10,20 including Reserved Table and Cloak Room Service in Big Hall.

Monday — 4 Mar 57
Children's Masquerade Party commencing 1530 hrs — novelties — admission DM 2,20
Rose Monday Ball
Commencing 2100 hrs in all the Ballrooms of the Kurhaus — Admission DM 5,20

Tuesday — 5 Mar 57
Final Carnival Ball in all rooms of the Kurhaus, commencing 2100 hrs —

Costumes:

All ladies are expected to wear costumes when attending a Fasching Ball. Men may wear either costumes or fancy shirts. Evening Dress is also correct on these occasions. Costumes vary widely, some being lavish, others inexpensive but with a novel motif or original design. You may find ladies skirts with playing card patterns, or road signs; slogans or other decorations cut from brightly coloured pieces of material and sewn on to dresses lend a festive air to the simplest costume. Boleros, net stockings, and fancy headress may be worn in addition, and face masks are a must for the ladies. Men may wear them too, but it is not as common. A wide choice of masks can be seen at practically any down-town store.

In planning your costume, be sure that your ideas don't conflict with the styles traditionally worn. You would be considered to be in poor taste, for example, if you were to appear in any national or regional costume, or in a pair of Bavarian leather pants and Tyrolean hat. You'll see lots of clowns, cat costumes, witches, chimney sweeps and Roman gladiators, etc. You can pick up good ideas from pattern books on sale at all news stands.

Buying or Renting a Costume

Ladies costumes can be purchased to order from many stores, or rented for fifteen to thirty marks. To buy a child's costume may cost around fifty or sixty marks, and mens' fancy dress items can be taken out for a day for anything between fifteen and thirty marks.

All rented costumes are guaranted dry-cleaned before — hand. An advert. on page 13 gives the address of one store.

One word of advice; if you are interested in renting a fancy dress costume, don't leave it until the day of the Ball. These dealers only have a limited number, and the good ones are always taken quickly. Book yours now.

Whether this is your first Fasching in Germany or not, plan to take in some of the festivities of this strictly continental phenomenon. But be sure you're properly attired, — don't turn up at the Kurhaus in sweat shirt and blue jeans, or wearing a leather jacket emblazoned with "Four Wing Hotshots", because that sort of thing doesn't go. Get into the fun and have a good time without treading on anyone's toes, literally or metaphorically.

Your Bar Steward

by Cpl E. Sherwood

Fondly known to the Corporal's Club habitués as "Charlie", our subject character flicks his cloth of authority with an air of vast experience.

Of Swiss descent, he was born in Basel in 1905 (deceptive eh? Our Charlie's no chicken). There he schooled until 17 years old, arriving in Baden-Baden after World War 1 to a three year stint as waiter in the Kurhaus. From then until 1939 he broadened his scope as a Kitchen Chef and Maître d'Hotel in Italy, France, Switzerland and Germany (see where he gets his drink-dispensing propensity?). Alas, 1939 stopped the clock for everyone. Charlie "volunteered" for Adolf's Wehrmacht as a (surprise) Radio Technician (!) and saw service in France and Russia until 1945.

After the war he was Hotel Manager with the French Army in Herrenalb, then with the French Securité in Baden-Baden. In 1953 the Sergeants' Mess at 4 (F) Wing was graced with his presence in the Bar, and two years later he graduated to THE CLUB where he still reigns supreme.

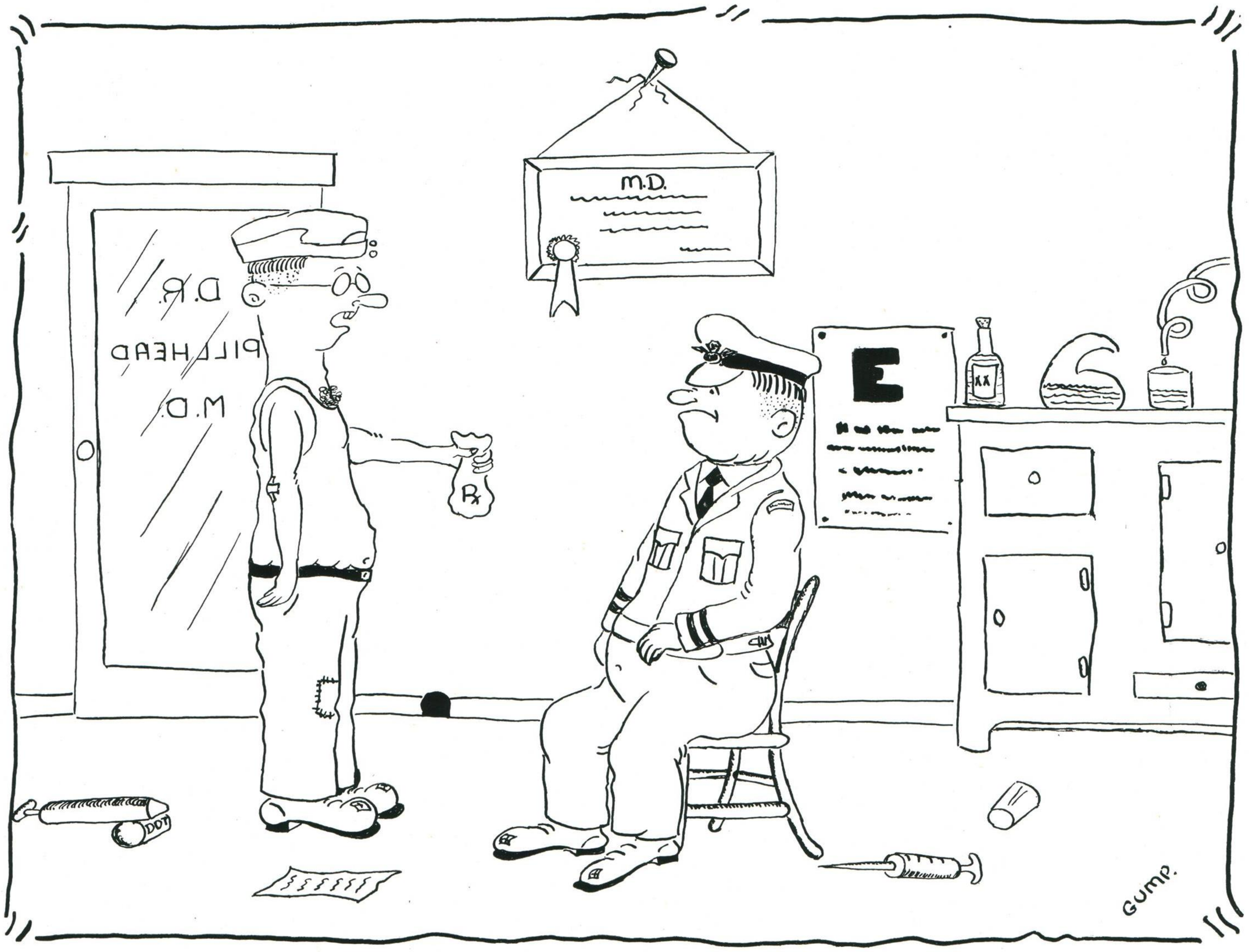
Charlie is a keen sports follower, and although only indulging in bicycle-riding these days, he claims proficiency in Athletics, Soccer, Swimming and Ski-ing. As his hobby he operates a licensed radio "ham shack" at his



"Charlie" (centre), with son Peter (left), and Tio

home in Hugelsheim with exceptional (and sometimes embarrassing) results. He is married and has two sons, — the elder, Peter, works alongside Pop at the Bar presumably with an eye to continuing the good work when Charlie finally hangs up his bar towel.

AROUND OUR WING



"Diet? But last week these pills were for sore feet!"

Planning a leave? Here are some interesting details about a Mediterranean Paradise:



Photo by Interphot Tschira

PALMA DE MALLORCA

This largest of the Balearic Islands, washed on all sides by the perpetually blue Mediterranean really is a paradise. It has just about everything for an enjoyable holiday. There are wide open spaces with innumerable windmills, hillsides where fruit trees such as oranges, lemons, almonds and apricots grow, mountains as high as the Black Forest, caves and huge grottos with illuminated lakes and lots of smaller and larger bays. Mallorca offers all this, although its size is only about 70 x 70 km.

Getting there can be an enjoyable part of your leave. You drive via Strassbourg through beautiful Burgundy to Lyons, Nimes and the Spanish border. You pass delightful almond, apricot and cherry-orchards, lots of typically French Cafés, (mostly situated next to gaily coloured gas-stations) and go through many small villages which you will remember by their extremely narrow roads and heavy traffic. If you have time at your disposal, it is well worth while to look at the remains of the Roman temples at Vienne, Valence and Montelimar. In Montelimar you cannot resist buying "nougat", on account of all the inviting and eye catching advertisements, even before you enter the town. Besides, Montelimar seems to consist solely of "nougat" shops. I had to search a long time for a grocery-store. Pressing on farther south, where it is warmer, you find excellent roads and you can really step on the gas. If on your way to the Sunny South, you take the right turn, at the "Pont d'Esprit", you get to Nimes directly, thereby saving 40 km. Thus you pass the famous aqueduct "Pont du Guard", built by the Romans more than 2000 years ago. You will be amazed to find the arena in Nimes in a much better condition than the Rome Colosseum, and bull fights still take place there, although the latter will be more entertaining to watch in Barcelona. From Nimes to the border of Spain I would recommend the Southern Route from Montpellier to Séte on Sea, via Agde, and Route National 9 to Perpignon. Here you have the choice of either driving over the Pyrenees or along the coast via Venres. In the meantime you have actually arrived in Spain.

The hotels are all very expensive and I would advise you to stay for the night in one of the many nice small inns, called "Auberge". From lunch time till 4 p. m. is "Siesta" time, which means an afternoon nap, and you had better make it so, because during those 4 hours no one will fix your car or even fill her up with gas. Incidentally, this is much cheaper in Spain than in France. There is an excellent road leading from Figueras via Gerona to Barcelona, and the distance is approximately 15 km. Near Malgrat the road leads right along the sea and offers an opportunity for a swim. You will also have ample chances for picturesque scenes for colour photography. You drive beside the sea now all the way to Barcelona, a large city in the southern style with more than a million inhabitants. Change your driving habits quickly here, because the traffic laws are not at all strict and you will soon notice that everyone overtakes on the right or left, wherever there is a chance; cars enter the main road from side turnings without paying any special attention. So watch out, drive fast, carefully, and look out for pedestrians, because they have the right of way. The heavy traffic seems like an anthill, but there are surprisingly few accidents. If you wish to travel to Palma it is advisable to leave your car in Barcelona. Should you intend going out in the evening in Barcelona, I would suggest you visit the Rambla for a truly Spanish evening. It is situated on a gigantic promenade, which is impossible to describe, you have to see it for yourself.

Should you decide to go to Palma by boat, I advise you to get your tickets at the "Campania Mediterania" Via Layetana, opposite the Main Post Office at the Har-

bour. You might be offered tickets on the black market, so be careful. The boat trip takes 10 hours, and meals may be taken on board. Departure is 2100 hrs. If you want the help of porters do not forget to ask in advance how much they are going to charge. Should you arrive in Barcelona in the late afternoon, you will hardly catch the boat for Mallorca. In this case it is advisable to stay at the Hotel MIRAMAR, a 10 km drive to Badalona. It is near the shopping centre by the famous promenade, where one can also shop in the evening.

The trip is a pleasant one; the sea is usually calm, the sunrise at sea is a sight to behold and well worth getting up for, and the boat, travelling close in shore for 3 hours gives you a splendid view of the island. It is good to know the name of your hotel in advance, because you will be stormed by hotel porters when arriving in Palma harbour.

You can also travel by plane from Barcelona. It only takes 50 minutes and the charge is six dollars.

At Mallorca I would suggest you do not take rooms in the suburbs, since the driving conditions are not good; and do not stay at the beach all day long as the sun is too hot. People usually bathe in the morning only. Deep sea fishing is a very welcome pastime, and complete diving outfits and well equipped boats are available. Palma is considered the metropole of the Mediterranean for this sport. Of course there are abundant opportunities for swimming and the best spots are the smaller bays that have sandy beaches. The water is warm and clear. The town itself has 150,000 inhabitants and interesting shopping centres. Terreno, an old fishing-village, just below Fort Bellver, is nowadays the spot to meet the international "monde". The centre of interest is the Plaza Gomila, where people meet for an afternoon cup of coffee. This is an ideal holiday centre for honeymooners. Prices are reasonable all around, and drinks are cheap. There is music and dancing and many good tours are available. Items worth buying are textiles, (a tailor made suit costs approx $40,) a bottle of cognac (80 cents) and US cigarettes (25 cents).

For bathing I recommend the smaller bays, such as ILLETAS and Calla Mayor, both of which are to be reached by bus in the direction of ARENAL. When you go on a shopping spree, you simply must take a cup of coffee at the CAFE FORMENTOR.

To be recommended is the Hotel VICTORIA, an elegant and quiet Hotel with an illuminated swimming pool, dancing in the evening, and drinks at a very reasonable price. Then there is an equally elegant hotel, slightly larger, in the vicinity, the MEDITERRANEO! Should you wish to visit a livelier place and watch some Spanish dancing, go to the SAN TROPEZ, easily reached by bus or taxi at a low cost. Nightclubs are extremely expensive. The "TITOS", "JACK el NEGRO" and the "IBIZA" are worth mentioning.

The "Borgward Station" is a good place to leave your car at, It is in the Calle Villaroel 190, and its proprietor is a German citizen, who speaks a fair amount of English.

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Personality of the Month



F/O Ruth Starkey

Men have usually been chosen for this small article in the past, so we are proud to feature one of our female members; F/O Ruth Starkey, matron at your local hospital.

F/O Starkey was born and reared in Stratford Ont. Hamilton had the privilege of her schooling. On completion she worked in a factory before joining the WD'S in 1943, as a wireless operator. After her discharge she entered the Toronto General hospital for her nurse's training, where she stayed on staff for a year before rejoining the RCAF in 1950. Since she has been stationed at Rockcliffe, Trenton, 6RD, and Saskatoon before coming to 4 Wing.

N/S Starkey has branched into new hobbies since coming to Germany, one she has probably enjoyed the most is photography. During the first summer of her stay, she visited the British Isles and realized the necessity of a camera to capture the beautiful scenery of countries yet to visit.

Arriving back on the station she splurged on a beautiful contaflex camera and experimented with it on her next trip — a tour to Italy. She took excellent pictures while there, but being a perfectionist she took a course in photography with the result that she is returning to Canada — a better than average amateur photographer.

In order to make more use of her time N/S Starkey realized that she could combine another hobby with her photography — that of learning to drive, buying one of the best cars in Germany — a Volkswagen (This we agree with her wholeheartedly!!) Since mastering this art, there isn't I'm sure a nook and cranny of the Black Forest and Bavaria, which she has not visited. One we make special note of in southern Bavaria — Mittenwald — a pretty little village, nestled in the Alps. Her pictures tell the story of her frequent visits down this way.

On April 4, N/S Starkey has completed a three year overseas tour. Her laugh will be missed among the staff. We wish her the best of luck back in Canada.



Padres' Page



Wishing and Willing

by P. Gorieu F/L — R. C. Chaplain

The reason why we are not better than we are is that we do not will to be better: the sinner and the saint are set apart only by a series of tiny decisions within their hearts. Opposites are never so close as in the realm of the spirit: an abyss divides the poor from the rich, and one may cross it only with the help of external circumstances and good fortune. The dividing line between ignorance and learning is also deep and wide: both leisure to study and a gifted mind would be required to turn an ignoramus into a learned man. But the passage from sin to virtue, from mediocrity to sancity requires no "luck", no help from outer circumstances. It can be achieved by an efficacious act of our wills in cooperation with God's graces.

St. Thomas tells us that, "We are not saints because we haven't the will to be saints." He does not say, mind you, that we do not want to be saints many of us do. But mere wanting is the wish that something shall come to pass without our acting to bring it about. **Willing** means that we plan to pay the necessary cost in effort and in sacrifice.

We often delude ourselves into imagining that we have willed to be better, when we have made actually many reservations, have determined there are many present practices we will not change; then the willing is merely an idle wish. The key to spiritual advancement is to be found in the Creed: "He descended into hell; the third day He arose again." Each of us too, must make a descent into the subconsciousness, to the portions of our minds we keep dark, for it is here that the unspoken reservations hide. These reservations are not easily seen by us, but they color everything that we do see; they act like so many colored windows, changing the truth of external reality as it touches our conscious minds. Reality is distorted if we have such reservations as prejudice, habits of sin, pride, avarice and jealousy; any of these can make honest judgement impossible for us. The truth is then twisted to fit our imperfections; we lie to ourselves in order not to have to change, not to abandon these prized habits of devil.

The "Don't Kid Yourself" of slang is sound spiritual advice. Nothing so stands in the way of our progress towards God as egotism, and the egotist is always full of self-deceit, of sacred faults he will not renounce, not even admit he has. That is why the egotist in all of us requires a pitiless searching-out of every nook and cranny of our minds. We need to see the self as it really is, and not as we pretend it is. We must love Truth more than we love self; we must be willing to surrender all our unguessed faults, if we are ever to be able to see the Truth, as it is.

Nothing so cripples the spiritual life as these hidden "bugs" in the motor of our soul. They may be any one of several common faults such as self-seeking, bitterness towards others, jealousy and hate. Those who are trying to grow closer to God without self-analysis wonder why they suffer such frequent defeats: invariably it is because of the Trojan Horse within them, the unrecognized dominant fault. Until that is dug out and admitted before God, with a desire to destroy it, there will be no real spiritual progress.

"I. Cards"

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

We came across a story of an incident which happened in England a little while ago. A train was about to leave the station when the shrill voice of a woman was heard calling out to her husband on the platform. "Wait", she cried, "we have forgotten our non-entity cards".

Of course we smile at the story because we realize her mistake and know that she meant her identity cards. But here is something to think about. In the Armed Forces we have our I. cards. If we were working in civilian industry we would likely have our union cards. If we were refugees we would have our passports or visas. More and more, modern man seems to becoming a number in a mass. More and more people appear to be losing their individual significance and importance.

We were pondering such thoughts when we attended a chapel service. A child was receiving the Sacrament of Holy Baptism. He was getting his identity card, if you like. We were told that at Baptism we are made the child of God, a member of Christ, an inheritor of the Kingdom of Heaven. Here the individual is exalted to a place of great importance. We are not numbers, we are children. God is our Father. We have an identity with God and with fellow Christians. Christ is the champion of individual human personality, in a world which is increasingly being stripped of personality.

What do we mean by the term "Christian name"? I remember when one of my children was born in a large hospital in western Canada. I went to the nursery to see her. Very proudly the nurse came to the window before she brought the baby. She showed me a white card with a number on it, and a footprint stamped on the back. There, then, was my baby — a card amongst a vast number of indexed cards! But when the baby was out of hospital she was taken to the church. Her last name was White. She was given a Christian name at her baptism, not a number!

Here is the central truth of the Christian Gospel. We are important as individuals in the sight of God. God created us. Christ died for us. The Church of Christ is here for us and it needs us just as we need it. God is not a number, He is love. We are children of God. If you and I were simply numbers we could not respond to the love of God. But in the sight of God we are of irreplaceable value. We are not just one of two billion five hundred million two-legged creatures on earth. God loves us. Are we who have the identification card of a Christian name responding? Or are we satisfied to be considered "non-entities"?

New Models

by FS Rootes

Here we are a month into the new year with the premieres of all the models behind us and we have been shown what we have been told we wanted in a car. Now we can pause and take stock of what we actually got.

Never has sheet metal been bent into such exotic shapes before and those that like keeping up to the Joneses can rush right down and get the nicest looking gas consumer complete with 36 easy payments and bologna for dinner seven days a week for 36 months.

You guessed it, I'm an old spoil sport on my annual disappointing hunt for something really new or useful in the new models. All whom I have talked to agree that they like the new lower look along with the advantages of a lower centre of gravity but who told them we needed them longer with parking as tough as it is these days and getting worse by the day. Some fancy frame and drive-shaft engineering which must cost a pretty penny has made all this possible and all this in face of the obvious solution hit upon by Dr. Porsche twenty odd years ago, i. e.; put the engine in the back or leave it in the front and use front wheel drive. With no drive shaft under the floor the limit is the road clearance and in this day and age with push button shift, control levers are no problem.

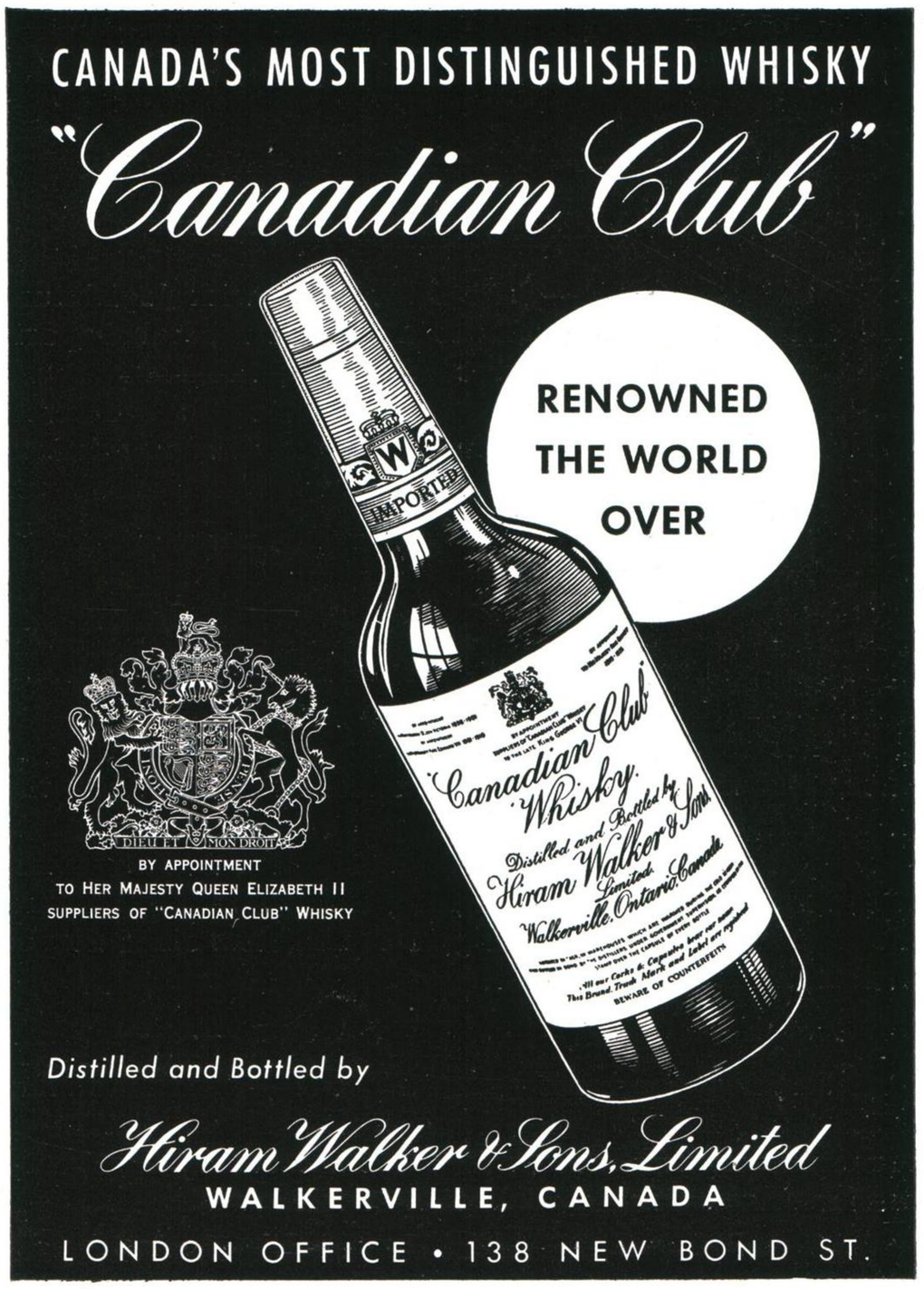
They certainly look big but what happened to the leg room in the rear seat? You'd never guess it but in lowering the roof the leg room in the front seat had to come from somewhere; now the seat is lower and the driver's legs are out straighter, the front seat has to go back to make room for them.

All this furor about being longer has produced an odd side view; since the wheel base hasn't changed much the overhang is assuming the proportions of a front and rear patio and all this in face of the fact that they squeezed the passengers in between the axles cutting down the rear seat leg room. Despite the reluctance to increase the wheelbase the fact remains the four corners of the car are the place for the wheels not like an apple box on a roller skate bobbing around like a cork.

In all the ballyhoo about automatic transmissions (and I do hope Uncle Oscar's right arm hasn't shrunk since he stopped using it for shifting gears) we have all forgotten the manual shift which we old die-hards as ignorant as we are insist on using. It appears that no development has been put on this item lately and it doesn't quite match the horsepower it has to transmit to the rear axle which could lead to problems.

Let's have a look in the engine room now and see what goes on in there. Some really marvelous engineering has gone on in here and the engines are a work of art with more horsepower than is decent for any heavy footed citizen. One adventurous manufacturer has even thrown in fuel injection, though many believe you'll wait a long time for your order to be filled; the hat is in the ring and the next article will tell you the tale on this.

The weight per horsepower has gone down so much at this point and the size of the engine has remained so nearly the same as our old models it makes one wonder how small they could make an engine and for what low price if they really wanted to produce an economy car with a sensible fuel consumption coupled with a reasonable horsepower.



A clue on why they insist on keeping the engine in the front and the drive on the rear wheels could be the new (to cars only as it was developed in the 1920's) gas producing units that Chrysler and Ford are developing which are designed to fit in where the old piston mill row resides. Since this gas producer turns out copious quantities of relatively low temperature gas a simple pipe can carry it to a turbine combined with the differential on the rear axle; thus weight distribution and lower body floors unbroken by drive shaft tunnels would be a reality. If this is so then this year will go down as the year the engineers designed themselves dizzy to preserve the conventional arrangement for things to come.

One American manufacturer has discovered the existence of torsion bar suspension and has come up with what the car testers call the latest revolution in roadability. To this we say bravo and remember back a few years to the first little $1300.00 Morris Minor with torsion bar suspension not to mention the hoard of little Deutch beetles with torsion bars on all four corners. In spite of all the gold floating around the Detroit engineering plants it looks like a French car has just plain walked off with the newest and best idea in suspensions. They have combined air and hydraulic chambers separated by a diaphram with automatic level as an added extra not to mention that this feature can be further used to increase the clearance for rough ground.

The overall picture in America is the usual slow transition with an eye on the female customer and the memory of what happened to Chrysler's big bid with the Airflow back in the thirties which turned out to be too big a change for the public. In Europe the uninhibited approach to the problems has again shown big real gains and maybe we can at last see a couple of challenges for the beetle.

Canadian Current Affairs

NEW BRUNSWICK — The New Brunswick legislature will open on February 21st to allow the Liberal Opposition time to elect a new Opposition leader. The leader was Austin Taylor but he was appointed to the Senate in Ottawa. The present government in New Brunswick is a Progressive Conservative government led by Premier Hugh John Fleming. The standing in the house is 36 Progressive Conservatives and 15 Liberals.

COST OF LIVING — The Bureau of Statistics in Ottawa has recorded the third rise in the cost of living in as many months. The Bureau said the latest jump was chiefly due to higher rentals and the increased cost of home appliances and textiles. There was a substantial decline in the price of food. The consumer price index now stands slightly over 120 points. This is based on 1949 prices, which were taken as equal 100 points. The latest figure means that the cost of living in Canada has risen 20 per cent in the last seven years.

MR. CAMPNEY — The Minister of Defence, Mr. Campney, says that no nation will — as he put it — "dare" to start a third world war. However, Mr. Campney said that as recent history has illustrated, there is a strong possibility of small wars fought with conventional weapons. Speaking at a political meeting in Vancouver, the minister pointed out that Canada's policy was to be prepared for any contingency by joining in strong alliances, and by building defence forces and radar warning networks which would prove useful against any enemy of Canada.

ORANGEVILLE, ONT. — An Ontario town is making sure that no local boy is ever deprived of a college education because he hasn't the money. For quite a long time now, a small group of citizens in Orangeville has been lending money to promising youngsters to see them through University. Now, they're going to put the loans on a business basis. They've formed a corporation called Students Aid Limited, and they've asked the Ontario government for a charter. It will be non-profit and students won't be charged interest. But they must live up to one condition. Once they begin earning their living the students must buy stock in Students Aid Limited. It's hoped this way the business will go on forever.

B.C.s FORESTRY INDUSTRY — A warning that mass layoffs may occur in British Columbia's forestry industry unless there is full co-operation among management, labor and government has been made in Vancouver. The warning came from the vice-president of Canadian Forest products, L.L.G. Bentley, a former president of the B.C. Lumber Manufacturers Association. Mr. Bentley said the problem faced by the industry now was in the export field. It must export 80 percent of its production to operate at full capacity, and Mr. Bentley doubted if the industry would be able to keep up that percentage.

BUFFALO — Here's a story about some American tourists who'll have a real yarn to spin about the wilds of Canada when they get back home. Charles Sheldon of New Bedford, Massachusetts, his wife, son and a friend, Cecil Gagne, were driving along a highway near Burwash, Ontario, when their car was charged by a mad buffalo. Mr. Sheldon said he'd just stopped the car when he heard a wicked snort and turned to look. There — just 30 feet away — was a mean — looking buffalo. The big animal pawed the road throwing snow 25 feet up in the air. Then it lowered its head and charged directly at the Sheldons' car. Mr. Sheldon didn't have time to get the car started and the buffalo hit dead-on. Even after he'd got going, the buffalo gave chase some distance down the highway before ambling off into the bush. Then Mr. Sheldon stopped to inspect the damage. The buffalo had scratched and dented the front and rear fenders and pierced the doors on the right hand side with its horns. The tip of one of its horns was left embedded in a door. The buffalo had apparently strayed from a herd of about 110 of the animals in the district 20 miles southeast of Sudbury. The buffalo were brought to the area from western Canada 20 years ago. They had not previously been known to stray out of the bush and onto roads.

DR. KEENLEYSIDE — Doctor Hugh Keenleyside, the U.N. director of technical assistance, has drawn a distinction between Canadians and Americans. He says they're not identical even if they have a lot in common, and he doesn't think it's desirable they should be. His remarks were addressed to American labor leaders attending a meeting, together with Canadian labor men, in Toronto. Doctor Keenleyside is a Canadian. He said Americans shouldn't always expect that Canada would follow the leadership of the United States. He reminded them that Canada had her own interests to look after and also had the right to speak out. But he was glad both countries were willing to consult each other and to do it through the United Nations. He said Canada wanted it that way. It was the best way to handle foreign affairs. The delegates to the Toronto meeting were loud in their praise of the National Film Board for the type of films on the labor movement that it is turning out. One trade union executive said the Film Board was appreciated in the U.S. in spite of the fact that the U.S. had Hollywood and all its wonderful facilities. A Canadian delegate said the Film Board had spent a quarter of a million dollars making films on labor here and in the States and many had been shown in Europe.

ESKIMOS — A problem concerning Eskimos that has been troubling the Northwest Territories for years will have a hearing in Ottawa next week. The problem is an age-old one, and it concerns the supplying of liquor to both Eskimos and Indians. Now federal officials want the

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problem solved, once and for all. Under the Northwest Territories Act Eskimos and Indians aren't allowed to buy liquor. But the act doesn't apply to Eskimos who have given up their traditional way of life, and who no longer hunt and fish for a living. Indians who don't live on reservations are granted the same privileges. But as there aren't any reservations in the territories, the problem of how to handle the liquor situation there has never been clarified. The territories council will also consider the serious reduction of caribou herds in the area. It's a serious issue, because the animals provide large numbers of natives with both food and clothing. The Eskimo has come up for consideration in other quarters, too. In Ottawa this week a fisheries scientist said organized fishing might be the answer to the threat to starvation which often faces Eskimos in the far north. The scientists first investigated the situation last year, when dwindling caribou herds left Eskimos in the Black River area without sufficient food for the winter. Now the scientists think they may have an answer. When the caribou supply runs short, organized fishing parties could furnish enough food to keep the Eskimos going.

ARMY — Canada's army has gone musical. That's the latest word from headquarters in Ottawa, where it was reported that the army now has 47 bands, more than ever before in its peacetime history. The latest addition to the list is the brass and reed band of the Lord Strathcona's Horse at Currie Barracks in Calgary. When this was formed, the army could boast of 12 full-fledged military bands, five pipe bands, two fife and drum and 28 trumpet and bugle bands.

CALGARY — Fire has destroyed an old landmark in Calgary's St. Barnabas Church. The rector, the Reverend Thomas Leadbeater, says it will take at least 100 thousand dollars to restore St. Barnabas.

SPORTS — In British Columbia, sports writers are trying to get from the hockey Warwick brothers if it's true that they're planning to go to Sweden as hockey coaches for a Swedish team. But the Warwicks, Grant, Bill and Dicks, haven't had much information to give in the matter in spite of reports from Stockholm and New York. They are members of the famous Penticton V's, the team that won the world hockey championship for Canada. Grant is the playing coach of the Trail Smoke-Eaters of the Eastern International Hockey League, and he said he knew nothing about going to Sweden neither did his brother Bill. Dick recalled, however, that they'd been approached by a representative of the Swedish Hockey Federation some time who'd made them an offer. But they had heard nothing further since then.

U.N.E.F. NEWSPAPER — The Canadians attached to the United Nations Emergency Force in Egypt have their own newspaper now, and the accent is on news from home. It's called the Canadian Mid-East Maple Leaf, and the troops at Abu Suweir receive it once a week. Captain Eric Luxton of Ottawa is producing the newspaper, which is filled with items obtained from army signals, radio, mail and Canadian newspapers. And the men may soon have another source of news. Army headquarters said arrangements were underway to pick up the Canadian Broadcasting Corporation's daily shortwave broadcast from Sackville, New Brunswick.

PENSIONS — A member of the C-C-F party says it's about time old age pension payments benefited from improvements in the Canadian economy. Stanley Knowles, the member for Winnipeg South Centre, said some people in Canada had the wrong slant on the function of the old age pension. It wasn't just an existence allowance, as a lot of people seemed to think. Mr. Knowles said it was the right of older persons to share in the country's prosperity, and if it were treated as such, a lot of good would come of it. Today, the pension is still the same as it was when it was established in 1949. But Mr. Knowles estimated that instead of 40 dollars, as it was then, it should now be 70 dollars a month . . . or more. He said Canada's increased production justified such an increase. And to carry it even further, the C-C-F member said, the pension could increase to 184 dollars a month by 1984, if production estimates were true. Mr. Knowles also pointed out that no increase in the pension had been made by the government, although there had been reports last year that such an increase was being planned.

ARCTIC — There's been a great deal of activity in Canada's frozen north within the last few years, and now scientists have claimed that Canada is running neck and neck with the Soviet Union in the matter of Arctic research. At one time there was a gap of 25 years between the two countries when it came to knowledge about the north. But Trevor Harwood, chief of the Defence Research Board's geophysics section, says that gap doesn't exist any longer. Mr. Harwood said that anything the Russians can do in the North, Canada can do just as well . . . and faster. Five years ago, it was a different story. Then Canadian scientists didn't know much about weather conditions and ocean currents in the polar ice cap regions. Now she does, and the research will continue to go forward at a fast pace. This year, an eight-man team will travel to the Hazen Lake district for a year-long study of weather, glaciers and other northern information, and it's expected that before too long, Canadian scientists will have established bases on the polar ice cap itself.

SALMON — Science has taken a hand in the improvement of salmon spawning grounds in British Columbia. Salmon fishing is one of the big industries in B. C., but in recent years power projects have driven the salmon out of their natural grounds. To overcome this, scientists planted millions of salmon eggs in artificial beds. Now the experiment has been declared a success, and it opens the way for an entirely new outlook on the industry. The salmon spawned in the man-made grounds ultimately returned there to spawn themselves, and die. In this way, the scientists were able to watch the complete cycle of a race of salmon.

(Continued on page 15)

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A TRIBUTE TO THE RCAFA

by Ron Coulson

Store windows glistened with myriads of man-made snowflakes; snowmen stood as silent sentries at their creators' doors, while man's Creator prepared every heart for the birthday of His only Son.

Christmas was on the lips of every child from six to sixty, and all were preparing for a joyous festive season. For some two hundred and eighty members of the RCAF family, a Christmas on the stormy Atlantic was approaching, and parents in the group were not too certain themselves, as they assured their young ones that Santa would know where they were.

Saying good-bye is not a pleasant task at the best of times, and hearts were further saddened as trains and other modes of travel sped them away from dear ones, when the feast of families was drawing so close.

Grown bodies weakened, and grew travel-weary as mile passed into mile, and young bodies wondered when they could stop all this moving about, and go back out to play in the snow.

Halifax, the port from which life in a new country would begin, was getting closer, after as much as a week of travelling from one coast to the other. Newscasts spoke of revolt-torn countries scant miles from their destinations, and hidden fears crept silently into already befuddled minds.

A cold, damp air hung about the boat terminal when the final train trip came to an end. Suitcases in hand once more, tired travellers made their way along their panting train to a door marked Canadian Immigration.

Carols of the Christmas to be spent at sea embraced every heart the moment the heat of the room met their chilled bodies. From every direction angels in blue and grey converged on the bewildered nomads, helping with fussy children, and directing weary feet to chairs. Spirits were lifted immediately in coming in contact with these smiling people. They seemed to be everywhere at once doing all they possibly could to help anyone at all with anything.

A lovely group of choristers was assembled at the front of the gaily decorated room, singing of our Saviour's birth. These and the various other acts which made the waiting pass so quickly, were provided, along with refreshment, by the genial members of the local branch of the Royal Canadian Air Force Association.

These people, who have been giving so generously of their time all over Canada to aid the members of our service with whatever they can, came out of their comfortable homes to ensure that no person would leave Canada's shores in poor spirits. Certainly not one member of the group assembled for this draft will ever forget the job done on their behalf, the entertainment while waiting for the boat to dock was by no means even half of that which was still in store for them.

They were led in a snake-like procession through an absolute maze of corridors and gang-ways onto the ship which was to be their home for the coming week. Courteous crewmembers showed them into the lounge where the biggest surprise of all was in store for them.

While they had been enjoying the program of carols and entertainers, more members of our wonderful organization had been busily decorating a beautiful tree, and laying out gifts for everyone concerned. When all had assembled in the lounge, Santa Claus appeared with a huge sack over his back, and a smile as big as his heart. Seated in front of the brilliantly decorated tree, he held each child in his lap, and handed out gifts to young and old alike.

The RCAFA has made certain that Santa knew where they were this Xmas in spite of all the fears that had clouded minds for weeks. Christmas was not going to be just another day at sea if they had anything to say about it, and they certainly had.

This job, as big as it may sound is actually one of multiferous services to which we have grown accustomed during the past decade. When we stop and take a look around us, we can see just how much they are doing for us. Look for your home town publications in a service library or lounge; Look in any exhibition of sport trophies, and proficiency trophies; Look at the ever increasing number of Cadets being enrolled; Look for a place to spend a lonely evening in any Canadian city among our own service people. All these, and many more great deeds are being performed every day on our behalf.

It takes more than just casual interest on the part of a few keen individuals to keep this work going at an ever increasing rate. It takes a great many persons with an avid interest in each and everyone of us wearing the Air Force blue. It is a job which every one should be truly grateful for, because they certainly help to make our service life a great deal more interesting, and enjoyable.

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The Secret of Schnaps

by Dr. Rütger Hundt

On one of your trips to the Black-Forest you must have noticed repeatedly the mentioning of "Schwarzwälder Kirschwasser" (Black-Forest Cherry Water) in the wine card. Since one always likes to know what one drinks and what the drink consists of, I would like to introduce you to the actual method used for producing this characteristic drink for this particular district of Germany.

An authenic "Schwarzwälder Kirsch" is distilled of wild cherries. But in recent years they have gone over to improving the wild cherry plantations into cultivated ones. The only wild cherry-plantations worth mentioning, are in the Renchtal (valley of the Rench river), so they are nowadays obliged to take the fruit from the few wild cherry trees in the forest or from young wild cherry trees before they are improved. In case of a bad harvest the cultivated cherries are also used.

Before the harvest commences, there are preliminary duties to be executed, such as: cleaning of the barrels, drying and sulphuretting of same, so that neither fungus nor bacteria could spoil the mash. Once the barrels have been tested for their air tightness, they are filled up to 8/10th with fruit just picked from the trees, which is left in the barrel, to ferment in various degrees. After the fermenting stage the barrel is completely filled and made airtight. The mash can be left, so to speak, for years. But usually it is distilled in the following year. Mostly the "Kirsch" is distilled in wintertime, especially in smaller distilleries. The distilling is controlled by the Customs & Excise Authority.

Unprofessionally speaking, the kiln consists of two mashing-vats. The outer vat contains water, while the inner vat, which is within the outer one, contains the mash. This kiln, which is completely built in with bricks, is to be heated directly or indirectly.

The indirect method is the safest and easiest. The steam is now conveyed from a vat to the outer vat, in order to heat gradually the inner one, which is 3/4 filled with mash, until the same is boiling. Again the mash-steam is conveyed through winding brass tubs, which are placed in a cooling system. Thus the steam is cooled down, and it precipitates and is caught eventually in clay vessels. This is the so called coarsely distilled "Lutter" (singlings), which is again distilled in the same manner as before. This is the distilling of the real "Kirschwasser" and 3 different brands are produced. For the first 15 minutes, the fluid caught in the clay vessel is the "Vorlauf" (fore runner), before the "Kirschwasser" appears, which in this case is also called "Mittellauf" (middle runner). The Mittellauf is now continually tested for its alcoholic contents. As soon as it contains 40—45%, they call it "Nachlauf" (after runner). The Vorlauf consists of so called Fusel-oil, often used by druggists. Farmers also use it as a cure for rheumatism and colds. The Nachlauf is again used for later distilling, and so the Mittellauf is the real "Kirsch". This is filtered and so much cold water added to reach 50% of alcohol. Now the "Kirsch" is ready, put into clay vessels in the cellar and later filled in bottles. The older the "Kirsch", the better the quality.

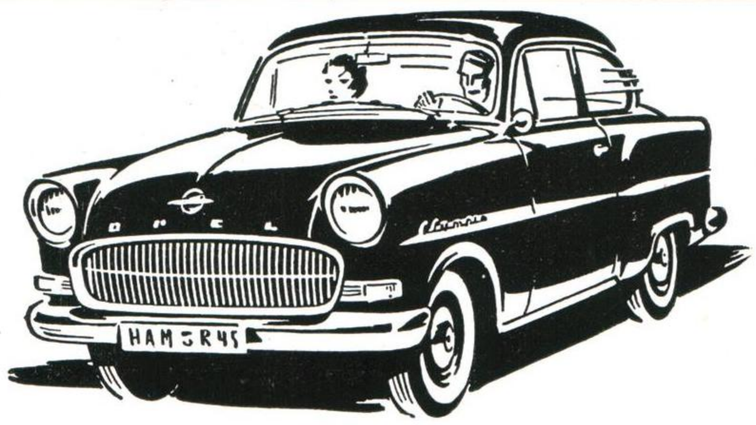




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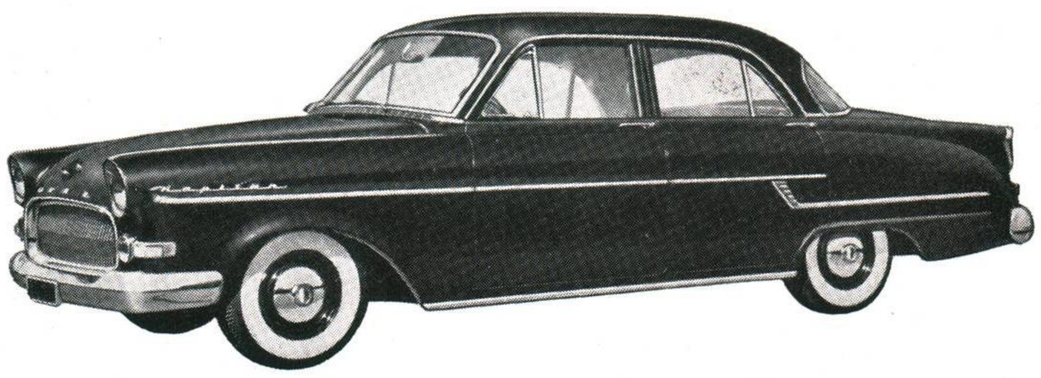
The Opel Kapitän

by Keith Douglas

Unlikely as it may seem, the first Opel Kapitan I ever saw was on Portage Avenue in Winnipeg a couple of winters ago. Even then I figured it for a reasonably attractive machine, though far from its native habitat in deepest Russelsheim.

Somehow the door came open in my hand but more detailed inspection was baulked by the bulk of a buffalo-bedecked bobby. (Hoo Boy!) Since I am scrupulously honest in the immediate presence of the law, I temporarily abandoned the idea-, but only temporarily.

When, just the other day, Herr Kretzler of Autohaus Baden-Baden offered me a chance to test the new Kapitan for you, I bethought myself of past frustrations and leapt at the chance.



Unfortunately, the roads on the day of the test were such as to discourage me from venturing up into the hills with someone else's expensive car, but at the garage they still managed to smile as they handed over a new green sedan for the afternoon.

The appearance and style of the Kapitan are too well known to require any detailed description here, suffice to say that it is done attractively in Contemporary American, but without false air scoops and supposedly aesthetic tail fins. It still manages to look like an automobile and not like a refugee from a Flash Gordon strip.

The external finish gets top marks, with a good paint job, free of "orange-peeling" and good quality chrome, used to accentuate and not to dazzle. Much better than the average G.M. product. The headlights are stylishly hooded, and the opaque plates that flank the riding lights can be replaced by fog lamps, for a very neat installation.

The trunk, I found, was a good-sized compartment with the floor unbroken by either spare tire or fuel tank, and lined throughout in a heavy washable plastic. The whole hole is so neatly finished that it should send you slinking off to buy some better luggage than that rump-sprung carpet bag you've used for the last six transfers. Spare, tool roll, and jack are unobtrusively stowed over to the left, and the trunk lid opens far enough that your head won't bend its lower edge.

The doors too, open quite wide, which is praiseworthy in itself, but the thing which struck my fancy was the "carriage click" with which they closed. The door sills are polished aluminum strips, and the front seat has serviceable rubber floormats on a flat floor that can be easily swept out. The rear seats have carpeting on the floor. Upholstery is well-finished cloth, with arm-rests on all doors and a folding central armrest for the rear seat. This is one car that really caters to the rear seat people. They even have their own ashtray complete with lighter. Bags of leg and foot room, and their own fresh air vents in the doors for draught-free ventilation. I think that the guy who designed this machine rides in a chauffeur-driven job himself and appreciates the problems of the passenger.

The front seat is a wide single bench, easily adjusted fore-and-aft, and provides reasonable support for the back and thighs.

Instrumentation is about average, with a speedometer/odometer (no trip recorder), water temperature gauge, fuel gauge, and a clock. Below these, and quite visible, are labeled lights indicating generator, blinkers, high beam, and oil pressure (or lack of it). The left corner of the dash has controls for the very efficient heater, and wonder of wonders, a genuine hand throttle! I don't know why all cars don't have them. By the way, what ever became of the manual spark control?

The dash centre houses the radio below a deep, easy-to-hit ash tray flanked by the headlight switch and a cigarette lighter. A lockable glove box completes the dash, and that crank inside it, incidentally, is to wind the clock. Don't ever say this column isn't informative.

The courtesy lights have a 3-position switch, and in the Opel tradition, the right one has a small lens moulded in to spotlight the ignition switch.

The ignition switch, once unlocked, can be operated without a key. Thus the gas tank and glove box can remain locked while the car is in the hands of a garage or parking lot. Very handy.

Out of deference to road conditions, I asked for a garage representative to accompany me, and Herr Eller kindly obliged.

The car is very easy to drive, and should prove so for most people. The front fenders are quite visible, and the huge rear window gives the moderately tall driver a view of his rear fenders. I should add that this window and the wide mirror combine to give you far better than average rearward visibility, free of distortion. The engine is flexible for a minimum of gear shifting, and most traffic can be handled by the smooth shift between second and third gears. The slight awkwardness of the shift between first and second is really annoying only when you're trying for the maximum in acceleration. For normal traffic work it should not prove obtrusive. The clutch is spring-loaded to the top of its travel, and should discourage your wife from "riding the clutch". The steering is very light, and the ladies should have no difficulty in turning the wheels in parking. Its slowness, however, rules it out for fast touring on winding roads. The ride is very soft and comfortable, front and rear, and adds to the general feeling of luxury engendered by good internal trim, and such well-thought-out details as small rain gutters on each of the vent windows.

Before returning the Kapitan to its relieved owners, I took it up Hubertusstrasse to check the parking brake, and I can report that it holds well without requiring an almighty great reef on the handle. Releases easily, too.

To sum up — a luxurious 6-passenger sedan whose slow steering and spongy ride rule it out for the sporty type of driver but which is ideally suited for the family. It offers equivalent room to an American sedan, with greater economy and superior finish.

TECHNICAL DATA

Engine size	2456 cc
Bore	80 cc
Stroke	82 cc
Valve Gear	Overhead
Maximum Power	75 ps
at	2200 rpm
Compression Ratio	7.1 to 1
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Well, the Argentine Grand Prix has kicked off this year's racing season, and Maserati machines swept the first three places, with Fangio, Behra, and Menditeguy finishing in that order. Stirling Moss, whose gearbox gave him trouble, finished eighth but turned in the fastest lap time of the day to salvage one scoring point.

Somebody asked me the other day why Jaguar never appeared in these races, so I explained as best I could that Jaguar races only sports cars, and that the Grand Prix which make up the calendar for the World's Championship are strictly Formula I events.

Here's the way this Formula business works; the FIA holds conferences with the racing firms, and at these conferences formulae or specifications are laid down for the cars. These Formulae normally remain in effect for several years to allow development, but when the limit has been reached, a new recipe is produced, to maintain progress and interest.

The present Formula I limits the engines to 750 cc blown (supercharged) or 2½ litres unblown. In actual practice no firm at present races the 750, preferring the simpler 2½. The usual fuel is an alcohol mixture.

Racing this year also sees the beginning of the new Formula II, for unblown, gasoline-fueled 1500 cc machines. This formula will be used, I imagine, for the smaller GPs and for curtain-raising events at the bigger meets.

Formula III (500 cc, unblown, on alcohol) is pretty well confined to England, with such iron as Cooper-Nortons and Cooper-Japs using motorbike engines at a whacking 14 to 1 compression ratio.

Perhaps next month I'll be able to go back into history for some of the older formulae and the weird and wonderful machinery to which they gave birth.

For the present, this is as good a time as any to put in a plug for the local motor touring club — now officially the Baden-Baden chapter of the International Sports Car club. Don't let that name throw you — any kind of car is quite welcome and, as a matter of fact, there's not a sports car in the local chapter yet. Even in the other chapters, sports cars make up only 30—40% of the total. If you like driving, touring, racing, either as spectator or (you daredevil, you!) as participant, this is the mob for you. Watch for the posters for further information. They've more films, some tours, and perhaps an event or two coming up.

THIS GERMAN — THAT ENGLISH

Germans are discovering that English is a tricky language to learn. The following verses, reprinted from the English "Magazine", a Berlin publication edited by Erika Klopp, indicate why some Germans tear their hair as they grapple with the language of Shakespeare:

We'll begin with a box and the plural of boxes
But the plural of ox is oxen not oxes
Then one fowl is a goose, but two are called geese
Yet the plural of moose should never be meese
You may find a lone mouse or a whole set of mice
Yet the plural of house is houses not hice
If the plural of man is always called men
Why shouldn't the plural of pan be called pen
If I speak of a foot, and you show me your feet
And I give you a boot, would a pair be called beet?
If one is a tooth and a whole set are teeth
Why should not the plural of booth be called beeth?
Then one may be that, and three would be those
Yet hat in the plural wouldn't be hose
We speak of a brother and also of brethren
But though we say mother, we never say methren
Then the masculine pronouns are he, his and him
But imagine the feminine she, shis, and shim!
So English, I fancy, you all will agree
Is the funniest language you ever did see.

An English Teacher was discussing the fact that Louisa M. Alcott, in writing about herself, stated that she tried to sell stories to keep the wolf from the door. "What do you think Miss Alcott meant by saying she was trying to keep the wolf from the door?" the teacher asked one of the 10 year olds in the class. "I suppose", was the prompt reply, "she just didn't want the guy bothering her".

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by LAW Benny Bennett

The reinforcements have landed — with a few new names added to the airwomen strength maybe "DAW" won't come around so often!!! In spite of the cold weather a warm welcome to the new arrivals: LAW M. Grenier (ClkTyp) from St. Hubert, PQ. and LAW D. Robinson (ClkTyp) from Lachine, PQ. Also to LAW A. Knight (FtrCop) from St. Hubert, PQ. and LAW S. Larrett (MedA) from Cold Lake, Alta. You'll find the airwomen's lounge handy to barracks and nightly coffee sessions are a good way to get acquainted. Might there be one among you who knows the fine art of making "Angel Food Cake" as we will need a replacement when Mary L. leaves in April.

Now that the bowling is into the second half, competition is in full swing. Our regular bowling night has been changed from Friday to Wednesday. At six and again at eight bells the four teams that comprise the airwomen's league can be seen battling it out for top honours. Team standings as of the 30 Jan are:

1st team — Rough Riders 2nd team — Stampeeders
3rd team — Tiger Cats 4th team — Lions

Play-offs will be held 13 March (Wed) and 15 Mar (Fri).

They haven't been advertised by "Christian Dior" as the thing to wear, but then he probably hasn't attended a 4 (F) Wing hockey game. If you spot anyone of approximately five airwomen (Cpl's) looking pleasantly warm and not affected by the cold during a game you can be sure they have the answer. If all this baffles you I refer you to Jackie, Flo, Nora, Ruth and Lonnie who (I have been given to understand) have exquisite taste when it comes to their choice in "Colourful Woolly Long Johns"!!!

"Oh my aching back, did I show you the bruises I got last night?" These and such statements have been heard in barracks for the last few weeks. Yes, it's the voices of the valiant airwomen who answered the call — a challenge from the wives of PMQ's to a game of BROOM BALL. The first game (on ICE yet) took place on Fri 25 Jan. Enthusiasm was at its peak as the teams hit the ice in the very latest in sports attire. Spirits soared among the wives as Stevie Gallant was ushered to the penalty box and followed shortly thereafter (in order to keep the seat warm) by Latty Latimore (the airwomen's answer to Rocket Richard).

The final outcome of the game was a complete shut-out. The coach has since received quite a number of challenges from teams that are now being formed. From the looks of things a Broom Ball League is in the making. Anyone interested in becoming a Broom Ball Player please get in touch with Cpl Flo Brucker and get in on the fun. From the looks of the players I imagine Blue Cross Life Insurance will notice an increase in Short-term Policy sales this year!!

The first party of the year held in the airwomen's lounge on Mon 21 Jan set a precedence for the ones to come. You've heard the song "Behind the Green Door" well behind the doors of the club that night our party was even better. The evening started with a sing-song with NS Anne Hicks pounding on the ivories. Presentations were made to Cpl Ruth Zimmerman who is going to return to civvy street "and everything" and to Cpl Esther Morris who returns to civvy street employment "That'll be the day". And last but not least to LAW Orma General (Kernal) "I'm not going" oh but you are but this time we'll make it Edgar. Best wishes go with you from all the troops and we expect to hear from you. The entertainment committee smoked through with a terrific lunch and in no time at all the plates were scraped clean. A Skit "This is Your Life" was presented in honour of those departing and it was received by a very appreciative audience, judging from the gales of laughter that continued long after the curtain was down.

A good stock of the book "Helpful Hints to the Housewife" should be maintained in the Stn Library. At the rate airwomen at 4 Wing get married they would be well used. A shower was held in the lounge on the 4th Jan for Alice Sauter who will soon take up the rôle of ironing twice as many shirts. What's that you say Alice!!

May I say in closing that the success of the parties this year could well be attibuted to the fact that we now have heat (2 oil burners) in the lounge. The airwomen wish to thank W/C Winters, F/L Hemming and F/O Anderson for accomplishing this for us.

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Canadian Current Affairs

(continued from page 9)

HANNA — Christian Hanna, the man without a country, will find no refuge in Canada. That's the final word from the immigration department, which has rejected his appeal. Mr. Hanna is the young man who can claim no country as his own because he has neither passport nor birth certificate. For the last year and half he's been kept aboard a Norwegian freighter. When the freighter arrived in Vancouver recently, Mr. Hanna's plight became common knowledge. And since then many people have tried to help him out. His case was heard by immigration authorities, who ordered him deported. Mr. Hanna, through his lawyer John Taylor, appealed the decision. That appeal was rejected, and now the 23 year old wanderer will have to go on roaming the world aboard the freighter Nudveig, unless some other country takes him in. While he was in Canada, Mr. Hanna caused quite a stir. For a time it seemed that the man who had no country might not only get a place to live, but a wife to go with it. For during the weekend, several Canadian girls came forward, offering to marry the young man if it would save him from being deported. Mr. Hanna's lawyer said there were so many offers of marriage that for a time it looked as if the girls were running some sort of a competition. None of the girls had ever seen Mr. Hanna, but apparently that didn't matter. One of them even went so far as to say she would approach the immigration authorities herself and have Mr. Hanna admitted to the country as her fiance.

STRATFORD FESTIVAL — Irish actress Siobhan McKenna who recently appeared in the Cambridge Festival Theatre production of Shaw's "Saint Joan" in New York, has been signed to play in the fifth annual season of Shakespearean drama at Stratford, Ontario, next summer. The ten week Stratford season, July 1 to September 7, will feature "Hamlet" directed by Michael Langham, opening July 1, and "Twelfth Night", directed by Tyrone Guthrie, opening July 2. Miss McKenna will be appearing as Viola in "Twelfth Night". Co-starring in the Stratford season are Canadian actors Christopher Plummer, Douglas Campbell and Frances Hyland. Christopher Plummer will be playing the title role in "Hamlet". Douglas Campbell will appear as Claudius in "Hamlet" and Sir Toby Belch in "Twelfth Night". Miss Hyland will play Ophelia in "Hamlet" and Olivia in "Twelfth Night". The Symphony Orchestra of the Canadian Broadcasting Corporation will be featured during the third annual Festival of Music at Stratford. The Symphony will present a series of four Wednesday night Concerts, from July 31 to August 21. The English Opera Group will have its North American premiere at the Festival with performances of Benjamin Britten's "The Turn of the Screw". Jazz artists who will appear during the Music Festival, which will run from July 31 to September 6, are Count Basie and his Orchestra, singer Billie Holiday, Toronto's Ron Collier Quintet, the Gerry Mullingan Quartet and pianist Teddy Wilson. Jazz was included in the Festival for the first time last year.

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Sports and RECREATION

HOCKEY

The Intersection League race is gradually breaking down into two major battles; one between 422 and HQ's for the second slot and a three way scrap for the 4th position and the final playoff spot between 414, Wing Maintenance and Combines. 444 seems to almost have the top spot tied down but it wouldn't take too much of a let-down by them to have one of the other teams slide in the top rung.

The race for the individual scoring trophy is still a wide open scramble with any one of a dozen players having a good chance for the title. Al Adams is presently in front but being pressed all the way.

Station Team

The Station Team played their second game of the season here against the Royal Canadian Horse Artillery from up north and proved to be rude hosts, dumping them by a score of 10—4. The home team had just too much speed and know how around the nets for the artillerymen. The line of Cheverie, McDonald, and Gill led the scoring with five goals between them. The entire team played a fast game with the passing being exceptionally good. The defence of Joe Daigle, Ken Pentland, Ron Lenson and Muck Reading kept the visitors well away from the net and started the forwards out and many good plays. The team has a game tentatively lined up for the 2nd March at 4 Wing against a German team from Mannheim and will be playing at the Army camp near Soest on the 9 and 10 February.

Standings — INTERSECTION LEAGUE

TEAM	PLAYED	WON	LOST	TIED	GOALS FOR	GOALS AGAINST	POINTS
444	17	14	2	1	99	34	29
HQ's	17	10	4	3	90	63	23
422	17	10	5	2	79	62	22
414	17	5	12	0	66	84	10
W/Maint	17	4	11	2	60	97	10
Combines	17	3	12	2	54	90	8

INDIVIDUAL SCORING

Player	team	goals	assists	total
Adams	422	17	18	35
Melancon	HQ	17	15	32
Edwardson	414	20	9	29
McDonald	422	22	6	28
Johnson	HQ	14	14	28
Longhouse	444	16	11	27
Henderson	444	16	11	27
Lalonde	W/Maint	20	6	26
Bell	444	17	8	25
Banfield	414	13	10	23
Leblanc	Comb's	16	5	21
Gill	444	10	11	21
Tanner	Comb's	13	6	19
St Marie	HQ	12	7	19
Black	HQ	9	10	19
Cheverie	444	13	4	17

PENALTIES

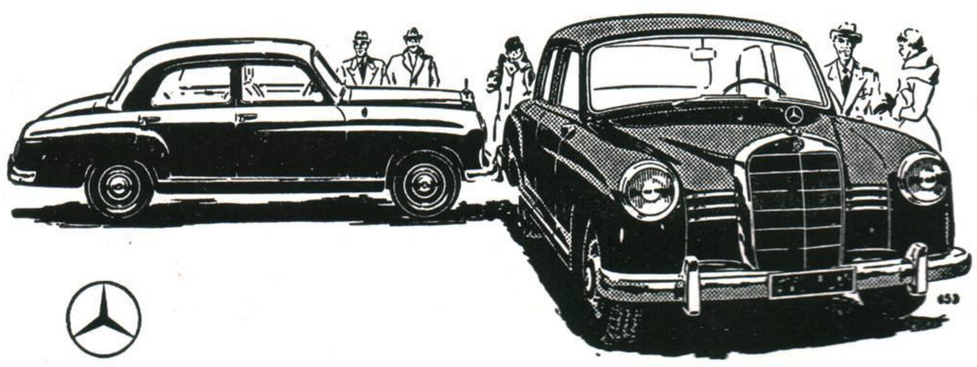
player		minutes
Morrison	414	35
Purvis	444	27
Titmarsh	HQ	24
Pentland	444	23
Buffett	444	23
Hessian	HQ	20
Gratton	W/M	18
Kennedy	W/M	14
Hyslop	444	14
Carpenter	414	14
Cheverie	444	13

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MERCEDES-BENZ

Inter-Mess Hockey League

The Inter-Mess League is going full swing with the Officer's Mess holding down top spot, followed by the Corporals, Airmen, and the Sergeants. The play-offs in this league are scheduled to start 11 Feb. Top scorer in the league so far is Lawrence of the Officers' team followed by Gorieu and Ross, also of the Officers' team.

Broom Ball

A new fad has hit the Station in the last few weeks with the female population becoming broomball addicts. At present there are four teams working out fairly strenuously at the rink plus practice periods in the gym. The Airwomen and the Married Quarters Jets played the first game on the 25 Jan and the score ended up O—O after lots of spills screams, and frantic swinging of brooms. The other two teams, The Teachers-Nursing Sisters outfit and the Officers Wives Auxiliary are still preparing but should be underway by now. The games are scheduled to be played on Friday nights and it is even rumored that a regular league may be formed.

Badminton News

Good news for you badminton enthusiasts here at 4 Wing! 2 Wing has invited us to a tournament on the 16th and 17th of February. Competition will consist of the following events:

Mixed Doubles
Men's Doubles
Ladies' Doubles
Men's Singles and Ladies' Singles

The Club is still looking for new members and so once again we'd like to invite all interested personnel, regardless of ability, to come out on Mondays and Wednesdays evenings and join. Everyone is welcome.

BASKETBALL

The Raiders opened their Air Div League schedule here on the 27th of January against the 2 Wing Eagles and lost a close game by the score of 50—45. The Raiders led 25—20 at half time but just couldn't hold on for the win. Scoring leaders were Duggan with 13, Mc Hardy with 12, and McLeod with 11. Although losing their first game it appears that the Raiders will be right in there come playoff time.

On Thursday 31 Jan 57 the Raiders journeyed to Karlsruhe to play the Karlsruhe Sports Club, the 4th ranked team in Germany, and lost another close game 59—55. 4 wingers main point gatherers, were Mc Leod with 15, Mc Hardy with 14 and Duggan adding 12. The team has also been playing exhibition games against various American teams from Karlsruhe and although not winning them are getting closer every game and should finish the rest of the season stronger.

The Raiderettes also opened their season against 2 Wing and were defeated 34—18. Isabel Lundstrom led the gals assisted by June Oystenson. It was just a case of too few against too many as our gals were a bit skimpy on reserves.

Volleyball

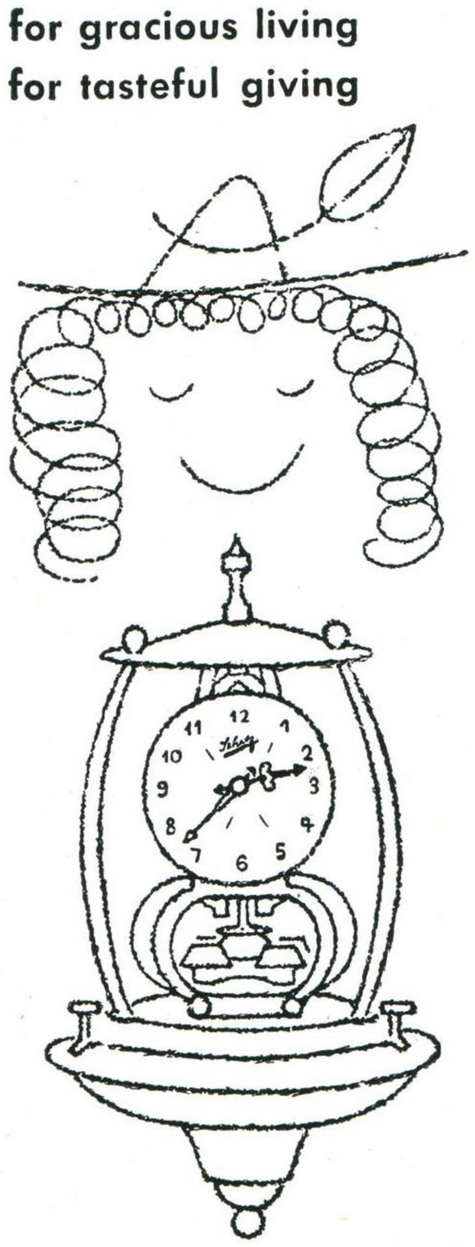
The inter-section volleyball league is raring to go again this year. Team entries are in already and play should start around the 15th February or as soon as the gym floor is finished.

It's still not too late to enter a team. If your section is unrepresented in the league call local 76 (Sports Palace) and register your team name.

This Is Entertainment

A Variety Show entitled "This is Entertainment" and produced by the American Army in Karlsruhe will appear at the Station Theatre sometime in February. There will be no admission charge and so watch for the date and come on out. We would like to see a good turn-out.

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414 (F) Sqn

First and foremost on this month's activities was the party held for F/O Mohan prior to his departure to Canada. This reporter being in Scotland at the time, was absent but I have been assured by numerous sources that the party was a wonderful success and we have a group of very talented speakers hitherto undiscovered. F/O Mohan's departure from the Sqn set some sort of a record as this occasion marked the third time he has left the Sqn and the third time we held a farewell party.

The recent icy road conditions seem to be the reason for two of our newer pilots practising aerobatics on the autobahn. If one had been out very late on Friday the 25th, he might have seen a certain Opel executing long graceful spins and ending up in a power dive into a nearby field for a forced landing. Fortunately the only damage was to the pilot's ego as he spent the remainder of the night on a small cross country hike home.

As for new arrivals we would like to welcome F/Os Bawtinheimer and Drover back to the Sqn. Bawt is back flying after having his wings clipped for some time and the "Gov" just returned from four weeks in Newfoundland. Phase Training will begin immediately, boys.

414 (F) Sqn Ground Crew

Due to various things around Xmas and the end of the month we missed out on our last article. We had to delay our Xmas party until 28 Dec and by the time everybody's head cleared it was too late to submit an article.

The middle of January brought a big confusion due to the new system being put into effect. Everybody changed offices and got new bosses, desks were moved and heads were spinning, but now things are running smoothly(?) and the great commotion is over.

Pete Boyd's wife presented him with a baby girl and Russ Gilroy's wife gave him a brand new baby boy. Congrats, Pete and Russ.

George (Blondie) Bulger, "Whitey" White and J (wonder what that stands for?) Rempel took a trip up north to the land of the Midnight "Sin"! They report they had quite an enjoyable time in Oslo but were disappointed in Copenhagen. George came back with an injured hand, won't say how he did it.

Mike McWilliam (The Scotch Frenchman), and Vern Sutcliffe took in Glasgow and of course, Nottingham, for a few weeks. They reportedly had a good stay.

We have had so many new faces lately that I will just say "Welcome and hope you enjoy your stay".

At this time we bid adieu to "Red" Leier who is off to Saskatoon and by time of printing, LACs Carpenter, Connors will be off to MacDonald and Rolly Laporte to Trenton.

Lately there seems to be a few of the boys who persist in wearing lipstick to work in the morning, at least until they are informed and they then sheepishly wipe it off. They didn't have it on straight anyway.

422 (F) Sqn

by F/O Howie Jacobs

"Welcome" and "So Long" seem to have highlighted the squadron scene during the past 4 weeks. In the former capacity falls the new bride of F/O Ken McCrimmon and though she is no stranger to the fold we would like to say an official welcome to Isolde. In the latter group we find F/O's JT Price and Bert Gladman. They left us for Chatham and Toronto respectively late in January and we are surely going to miss them. A farewell party held in their honour was a smashing success and on hand at the time apart from the regulars was S/L C Bourque, OC of 421 (F) Sqn based at HMCS Gros Tenquin. Seriously though it was good to have him aboard for the occasion and we appreciate the gift he presented, though as S/L Wright stated then we have sufficient on file in our cine room. The gift — a slat. At the same time Bert Gladman presented a colour painting of a 422 Sabre to the OC and hoped that we would hang it in our pilots' room or in the mess. Congratulations to Sgt Bird on the fine workmanship of the painting.

The hockey team has worked its way into 2nd place having dropped only 2 games during the past two rounds — both to the Cobra Crescent residents.

F/O's Robinson and MacDougall are off to the much desired ski course and we wish them lots of luck and hope that we won't see them back before the course ends, as it's a well known fact that bones have been broken on this slope before.

The cry for the week commencing 21 January was similar to a school cheer — 1-2-3-4-3-2-1-4. This of course marked the beginning of the 57 Qualifying exams and present to make the gathering a success were a few newcomers along with a number of "regulars". June will tell . . .

It's nice to see F/O Con Platz back from his course in Canada — (The foregoing was a paid political announcement).

Though a little time has gone by since the announcements we would like to say congratulations to the newest member of the squadron to fall into the senior ranks. Of course he is S/L G Reid our amiable Engineering Officer, then too it's best wishes to F/L M Lalonde and F/O JT Price for their Permanent Commissions. To the remainder it's "well done" for having retained their rank and better luck next list.

That's 30 from the Terrace for this month — we'll see you in the March issue.

444 SQN

by F/O B. C. Bell

Around the middle of January the old F/O nemesis promotion exams reared its ugly head. Taking time off from the poker game in BB39B, a few 444 hopefuls joined the procession to the combined lounge to test their wits on the papers set forth by the diabolical minds of Training Command. A week later, those who survived consoled themselves in foamy beer at the bar in a rather noisy thrash.

While all this transpired, the Sqn 'oldies' were taking advantage of the wonderful weather and piling up the odd hour. In the course of a trip, F/O Mel Henderson met a 2 Wing sabre face to face and using his head to blow the canopy, parachuted successfully to German soil, accompanied by a headache and a red eye. We're really glad to have Mel (our indispensible hockey ace) back in the fold and well on his way to 1000 Sabre hours.

Numerous trips to Renfrew, Fogland were also completed in Jan. At one point, all the flight commanders were there at one time, leaving the squadron running even more efficiently than usual. Meanwhile, F/O Bob Porter and Lucky Lawson returned from Training Flight after a 3 month stint flying the terrible T-Bird. Their replacements for the next 3 months are F/O's Gin Smith and Dusty Miller.

In the stork dept. for Jan was F/O and Mrs Brian Wallace's baby boy, Sean (pronounced Shawn), an imposing 6 lb 5 oz Irishman. Congratulations to the whole family.

The sporting scene shows both bowling teams challenging for top spots in their leagues. The fighting 444th hockey team journeyed to Zweibrucken for a game with 434 sqn., the league leaders at 3 wing, and returned with a solid 7—1 victory. In local action, triple four finally downed Headquarters to move 6 pts up on the pack. It looks like 444 is carrying the Officer's Mess team with S/L J B Lawrence leading the scorers with 7 goals in 5 games, and solid support from F/L's Smith, Ursulak, and F/O's Doyle, Porter, Brown, Heard and Lawson.

Finally this month is a small anecdote about the hazards of winter leave. It seems that F/O's Brown and Fitzsimmons and families were spending a few days in Berchtesgaden and after a short training session of skating one night (with refreshments) the two heros took to the slopes the next morning. Feeling rather courageous, young Al took on the Big Hill and soon found (about half way down) that he was out of control. Spying a helpless looking member of the opposite sex, he steered toward her shouting "Fore" and "my dive brakes won't hold" while all the time secretly hoping for rescue. However, just as a collision seemed imminent, Al did a steep turn and spun in, receiving a twisted ankle for this gallant gesture. F/O Fitzsimmons, who had been lurking nearby, applied first aid and led Al, still rigid on the boards, back to the dispensary for examination. Moral — He who skis slow, skis best.

444 Ground Crew

by LAC J.D. Ledrew

First of all congratulations to LAC and Mrs Zielke who were married on Dec 29 just in time to get a year's refund on the income tax.

Next a tour of the flights (or should I say ice boxes on these wintry days). Starting in A Flight I found a bundle of activity as usual and also some new faces in the forms of LAC's Hoffart, Rose (a refugee from C Flight), Phillips, Whitney, Mills and Cretney. Also two junior wheels in the forms of Cpl's Gilbert and Baker. LAC Power said that his Powervagen is available to all who wish to avail of its use for the paltry sum of ten Reich Marks per hour.

In B Flight I found things nearly normal except that LAC Fleming now has to do his D.I.'s from outside the cockpit as he has finally become too fat to do otherwise. LAC Hearn of A/W barracks fame is a recent addition to this flight as are LAC's Blanchard, Zielke, Naso and Pugh.

Pushing on to C Flight (the stomping grounds of Cpl Daniel Boone) I found that they have added LAC's Popiel, Tyrell, Polley, Wheeler, Zink and Jack the Red Faced Ripper Bohan to their Horror Roll.

The telecom section has received a new chief in the form of Sgt. Caldwell who hails from Cold Lake. His coming filled two vacancies. Number one, the Sgt establishment, and No 2 the vacant spot on the wall where Vince Penny's whip used to hang. The Sarge is as could be expected, duly impressed with the Deutsch Beer.

In the sports department 444 has been spreading its Victorious Wing (Headquarters fans please note) ever farther having travelled to 3 Wing to soundly defeat 434 Sqn. to the tune of 7 to 1. It might be said here that a little havoc in the local gin-mills was also spread at that time. Also as anyone in the bowling and curling leagues can tell you we of 444 are well represented in these sports.

Departing for Detachment in Sardinia in the near future are Cpl Rick Strickland and LAC "Ape Call" Brown. We wish them all the best in their new duties. The departure of these two will leave a string of broken hearts from Rastatt and Karlsruhe to Merry old England. Oh well some of us have it and some of us don't as either of these fellows will gladly inform you.

It seems as that is all the gleanable news for this month so we'll see y'all next issue.



Short Circuits from the Salt Mine Wire Pullers

by Gus Meilke

Congratulations must be given to the elect section hockey team with the support of W/M on their two recent wins. Special mention must be given one of our dashing defense men (Curly) who after losing several teeth in wild exuberance, returned to finish the game in his usual fine form. Al Gelinas since coming back off leave from England has been walking around in a daze, singing "When Irish eyes are smiling". Rumour has it via the "Grapevine" that the RCAF is accepting another dependent. Nice going Al. Once again we welcome a new man to the "Saltmines". LAC Dave Crossman has joined our midst hailing from 426 sqn Lachine. Hope you have a nice stay, Dave. It seems that LAC "Cash" Cashmore likes Germany so well that he has decided to leave the country a small souvenir, his appendix. I guess it will slow down his nightly flights to Buele, but not for long. Take it easy Cash and we all hope to see you back soon.

AIRMANS DREAM OF DRO's

Administration; Part 1

Tue, Wed, Thu:

Reveille 10.30 hrs. Breakfast will be served in bed by mess hall staff until 12.00 hrs. Work commences 13.15 hrs. Work ceases 16.00 hrs.

Fri, Sat, Sun, Mon:

Mess hall will remain open from 00.01 hrs to 23.59 hrs. All N. P. F, establishments will also keep same hrs.

Duty personnel:

A/C guards, fire picket, key Joe and hangar lock-up will be carried out by commisioned ranks until further notice.

Pay Parade:

Accounts personnel will be present at individual sections every Thurs morning.

Notices:

Lost and found:

Found: Partial denture at ice palace. Owner can claim at Guard house by proving fit.

For Sale:

1956 Cadillac coupe de ville, full race motor, fully equipped. Built-in bar $125.

Court of Inquiry:

There will be a meeting of all Headquarters personnel in the conference room on the 15th at 10.30 hrs. to discuss the excess breakage of lead pencils.

TECHNICAL Services

by Cpl Gray

Like to take this opportunity to welcome three new members to our metal working staff. LACs Ward and Tremblay from Cold Lake and LAC Fera from Rivers. Hope they enjoy their stay with us. Bowling season rapidly drawing to a close and we find the Tech Services team riding in a comfortable second place; ran into some stiff opposition and dropped 5 points in two weeks, however the play-offs are coming. This hockey league really brings out the "Mr Hyde" in some people. Members of our staff finally had to admit that they are too old while others wish they could. Then there are the Types who are going all out for a fast promotion. Haven't seen the promotions yet, but there are rumours that their bar card is going to be lifted.

Cpl Jackson has been posted to the welding shop trying to catch up with the work orders that have been picking up. Now that the snow has gone and the snow removing equipment has been stored, things should pick up. Cpl Wilkerson is now sporting a new Volks, must be nice to be in the chips. By the way, I hear that the new "Wilkerson Lumber and Fuel Co," of Hugelsheim is soon to make its grand opening. The Tech Services staff would like to congratulate F/L Crosby on his recent promotion. See that Cpl Bush is back from 30AMB Langar where he spent a couple of weeks T.D. Possibly he picked up a few spare parts for the Morris bus.

Wedding bells are ringing in the S.E. section, LAC Benoit getting married the latter part of January and LAW Sauter taking the final steps on the 16th Feb. Best of luck to them in the future.

Seems to be all for this month, and besides its getting close to coffee break.

Telecom Gen

by Cpl E. Sherwood

I must go down to the Spiel again,
To the 1 mark roulca board,
And all I ask is the Masyk touch
(How now Bea, who's got the hoard?)

Young Bauder features here this month
In the ice rink he is a rip,
But all they say up at GCA
Is, "Hey Jim' button your lip".

Here's a big "Hello" to Eastlake's Fran,
And a welcome to Anne Knight.
Goodbye to Kelly's record stock
Cos Presley's hair ain't right.

Lloyd Larsen hit the jackpot good
With a baby sis for Fred.
That Loehre guy's mobile again
"'Ark De Triumph', Sir", he said.

The Wheels roll down the Inventory Trail
So make up some loan cards, Flight.
Now all I want is a stand mike
Or I'll be on a charge(r) tonight!

We said "so long" to some Micro men,
To Robinson, Keating, and Red.
Now Steve's been around with his clearance,
But Wawryk took over his bed.

Al Remphrey's climbed off the Wagon now,
Celebrating his 90 with Gill?
In the fields, Priestley plays with his wagons,
(Let CY have some practice down hill!)

The Flyers are down to Garmisch again
With Leblanc skating goalwards, I guess.
Ruth leaves us ere long for the Dear Place.
(Can't Allard stay here TOS?)

We must go down to the Lounge again,
To the Telecom parties we knew,
We haven't had one since September.
Flight Johnson, — passed to you!



by "Newf"

A new year brings a new reporter. (I was joed). Cpl Warke who was the previous joe has been stricken with "Posting-itis", a disease common to personnel returning to Canada in the near future.

First we wish to welcome two new bodies to our flock. The welcome mat is out for Sgt Benesko and Cpl Hatt who have arrived with their families from the land of the "Round door knobs".

To get the year off to a good start our VMEO (F/O Baker) has gone to London, England, for a six week driving course. He writes back that it isn't much of a change from Germany, only the language is a little easier to understand.

The recent cold weather, plus the snow storms we have had lately, has given its share of headaches to the Heavy Equipment section. At the end of three or four days heavy work our Hi-speed snow plows were ready to give up the ghost. In fact there was so much welding to be done on them that F/S Fink (i/c Wing Workshops) was seriously thinking of transferring a couple of his welders to the M. E. Thanks to Wing Workshops we are all repaired and rearing to go when the next snow comes.

Who said vehicles aren't human? Take a trip to the M. E. and see all the vehicles which have become unserviceable just to get into the shop where it is warm.

Temporary Duty has been at a minimum so far this year. We have had the usual trips to the other less fortunate Wings plus one trip to Le Havre with baggage; not one "Jammy" trip for the whole month.

The M. E. sports program is as usual in full swing. Our three bowling teams are rolling with the best of them. In "A" league the "Monarchs" are in first place by a five point margin. Even with my 95 we still win. The "M. E. Fenders" are holding down seventh place in "B" league and the "JP 4's" are close behind.

Now that the women have introduced Broomball to 4 (F) Wing it has given the airmen of the M. E. section an idea. They have challenged the M. E. NCO's to a Broomball game scheduled for early February. Oh well, I suppose, if they keep trying that they will win at some kind of game.

At the time this article is being written, the "Combines" are in fifth place in the Hockey league. More power to them. At least what they lack in talent they make up for in spirit. Just as they said when the 1955—56 season had finished, "Wait until next year".

One of our out-door sporting types had an unfortunate accident while zooming down the snow clad slopes of Switzerland. Seems he couldn't stop and couldn't steer. Anyway, something stopped him and in the process it also broke his ankle. Try G.C.A. next time, Giles.

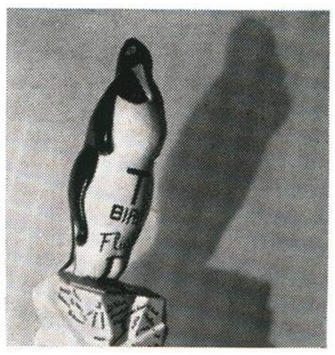
As much as we hate to admit it, we have to give the Supply Section credit for its effort to issue all items demanded. One of our Driver Testing Cpl's has submitted an E42 for the "Fraulein" who is the Steno at the R & I Section. This voucher has passed thru most of the proper channels and we hear that the issue date is sometime in May. It's rumoured that Wells had inside help in obtaining the Section and Reference number. It certainly isn't in the Vocab.

We have received a large number of European type vehicles from contract. These vehicles will replace some of the vehicles now held on strength which are due for write-off. First came the Mercedes-Benz "Unimogs" to be used for towing aircraft. Now we are receiving Volkswagen vehicles in the European version of our Staff Cars, Station Wagons, and Pick-ups.

During the week of 21—25 January, the Volkswagen Factory had a representative at the M.E. Section to gen our personnel up on repair and maintenance of the Volkswagen.

To those people who get mad when they are unable to get the transportation requested. Remember. It hurts us more then it hurts you when it isn't available. Amen.

As a last reminder. When the roads are icy and slippery, slow down. It might take longer to reach your destination, but you have a better chance to arrive "alive". Remember. Any fool can drive fast.



Flashes from Training Flight

by LAC Phil Quigley

News has been pretty hard to get this month. New arrivals to the section are LAC's Jackson and Pineau. Both of them are getting used to the German beer the HARD way. How're the heads, fellows? We all wish you a pleasant time during your stay here.

Sgt Patrick has decided to go to England on leave — the excuse being that he wants to buy some clothes. LAC Al McKinney is going to be his side kick. Remember, Pat, such centers as "Dirty Dicks" outside Liverpool Street Stn and the "Hero of Waterloo", to name but a few, are no place for a young innocent airman to frequent. See you don't lead the young fellow astray.

During the first cold spell Cpl Bob Playfair was having some trouble with his "Hillman". Bob's only comment on the subject: "It's all the fault of the German servicing." Well, Bob, at least you have some faith in your car. Or have you? LAC Jack Ball is having trouble with his radio. He is either blasted out of the car by the noise or it does not work. At present it isn't working. These little things were sent to try us, Jack. Just remember that old saying "If at first you don't succeed, try, try, try again". You might even get it working yet.

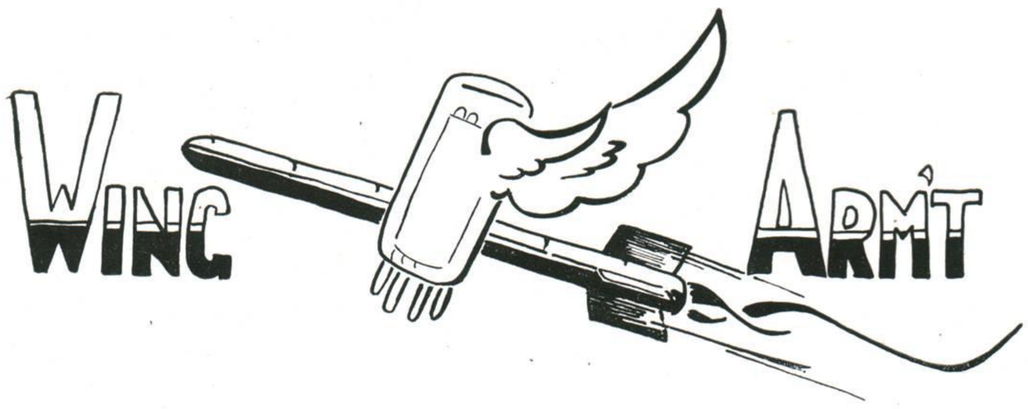
Construction has been going on around the dispersal. The guys have been laying a foot path between the button and the roadway. Guess the wheels found it tough wading through the mud on the way back and forth from the dispersal.

Overheard in the Section:

"Now listen, it's only 5 cents for a coffee." (Cpl Bob Playfair).

"My, but it's been a long time since I last saw dear old England." (LAC Jack Ball).

That's it for now folks.



by "Al" Wilson

The days are longer, the nights shorter, spring is coming and much to our dismay the first of April too. We'll all break out crying towels now for those poor unfortunates who cannot squeeze their last few hours of leave in before that fateful day.

LACs "Ken" Mott and "Kev" Davis have their passports now so it won't be very long before they're off to Spain.

Some people like to travel, some people like to roam but our WO Salter, likes to stay at home. Seems that sharpening skates while on leave can be very relaxing to a young fellow who has taken such an interest in BINGO.

Our new Squadron Leader, Zwicker by name, shiny black car and all, has just come back from a week's leave in Paris where he was seeing the sights. THE SIGHTS while in Paris as any gun-plumber knows are not on the barrel of a point five!

NEW ARRIVALS: For M&W — LAC Smith from No 1 Wing; for AST — LAC Depatie from St. Hubert. We all hope that you, "Smitty" and "Rae" have an enjoyable stay at Soellingen. Speaking of new arrivals — How's "Daddy" Boast today?

HOCKEY — COMBINES: You haven't won too many games fellows but your loyal fans still back you up 100%. A tip of the old Arm't tin hat to all of the plucky players who try so hard — Tanner, Gottraux, Dukeshire, Davis, Acres and their Coach, "The Aulde Prod" himself, WO Stanton.

LAC Acres will be leaving the team soon for Sardinia where he'll be keeping them firing.

Don't get excited, don't get alarmed, it's just our goal tender Gottraux burning up the road in his new car, a Skoda.

SKEET SHOOTING: We have in our section three worthy men of note with the "Scattergun" — Cpl Goddard and associates, LACs Ashford and Turner. Keep spraying those pigeons with lots of lead men.

BOWLING — CANNONBALLS: At the time of this writing we are in fourth place with forty-five points. All the fellows are doing a very fine job, keep it up!

In closing I'll offer some advice — in the future when there is snow on the ground, "PLEASE BOSS WAIT FOR THE SNOW PLOUGH"!

Wing Maint Engine Wreckers Tales

by Cpl Hatton

With the arrival of 1957 the "Blow Torch" Brigade of 1 Hangar has to report the arrival of 3 Corporals and six "Brigands" and the withdrawal to pastures new of a similar number of veterans.

Some of the vets followed in the wake of the big brass and others trailed off to parts of the Flugplatz seen only by members of Wing Maint when touring the locality in the course of a week's respite (officially known as Security Guard).

The effect of just a few weeks at 4 Wing and the consequent journey to the FTTU at 3 Wing have brought some talent to this report and each month we hope to have a few verses from Cpl Lamont. We offer his first effort below and will gladly translate for any who have difficulty in their "English Comprehension".

"LAMONT'S LAMENT"

My names Lamont, Alphonse firs name,
I'm Corporal in dis L'Air Force,
I'm jus come new from Monreal,
An go on de Orenda Course.

De instructors dey are fine fellows,
What teach me in de class,
And show where is go de oil
An where is go de gas.

Dere's wan instructor — Sgt Haig
Whats teach me every day,
But he talks so fast from first to last
I don know what he say.

I came back las week and I got tight
An dis week I got tighter,
Do I work on jets? Mais, non ma frens
I'm work on Expediter.

Supply Section

by LAC A.K. Skarbo

First of all we would like to welcome our newcomers; LAC M.A. Gillin better known as "Gill" but never uses his own name; LAC Masse, quiet type, works in R & I; LAC Moir from Lincoln Park, better known as Canada — so he says; LAC Macumber from Claresholm who agrees whole-heartedly with Moir; LAC Sequin from Trenton hasn't much to say but says Strasbourg is the best, and last but not least LAW Barnes 3 SD type and a very good goalkeeper so they tell me.

We would also like to say our Good-byes to F/O Third whom I have replaced in this column; Cpl Peters, known as "Pete" who claims they are going to Sardinia but heaven knows when; LAC Johnny Oulette and LAC MacDonald who both departed during the festive season.

Who departed from the confines of our wonderful section with tears in his eyes for what is commonly known as the W.O.R.? Why is the door to Supply Orderly Room locked all the time? Let somebody else have a look at our new Steno LAW Dot Robinson from Stn Lachine.

CTechO's loss our gain in LAW Irma Cornwell. Terrific amount of traffic between Stock Control and S.O.R. What certain officer has a new map and is already spending his summer holidays on the beaches of Monaco and in Sunny Italy?

Congratulations go out to LAC Corcoran who recently said, "Who wants to stay single?" and then married Hildegard Rosa Faller. Congratulations also go out LAC Flanagan who thought he couldn't do it, but made it, with a bouncing baby daughter.

We'll close our column this month by asking certain fellows — not mentioning any names, "What's the attraction in Karlsruhe?"

Construction and Engineering

by LAC Gill

It is some time since this Section had their "little say" in this excellent publication. Our mutual friend "Inertia" being the one to blame for past absences; and now having overcome the initial resistance we hope to keep her rolling in future.

Although the New Year has progressed beyond the Brand New stage, we would like to take this first opportunity of wishing all Sections a Happy and Prosperous New Year.

Congratulations in print this time to LAC Joe Miller (Wing Maint) who finally secured his prize with a "band of gold". But Des is still our favorite W. D. Joe, and we hope she stays with us for a long time yet.

Every Season brings its headaches but none more than the present one to our Foreman of Works. "To Sand Or Not To Sand" that is the question. There doesn't seem to be anything in the book about Nature taking her course. Maybe there's another book Flight/Sgt (Joe)?

Our Supply Section has had a shuffle and we say farewell to Cpl Johnny Ranger and hello to LAC Mooney. You'll have no trouble settling in here —? Euchre players are doubly welcome.

In particular we wish the Snack Bar NCO, Jones, a speedy return of his empty bottles and shmutgig tickets and hasten to assure the lady cashiers that as far as we know there are no tramps on the Station.

Overheard — "See I just love driving these cars on ice". Why should he worry? What's he got to lose?

Enough is enough and with that we will say as the dog said when he grabbed his tail "This is the end".

AUF WIEDERSEHEN UND SCHLAFEN SIE GUT.

Wing Hospital News

by F/O F. H. Thomas, Hospital Adjutant
and LAW Bernie Taphorn

Final figures just compiled for the year 1956 disclose that there were nearly 200 babies born at the 4 (F) Wing hospital for the 12 month period. This is one of the major reasons why the MO's at Soellingen have been really busy. The hospital work continues like some of the other sections on the station, 24 hours per day, 7 days wer week. Come holiday or station stand-down some hospital-staff are always on duty. Many inquiries have been made recently regarding the next Polio Vaccine inoculations for our children. The SMO is mindful of this need and urgent representations have been made to Air Division to have an adequate supply given to 4 Wing. Latest advice is that we will receive sufficient to do all children up to age 18 but when we will receive the vaccine is not yet known.

The Wing hospital staff have bid adieu to the following members during the past month: Dr. and Mrs. Bouwman, Sgt Mailloux, Cpl Anderson. These valuable members of the hospital staff will be hard to replace. They carried with them the best wishes of all their co-workers as well as many patients whom they had served. In the changing set-up of overseas service the SMO and the hospital staff have been pleased to welcome the following additions to our staff. First, Dr. and Mrs. Ken Collins. Dr. Collins is an ex-Aircrew trainee from the Australian Air Force during the war. It is interesting to note that Mrs. Collins is also a Medical Doctor. Mrs. Collins' birthplace is Scotland. Dr. Collins practised obstetrics and Gynecology at London England for 1 year and Preston England for 2 years. He expects to take his examination in these medical specialities during the current year. Dr. Collins served with the British Terratorial Army in England during his stay in England and was a parachutist having made 15 successful parachute jumps (we think). Dr. Collins and Mrs. Collins will be staying with us here at 4 Wing for the next year at least. Nursing Sister Cormack is the latest addition to the hospital staff. She arrived 21 Jan on posting from 3 (F) Wing, where she was the Operating Room Nurse at the medical wheelhouse. Jane will be a most welcome and decorative addition to the hospital staff.

We must congratulate our New Year infant girl, born 0003 hrs on the 5 Jan. This 5 lb 11½ oz. bundle belongs to Cpl and Mrs. Gordon West. It arrived a bit late to welcome in the New Year, but it did receive a gay reception.



4 (F) Wing's New Year baby

The baby was escorted into this world by Dr. Kenny with the assistance of F/L Walker and Dr. Austin, plus N/S Hicks, N/S MacDonell and LAW General. We must admit not everybody gets such a welcome.

Food Services Section

by Sgt Hughes

January has been a quiet month for the Food Services Section after an exceedingly busy Yuletide season. Several of the staff have taken leave this month and others are making plans for short trips to complete leave before the end of March. Just after New Year, we were sorry to learn that Sgt J. A. Petty was being transferred to RCAF Stn Namao, due to the serious illness of his little son Jimmy. We all join in expressing our sympathy to Sgt and Mrs Petty, and several of the staff members spent a busy week-end helping the Petty's pack, for their sudden departure. From us all "Guten Appetit".

Wing Operations

by Cpl "Demmy" Dmytryshyn

Hello Dear Readers. You have not heard from us for months and months. Oops. Oh well let us first introduce ourselves at Wing Operations.

There is W/C McLeod the COpsO, F/L Hughes Ops 2, F/O Jordan Ops 3, then comes the small fry. Cpl Marg Shortt (spelt with 2ts) Cpl Demmy Dmytryshyn, LAW Pat MacLean, and LAC Don Harris. Now let me tell you of a day in the life of an Operations clerk during an exercise.

In the wee small hours of the morning before even the birds get up, there is a shuffle of dragging feet on the stairway in building 10 and a sleepy eyed ops clerk staggers in to work. At the top he or she is usually met with a cheery good morning from the Met Observer on duty and by the beautiful aroma of boiling coffee.

After procuring the key the ops clerk opens the door upon which is written "Out of Bounds to All Unauthorized Personnel" which makes us wonder what we're doing here. Usually all the phones are ringing and everyone on the line asks why you are late. Of course there's still half an hour before we are officially on duty.

All's well, the filing cabinet is opened after 10 attempts then the log is signed stating "Ops Clerk on duty". Later on the Squadron Ops officer walks in with a sleepy-eyed expression sits down in the chair says "Call me if anything happens" then goes to sleep.

At 0830 in the morning the rest of the people arrive on duty. Just before that you wake the Sqn Ops officer and tell him it's time to go home.

A few minutes later the Ops officer's phone rings and you answer politely "Wing Ops". There is a pause and a voice asks "Is the ops officer there?" I say "No but may I have him call you back?" So you take the number.

Then the COpsO's phone rings you answer and the same thing happens except you answer. "The COpsO is at loc 1 if not there try 120 if not there 130, if not, then 110, and if you haven't found him by then he should be back here." By the time they figure out what you've said they forget what they called for and hang up wondering what happened. This goes on all day, with local traffic and all in all it's quiet a day. The usual change over for ops clerks is at noon, and the new one tries to get straightened away for a busy afternoon. Despite my interpretation of my job I like it.

Then, ladies & gentlemen we have the Intelligence & orderly room.

We have F/O Wade the intelligence man himself. There is Sgt Hawke whom we congratulate on arrival of his baby boy, Then there is LAC Jerry Lewis, and LAC Ray Cossette.

And we come to the Metreological section on whom we blame all the weather.

First there is S/L Moakler; we congratulate you on your bouncing baby boy and fight our way out of cigar smoke. We also have F/L Missio, F/L Cork, F/L MacMasters. Then the hard working observers Sgt McLeod, Cpl Jean Hicks, LAW Mary Lucas, LAW Denny Bailey, LAC Ron Dawson, LAC Ken Hessian, LAC George Butler.

See you next month Bye.

Guardhouse News

by Cpl Art Gauthier

Quite a number of personnel from this section are taking an active part in the ice hockey activities here at this unit. The WSecO, F/L Reimer, as well as playing for the Officers' Mess in the Wing Inter-Mess League, is the coach of the Four Wing All-Stars. FS Kennedy has the task of managing both the All-Stars and the Headquarters team in the Wing Intersection League. Cpl Murray Titmarsh is back again on defence this year for the Headquarters six with LAC Gerry Rocray handling the goaltending chores. Up front on the forward lines for the same team are LAC George Black and Pierre Vallieres. Furthermore, in the Inter-Mess League, Cpl Nick Hayduk is playing for the Corporals' Club team and LAC George Lawson is participating with the Airmen's Club.

Congratulations are extended from all of us to Sgt and Mrs Eddy Bast on the birth of a baby daughter last month in the Wing Hospital. And belated congratulations go out to Cpl and Mrs Al Kuzminski and Cpl and Mrs Barry Dawson who were married recently here at Four Wing.

Recent arrivals here at this section include ACl's Dave James, Lloyd Townsend, Bill Todoschuk and "Whitey" Coish, all from Stn Aylmer and Cpl Ray Haight from Stn Goose Bay.

Smoke House News

by Cpl H. O. Miller

Now that everything in the Fire Section has cooled off to a dull roar of confusion, it is time we again said "hello" to all you joyful readers of the Flieger! We are positive, in our own shy manner, that we have been sadly and devotedly missed from the pages of the last two editions.

During the past short while we have managed to lose Cpl J. Leblanc to 1 Air Division. Cpl T.A. Woods and LAC J. Phillips have left our protective arms to wend their way back to Canada. Also back on our active list is Cpl J.K. Landry, recently returned from two months TD at 1 Air Division. To these fellows go our heartiest best wishes from all and sundry.

On the Stork list is Mrs. D. Thompson, with Stephen, a bouncing young lad; Mrs. R. Hendry, with a boy, Michael; Mrs. P. Woodford, with a boy, Rick; and last but not least is Mrs. J. Leblanc with a girl, Linda. May this list quell any vicious rumours that the Fire Hall is not contributing its share to Canada's extremely bright future. To all of these fellows and their wives we extend our deepest congratulations.

Among our "World Travellers Group" we have F/S S.R. Steppings, recently returned from an apparently interesting tour of Belgium and France. This was accomplished via the big green Mercedes route. Also, we have LAC's D. Kavanaugh, E. Davies and J. Hillback from an enlivening (or is that imbibing) trip to Holland. From the facts as reported to yours truly, this was a very interesting tour, and all enjoyed the scenery, the girls, the architecture, the girls, the hospitality and the girls.

LAC Dan Kavanaugh, rocking from side to side, came into the Section the other day to report his first flip in a T33. "Nothing to it", he said, as he turned two shades of intriguingly off-coloured purple and green. As we laid him on his bed he muttered, "Steve Canyon and I can handle it alright boys, no sweat".

While on the subject of flying, we have one of our boys, LAC E. Davies contemplating going air crew. Every time he is wanted, we just look behind the Fire Section and there he is in the cock-pit of our Sabre fuselage, making like a real live jet jockey. We still are not able to figure out how he manages to sleep with his crash helmet and motorcycle goggles on. Anyway Dave, all the guys in the Section are cheering for you.

Well folks, that is all for now until we are pressured for another article in the coming issue.

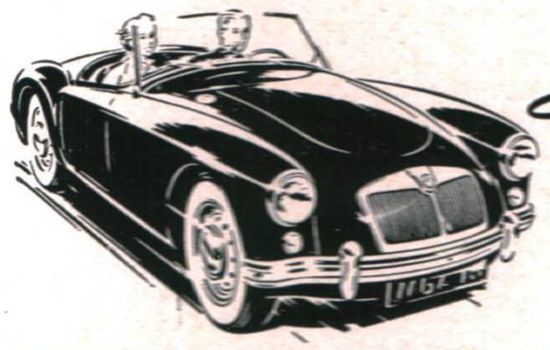
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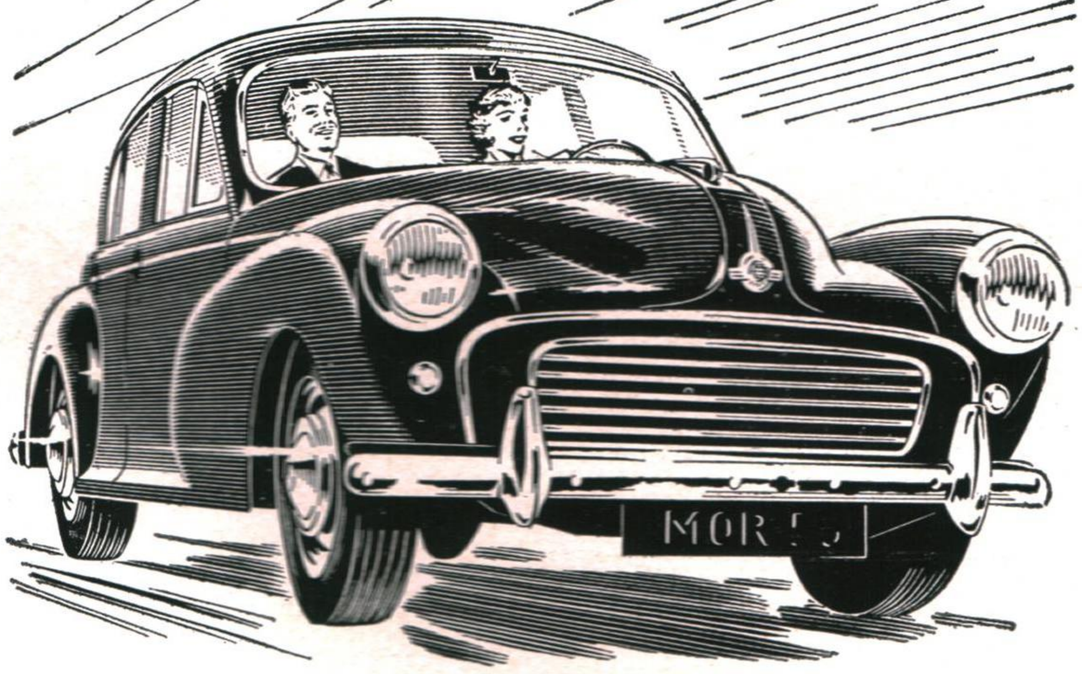
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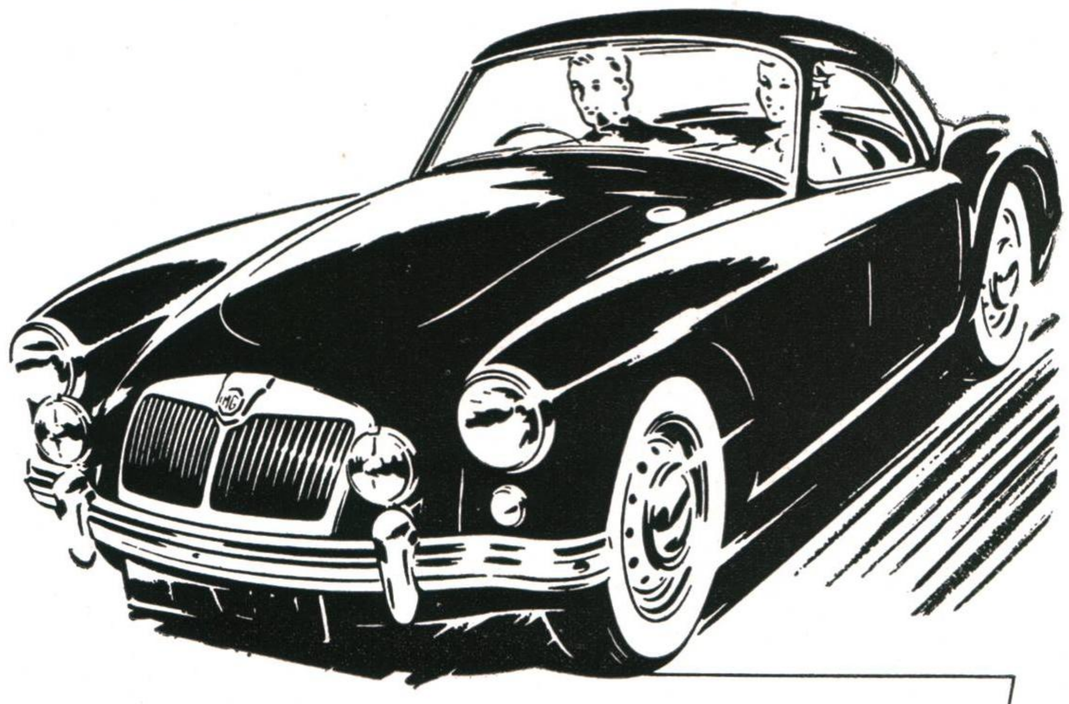
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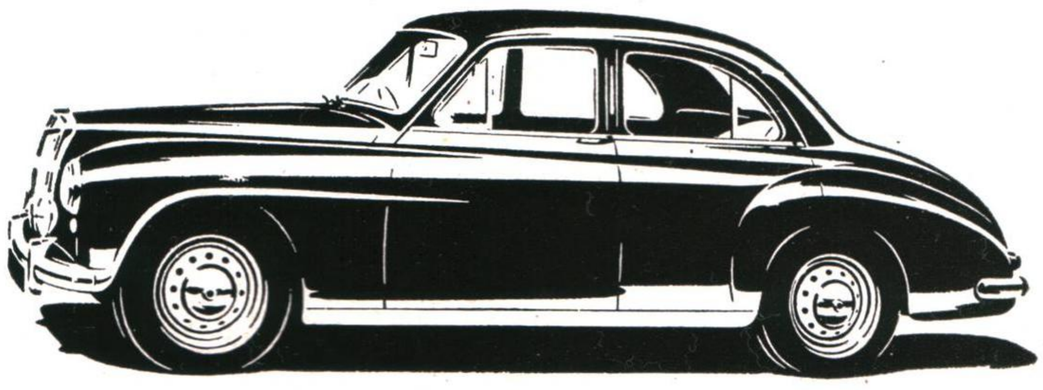
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