

# Schwarzwald- Flieger



THE ELFERRAT OPENS KARNEVAL (COVER STORY PAGE 1)

PUBLISHED BY  
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BADEN - SOELLINGEN  
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VOLUME IV · NOVEMBER 1957 · NUMBER 11

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# Schwarzwald-Flieger

(Black Forest Flyer)

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The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.

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Printed by Karl Metzmaier KG, Baden-Baden, Germany

Advertising Taken by: Kurt Prüfer, Baden-Baden  
Lange Strasse, Phone 47 44



## This Month's COVER STORY

### The Elferrat Opens Karneval

by Marie Bauert

On the 11th of the 11th month at precisely 11 minutes past 11 p. m. the annual Baden-Oos Carnival Assembly or "Elferrat" began the Fasching Season (Carnival), as all over Germany. The "Elferrat", or Council of Eleven, consists of 11 chosen men, clothed pompously in blue robes, adorned with red velvet collars, and a jester's colourful headgear, topped with 11 tinkling bells. Upon their appearance in the great crowded festival hall, where everybody is welcome, the band plays the overture to the new carnival season. Attended by four charming young ladies, the Elferrat take their seats around a huge decorated table on the stage, and entertain and amuse everybody present.

Fun is made of all and sundry, including political events, well known personalities, and local people. The "Büttenredner", (tubspeaker) climbs into a wooden tub to address the assembled throng. After that everyone joins in community singing, and, arms linked, sway to old folk songs. Second verses are sung standing on chairs, and the third ones on top of the tables, as shown by the Elferrat. There are many other attractions offered, such as musical clowns, pantomimes, quartets, and humorous speakers.

To top it all, Prince Carnival is chosen by a general vote. The Princess, however, is chosen in January, and is presented to the people by the Prince at another such jovial gathering.

To conclude the merry party the band plays for dancing until early in the morning. A very busy time lies ahead for the Elferrat, and two meetings a week are held to prepare for the final carnival celebrations and parades, held in January and February.

# Those Little White Lines

Driving down our local roads is usually quite a pleasure,  
Each driver in his little lane, watching well his measure,  
Glancing now to right and left, and now to fore and aft,  
Deciding when to forge ahead and when to slow the craft.  
There's signals here and signals there,  
and signs along the highways,  
There's painted strips 'long centre ways,  
And even on the byways.

A month ago  
the drastic flow  
of white paint on dark asphalt  
Disturbed the tenor of our ways,  
Placed many drivers in a daze,  
As trying to follow all the rays,  
They weaved and wavered for days and days  
Their words meanwhile were aught but praise  
Concerning those  
whose eyes and nose  
were certainly at fault.

But hep-cats male and female too,  
Cavorted down the avenue...

Right weave  
left weave  
centre weave r-a-g-

Watch out man  
don't hit that hag.

Right step  
left step  
centre step  
c-r-a-s-h-

This dancing down the road is really s-m-a-s-h-

So pick up the pieces and let's all roll,  
That curve ain't there... it's just a hole.  
Those boogie-woogie lines are here to stay,  
So... Rock'n Roll is the Order of the Day.

Jomo & C.G.B.

# The Trail of Marco Polo

In 1275 Marco Polo reached the Gate of Prolonged Righteousness, the entrance to the Forbidden City of Peiping. He had reached the court of the powerful Kublai Khan, and his epic journey across the wilds of Asia was finished. Marco Polo reached Peiping at the height of its magnificence; it was the largest city in the world, it was surrounded by immense earthen ramparts forty feet high, sixty feet wide at the base and twenty miles in circumference. It had a population of two million people; — much larger than the London of that day. New York, was not even in existence. During his journey from Venice, he had seen many other comparable wonders, and had lived through many stirring adventures. He wrote down the story of his journey for others to read, and translations of his "Travels" have enthralled young and old people alike down through the centuries.

Ten years ago an American girl, Jean Shor was leaning over the historical Marco Polo bridge in Peiping when she suggested to her husband that they retrace Marco Polo's journey from Venice to the east. With only a little persuading he agreed. The difficulties were enormous, and experts they consulted were unanimous in their reaction, "Impossible!" An example was Evert Berger who had led an expedition through Afghanistan for Britain's Victoria and Albert Museum. He knew a great deal about northern Afghanistan and the forbidden and forbidding Wakhan area. "I do not speak solely of the physical difficulties," Evert said "You can imagine what they will be. I simply point out that to follow Marco Polo from Afghanistan to China you must traverse the Wakhan corridor. No Westerners have been permitted to enter it for a hundred and ten years, and many have asked — No woman has ever attempted it. It is a high and dangerous region. Rough country". Briefly commenting on the various parts of the journey, he said "— In Turkey — Marco Polo travelled through what is now a restricted military Zone near Mount Ararat, on the Russian Frontier. You are liable to have a great deal of trouble in Iran, for Polo crossed Azerbaijan, near the Russian border. Foreigners are never welcomed there. But your real obstacle will be Afghanistan. If you do get a visa to Afghanistan", Berger continued, "go first to the capital, Kabul. Only the king himself can give you permission to penetrate the Wakhan. He is the only one who dares say yes."

Jean and Franc Fhor were not turned aside from their purpose and so began one of the most interesting and difficult journeys of modern times. It turned out that Marco Polo had the easiest trip. He only had to deal with difficulties afforded by the rough terrain and the unsavoury characters he met on the way. Franc and Jean Shor had these and more. They received little help from the progress that civilization had achieved — their journey was mostly by horseback or on foot, — yet they were continually frustrated by man-made difficulties —

the ever present requirement for visas and the distrust and fear occasioned by the nearness of the Iron Curtain; they were often within only a stone's throw of the Russian border.

Some of the frustrating experiences were galling while others had their lighter side. For example, all they needed to pass through Azerbaijan, in Northern Iran, they presumed, were valid passports and visas. But no, the governor of the province insisted they should also have a Red card, which was a special pass for travel in Azerbaijan. "Perhaps the governor will issue us a Red card" said Franc. "Impossible", was the reply, "they can only be issued in Teheran". "Well then", Franc said, "we'll go to Teheran to get one." "Oh no", they were told, "You cannot go to Teheran without a Red card". Jean Shor suggested they should return to Turkey and cable Teheran for a Red card. There was an answer for that, too. "Ah, but you cannot go back to Turkey without an exit visa, and you cannot obtain an exit visa without a Red Card."

Members of our German language classes will appreciate another of their experiences. Franc and Jean Shor were travelling in a bus in an isolated part of Turkey, making for the Iranian frontier. Here's how Jean Shor describes the incident.

"A Turkish major sitting nearby kept smiling at us, and at length he spoke, in perfect accented English. "How do you do," he said "You are welcome. Please sit down."

We were already sitting down, but I overlooked this. "It's wonderful to meet someone who speaks English", I said. "Do you know how long it takes to reach the border?"

"It is a very nice day," he replied. "I hope you are comfortable."

"Quite comfortable," I said. "But how long does it take to reach the border?"

"I hope you will stay for dinner," he replied brightly. "We are having roast beef and potatoes."

"We'd be delighted," I said, realizing that the conversation had somehow got out of hand. "I haven't had roast beef in a long time. But, by the way, when do we get to the border?"

There was a long, embarrassing silence. Then, in awkward, broken English the major said: "My English no more. I study on linguaphone. First lesson called Mr. Brown at home. Have used all first lesson words. Good-bye, please."

Their journey caused them to meet scores of interesting people. In Teheran they picnicked with the Shah of Iran. They told the Shah about the next leg of their journey, how in order to follow Marco Polo's footsteps exactly, it was necessary to journey south to Bandar Abbas. (Marco Polo had gone South in the mistaken idea that he could

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find a boat to take him to China). Like so much information given freely in the East, then and now Jean Shor comments, it was wrong. He had to return and go through Afghanistan. This "side trip" was not particularly interesting, but had to be done if Marco Polo's steps were to be faithfully followed, even when they erred. One of the biggest hazards was the heat. The Shah solved the problem by flying them South in his own plane! They were escorted through part of the Wakhan, a narrow corridor of Afghanistan bordered by Russia and Pakistan, by an Afghanistan Officer called Koshan. All day long, Jean Shor states, he recited endless stories of the brave, courageous, and fearless Afghans. The Afghans had humbled British, Russians, Chinese and Persians in one war after the other. And every night Koshan insisted on sleeping in Franc and Jean Shor's room. Finally, feeling they were big enough to sleep by themselves, they had Koshan's sleeping bag put into another bed chamber. Shortly after, Koshan entered their room, prepared to spend the night there. Franc hustled him out. "Minutes later, the door jerked and slowly swung open. Koshan was back, and was carrying his bedding; his round face was sorrowful." "My brother" he said, almost in a whisper. "I must tell you something. I am a good man, and I have a son, and I am respected in my country. But — but —" he looked unhappily at the floor and his voice faltered — "I have never slept in a room alone in all my life, and I am afraid". Koshan slept in their room, but thereafter his vocabulary subtly altered. The words "brave" and "courageous" never again passed his lips in their presence, and shortly after he insisted that they turn back. Later they were handed over to Rahman Qul — "his flat, mongol face, in repose, seemed a bit sinister with its almond eyes and thin moustache drooping around the corners of his mouth. He looked like the Hollywood version of an Oriental villain." In the middle of Asia Rahman Qul had Abdullah Imperial Preference cigarettes, — only to be found in the better tobacco shops of London and Paris — a thin Swiss watch, a beautiful gold cigarette case, knee high black boots of the finest leather that must have belonged to a Russian Officer, an American G1 shirt, and a lavender scarf of fine Chinese silk. How he managed to acquire these things on the lonely Pamir plateau didn't bear thinking about.

Franc and Jean Shor also saw the wonders that elated their predecessor — such as the grandeur of the Hindu Kush and Mount Ararat; the latter described by Marco Polo as "an exceedingly large and high mountain upon which, it is said, the ark of Noah rested". In Turkish Armenia they bathed in the same baths as Marco Polo, who said of them — the handsomest and most excellent baths of warm water, issuing from the earth, that are anywhere to be found".

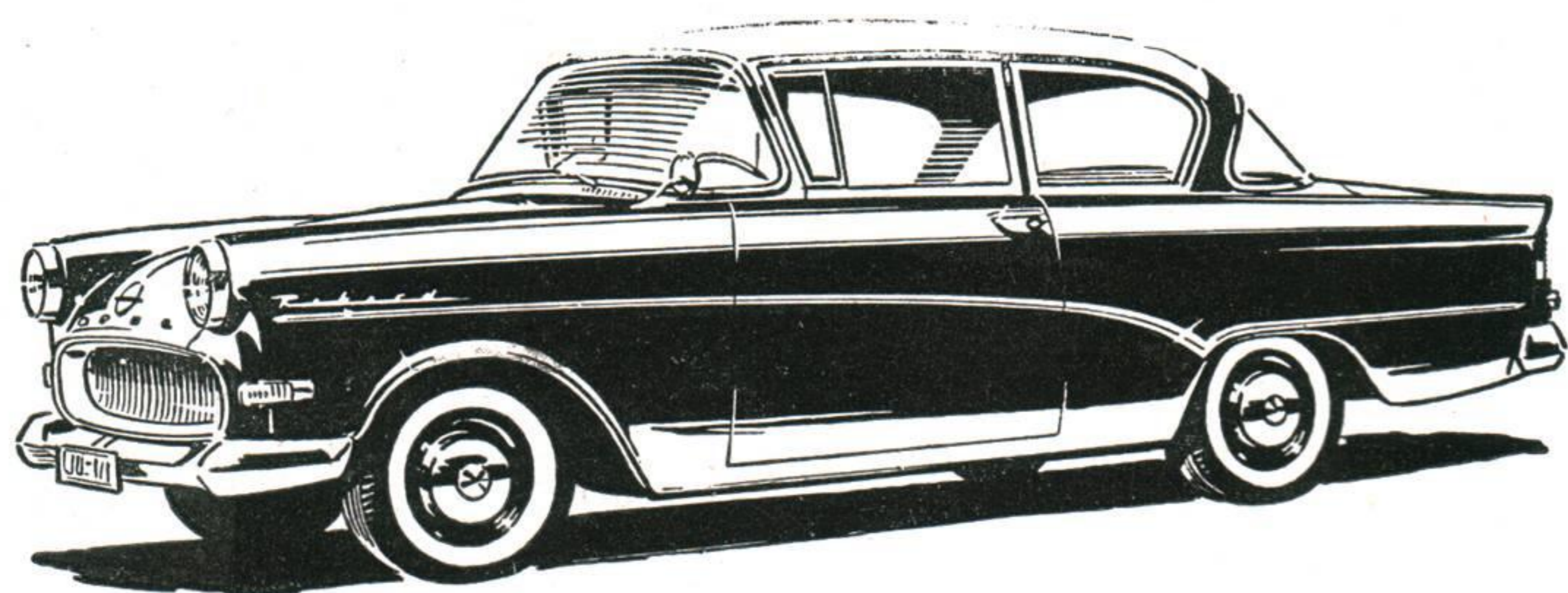
Jean Shor's recounting of their journey is well worth reading. Her book "The Trail of Marco Polo" is written in a clear and easy style and is illustrated by some very interesting photographs. "The Trail of Marco Polo" is a recent addition to your Wing Library. C. G. B.

## A FLIGHT CADET IN PARIS

(ED. note: The following is an excerpt from a letter from one of our ex flight Cadets, "Pat" Duke, who is now studying for her MA degree in Paris.

Overdue greetings from a partially Frenchified flight cadet. Arrived in Paris precisely at rush hour on an evening when two conventions had reserved every reasonably and unreasonably priced room in town (Had previously joked about sleeping under the bridges in Paris — but Gee!) Finally found a room — 5 flights, 3 suitcases and 4 WC's up (the WC's of Paris rate a letter by themselves — but I'd better reserve that for my memoirs and not for a public bulletin board). My room at the University City was non-existent (Oui Mademoiselle we said — but then — and so) Thus I spent the first week making route marches through "I—don't —love Paris" peering into funny, damp, dirty, dark, little holes people wanted to rent. With luck I eventually found a quiet place with 3 kids, 2 French poodles and a marble fireplace that doesn't work. (It's near the Eiffel Tower so when I get lost I just look up at the sky line — and head home). Renting a room requires some training in higher mathematics — it's so much, plus extra to heat the room, plus extra to heat water, plus extra if you want your sheets changed more than once per month, — or more than one bath per week, — extra per phone call — and so on ad infinitum. Mind you, once you get established (this requires 5 photographs and a "Certificat de domicile" which must be signed by three different people — all of whom inform you before signing that they require a tip!), then you can settle back and enjoy Paris.

There is a lot to enjoy! (Providing wherever you go you start out 1½ hours ahead of time, guide book clutched firmly in left hand — subway ticket in right). The city has many personalities — all of them changeable — so that even a walk in the street is a rich adventure (a hair raising one too if you try to cross against the light). The market "Les Halles" is a fabulous scene in sound, sight, and smell early in the morning just after the huge trucks have unloaded the produce from the country and the housewives are crowding in for the squabble. Montmartre, the Greenwich Village of Paris, with its artist's shops and bohemians, its little bistros, "chansonniers" and throaty songstresses — Pigalle, its girlie girlie shows — its famous "cavaux" — cave night clubs, where you stop breathing long enough to listen to hot jazz filtered through the smoky, suffocating, dimly lit atmosphere (I dare anyone to try and "be alone" in this crowd). The University City, a huge plot of ground where each country has built a residence for its students. Some of the buildings are ultra-modern and wandering on the campus you will meet students from almost every country in the world. Paris — fabulous city where for the price of a package of chewing gum (80F) you can see the National Theatre Troupe, La Comedie Française, perform the great



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plays of French Literature — or for about 60 cents you can see La Traviata, Carmen, Faust or what you will at the Opera. (Mind you, you are sitting in the 5th balcony — but if you put your specs on you can see as well as if you were in a box seat without them). If paintings, sculpture, museums are your meat — you can run yourself ragged here. The Louvre holds the most renowned art treasures of course — but there are dozens of others showing everything from the world's most complete mushroom collection to an assortment of human skulls collected from the year X — (again it depends on your own taste). The people themselves are brusque — even sharp in their manner — but once you accept this, you discover they usually have a surprising sense of humour supplemented by a quick wit.

As with most other things in France, my courses are not yet organized completely. Certainly enough have started to keep me from having 24 hours spare time daily — and already I have collected enough "books-to-be-read-and-digested-for-your-degree" to give me a duty complex.

Want to close on this. I like Paris immensely. If any of you come to Paris, it would be a genuine pleasure to see you and if you don't already, to help you to "like Paris" too. Unfortunately, due to landlady, 3 kids, 2 French poodles and a duty complex, I can't offer you part of my big, funny old room — but as guide (guidebook, dictionary and subway ticket in hand) I'm eager and willing (I speak fair English and don't ask for tips).

One other important thing. Again thank you very much for everything this summer. 4 Wing itself was fabulous but the people in it especially were "prima" and it sincerely was a pleasure to know you all! Looking forward to seeing you in Paris — or maybe in Baden-Soellingen again sometime.

Manager  
E. Burnside

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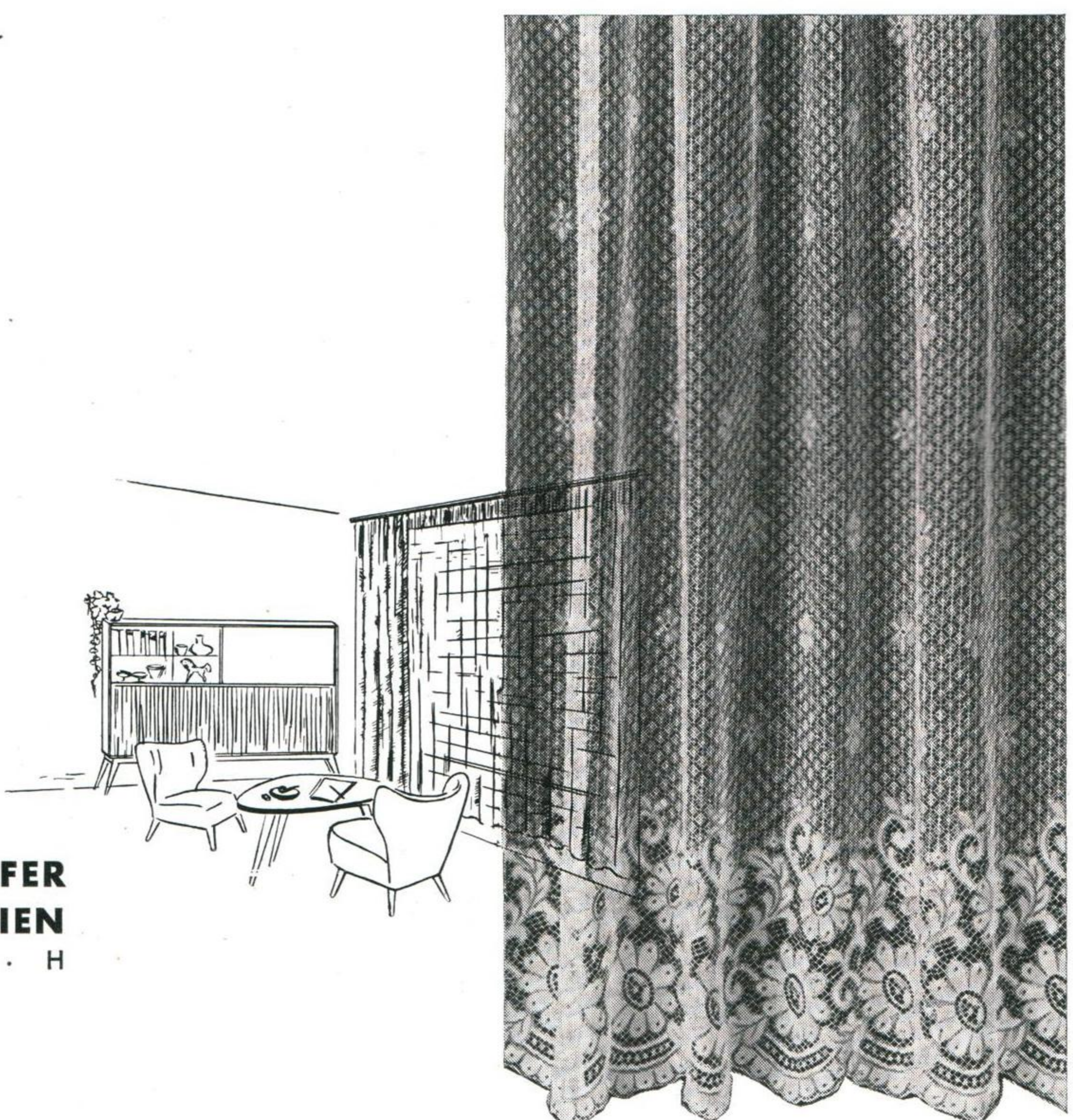
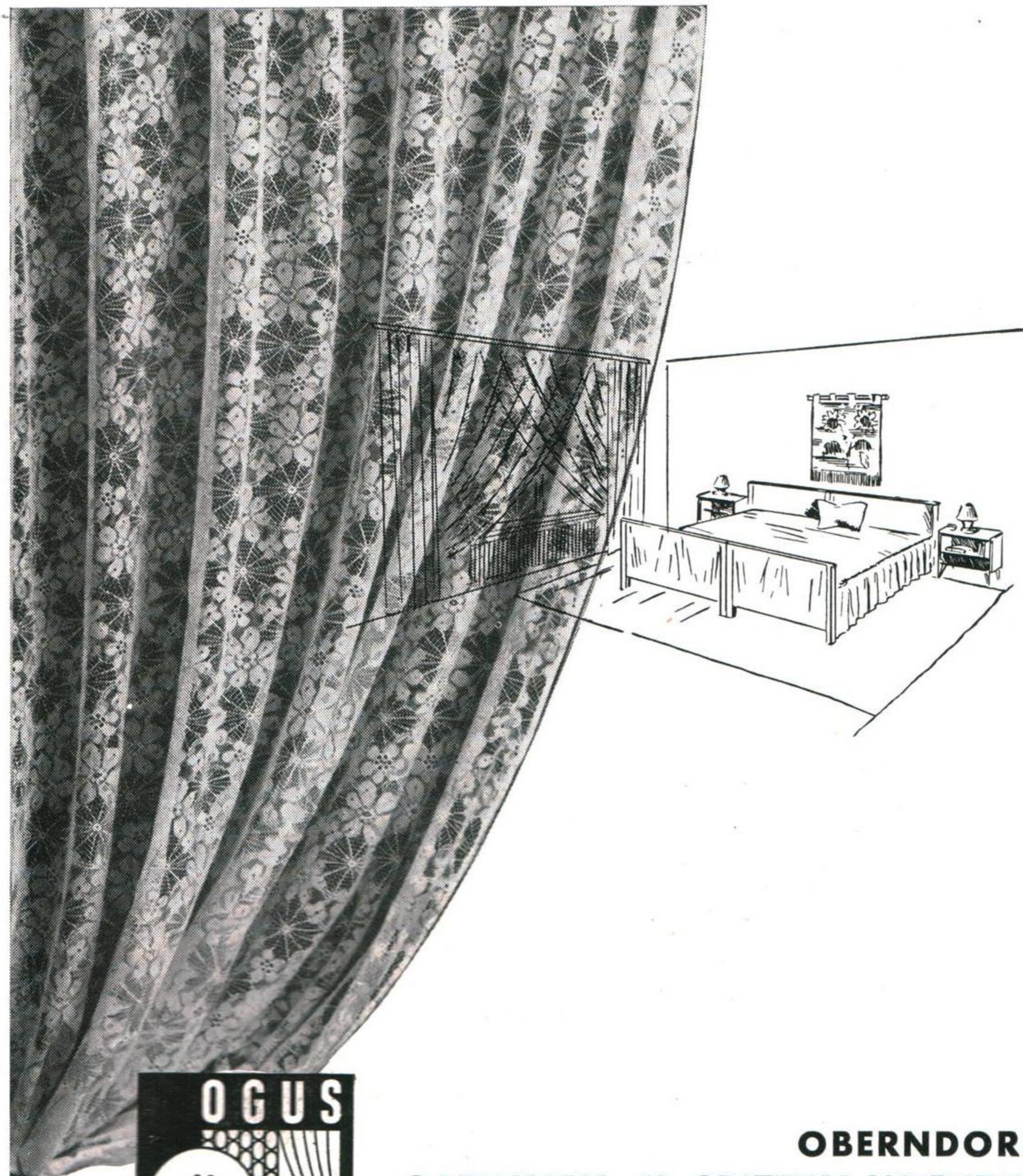
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The Gefion Fountain, Copenhagen

# SCANDINAVIA

Scandinavia is a "must" for every Canadian tourist in Europe. It is easily reached, its scenery is very Canadianish and it has some of the friendliest people you will find anywhere. Quite a few of them speak English.

To reach Scandinavia (Denmark, Norway and Sweden) drive along the Autobahn from Frankfurt to Kassell, and then to Hamburg. It's approximately, a day's ride. Hamburg was 95 % destroyed during the war, but much has been rebuilt. There are a number of modern new buildings, and practically all trace of bombing ruins has disappeared.

After Hamburg, drive north via Flensburg until you reach the Danish border. The first stop to be recommended is Odense, where Hans Christian Anderson's home is located. It is a very nice small town and his house is now a museum. Later drive further north through the pretty, green countryside, and board a ferry to cross the Great Belt. This is a small body of water, part of the Baltic Sea, which connects two of the islands of Denmark. You are on your way to the island of Zealand and to Copenhagen. This is the capital and here is your first big stop. A good place to stay is the Europa, a new 17-story hotel, which overlooks a very lovely view of the city. There are about 4 million people in all of Denmark, 1,250,000 of them live in Copenhagen. Most of them own bicycles; wherever you drive, you meet, pass or overtake bicycles.

Places of interest are the shopping section, the wharves where the sailors work on their fishing boats, the king's palace where you may watch the changing of the Royal Guard (with their colorful red and blue uniforms and big beaver hats) and the park where the Gefion fountain is located. According to northern mythology, the goddess Gefion plowed the island of Zealand out of the Swedish soil with the help of her sons whom she turned into oxen. The fountain depicts her driving the oxen, with water gushing up from the animals. Stroll through the park, to the harbor where the Little Mermaid, a little bronze figure carved by Edvard Eriksen, forlornly looks out to sea.

When you leave Copenhagen drive along the beautiful Danish Riviera, and remain a while in Helsingor for a visit to the Kronberg castle. This was built in 1574 in the Renaissance style, and contains many interesting old tapestries, etc. It is known as Hamlet's castle, and the play is presented every summer in the courtyard. The film "Hamlet" was produced here a few years ago.

If you take this sight-seeing trip by bus, don't be surprised if it turns into a wild ride. At the beginning of our journey the driver seemed like a very calm, quiet man — until we were ready to return to the hotel, and then he drove like fury, ducking in and out between street cars, forcing his way through intersections, and barely missing the bicycles. This is not too unusual in Europe, as you come to expect it, but we were all glad when we finally arrived back in one piece.



The Little Mermaid, Copenhagen harbour

Copenhagen has its amusement park, the Tivoli, where they have ferris wheels, a roller coaster, outdoor band concerts and sidewalk cafes, open air ballet and a wonderful display of fireworks before midnight. A good night club is the Atlantic Palace. At this time it had a good floor show, including two singers who sang in 5 different languages.

At Helsingor, you can take the ferry across a small channel of water to Sweden.



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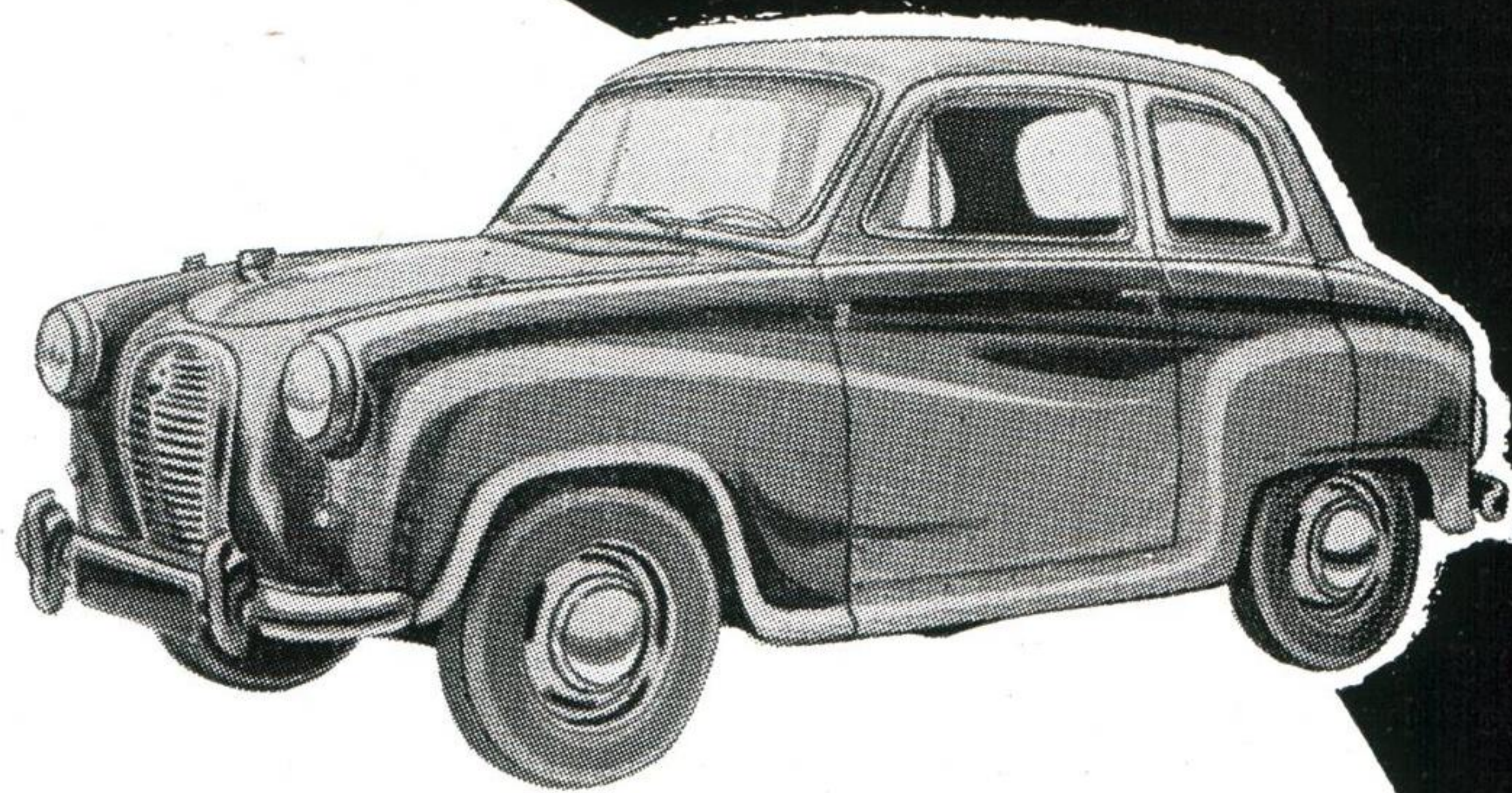


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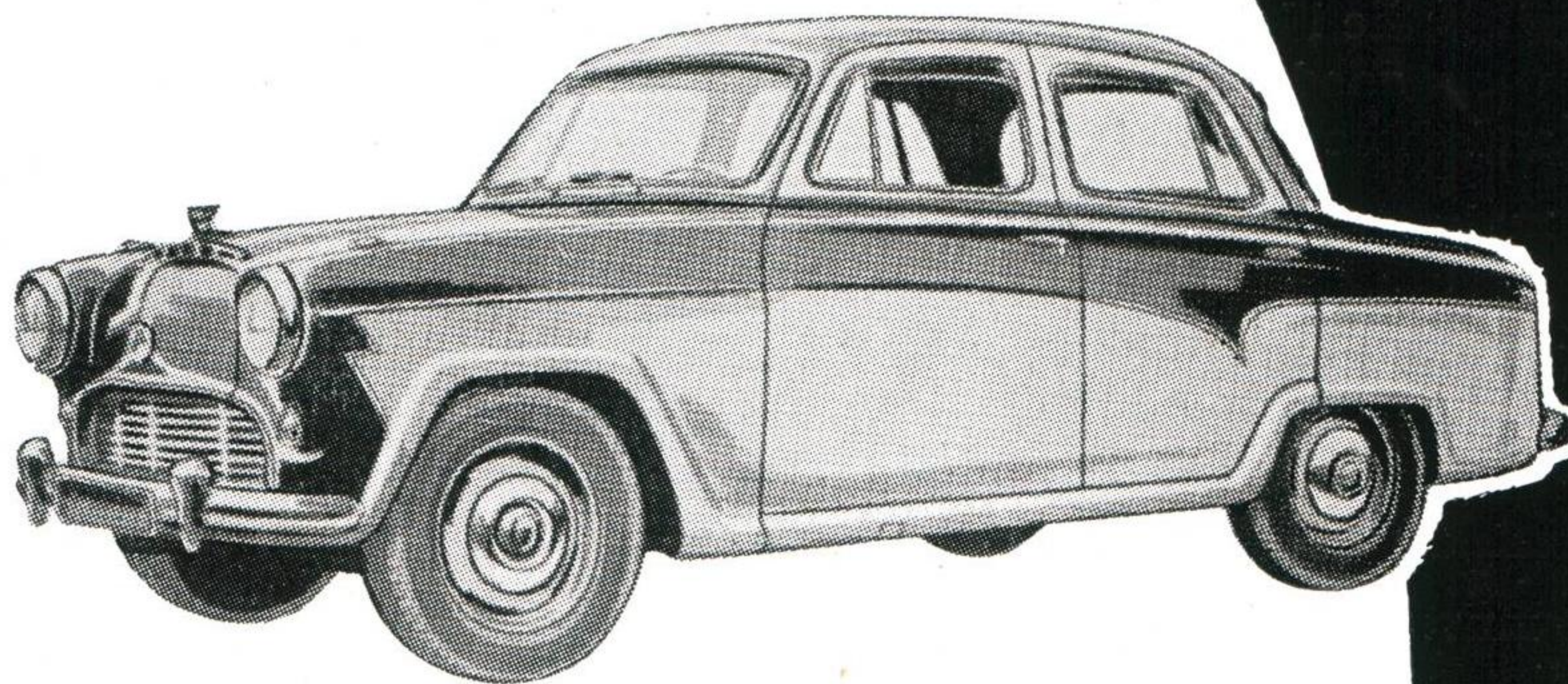
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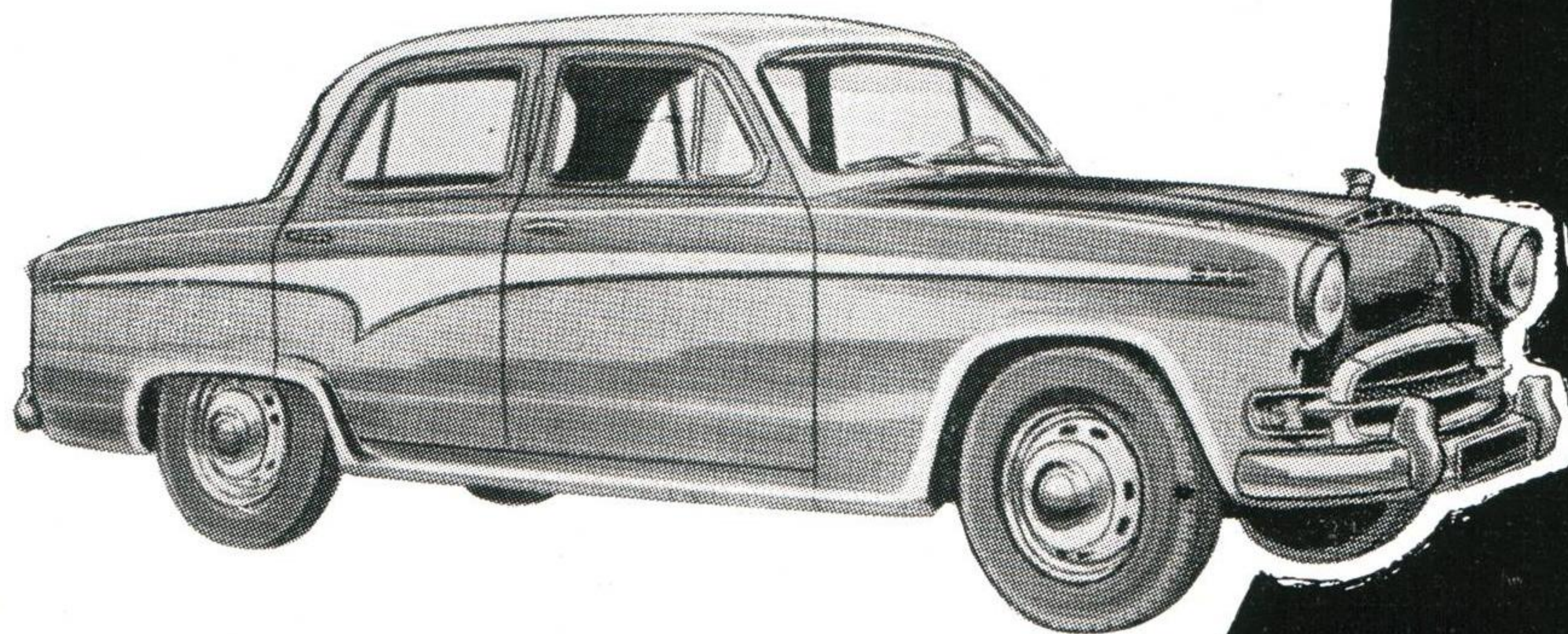
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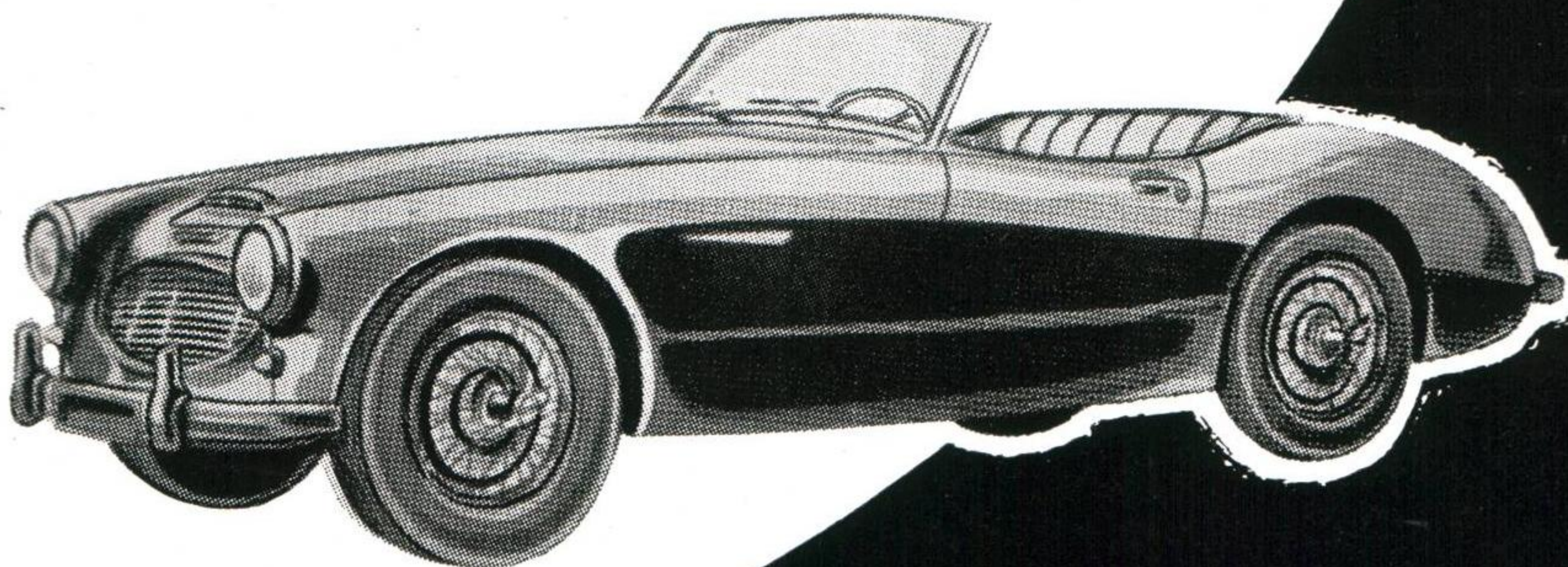
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One of the first cities you come to is Goteberg. Here the specialty is fish, — baked, boiled, herring in cream and in vinegar, crab salads and caviar. Scandinavia, of course, is famous for its fish dishes.

The capital of Sweden is Stockholm. Stockholm, built on 14 islands was founded in the 13th century and now has a population of 700,000 First you should visit the Old Town. It has narrow winding streets and old buildings. It is considered quite Bohemian to live here, and its inhabitants in the main consist of artists. The King's Palace is at the beginning of this Old Town. It is a large building with some 600 rooms, built in the 17th century overlooking one of the lakes. The state cathedral is next to the palace. A little way from the Cathedral is a statue of St. George slaying the dragon; your guide, usually a pretty blond Swedish girl, will tell you that St. George represents Sweden and the dragon Denmark, when they were at war a few hundred years ago. The city hall is a very pretty brick building built out over the water. Upstairs in the building they have their social halls. In one of these rooms the dinner is given where the Nobel prizes in literature, art, etc. are presented. Only the peace prize is awarded in the Nobel building in Oslo. Another place worth a visit is the National Art Gallery. Here you will find some very good paintings by Millet, Renoir, Corot, El Greco and there is a whole room of Rembrandt.

In Sweden you have to drive carefully. They have left-hand drive, and no speed limit.

From Stockholm you can take a good road to Norway As you approach the border, the country becomes more mountainous, with many fir trees and lakes. The scenic grandeur will remind you of the Canadian Rockies.

One trip you must take is a boat ride through Oslo harbor and the fjords. The fjords here are not so rugged as they are on the western coast of Norway, where there are towering cliffs. But the areas of water are larger and slope gradually into the harbors.

Oslo has the 3rd largest harbor in the world and is the smallest of the Scandinavian capitals, with a population of approximately 500,000. A must is the Vigland Sculpture Park containing about 150 sculptures in bronze by the Norwegian sculptor Gustav Vigland. These figures depict different stages of human life from childhood through old age—showing trials and difficulties, and how some human beings fight evil and some give in to it. One section of his work is very modern, being completed in the last period of his life. If you want to go back into history visit the viking ships. In the viking age (850—

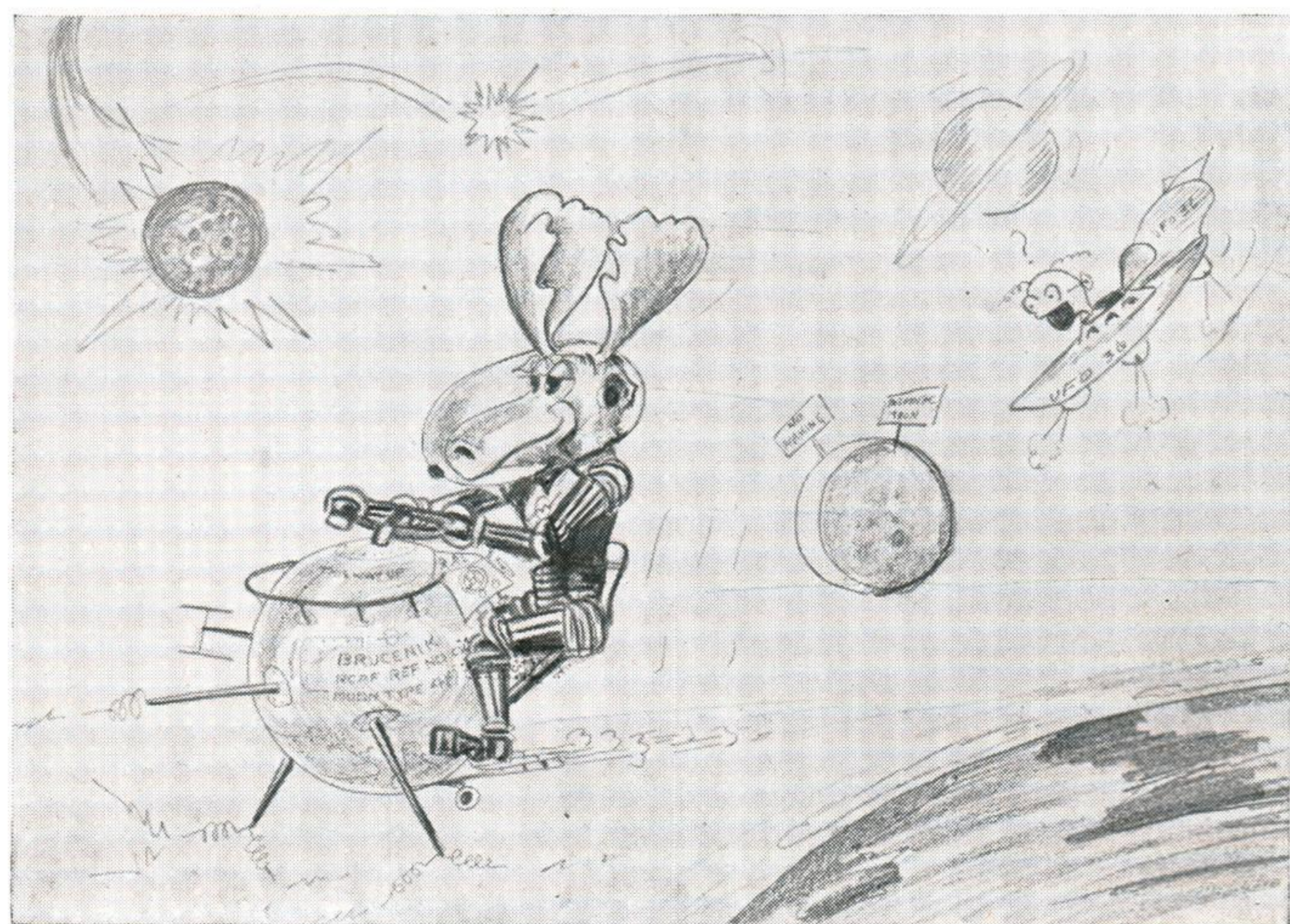


A Norwegian Fjord

1050) when a member of royalty died, his casket together with different articles to help the deceased in the other world, was placed on a ship. The ship was sunk, and thus the body was disposed of. Three of these ships have been found and are now preserved in the museum at Bygdo near Oslo. Across the street is the museum where the Kontiki is on display. You may remember that in 1947, five scientists sailed the Kontiki from South America across the Pacific ocean and landed in the Polynesian Islands. It was an exact replica of the rafts used by the South Americans 1500 years ago.

Another boat worth seeing is the Fram, used by Nansen in his expedition to the North Pole in 1893, and by Amundsen when he discovered the South Pole in 1911. Ships, you will notice, have played a big part in the history of the Scandinavian countries.

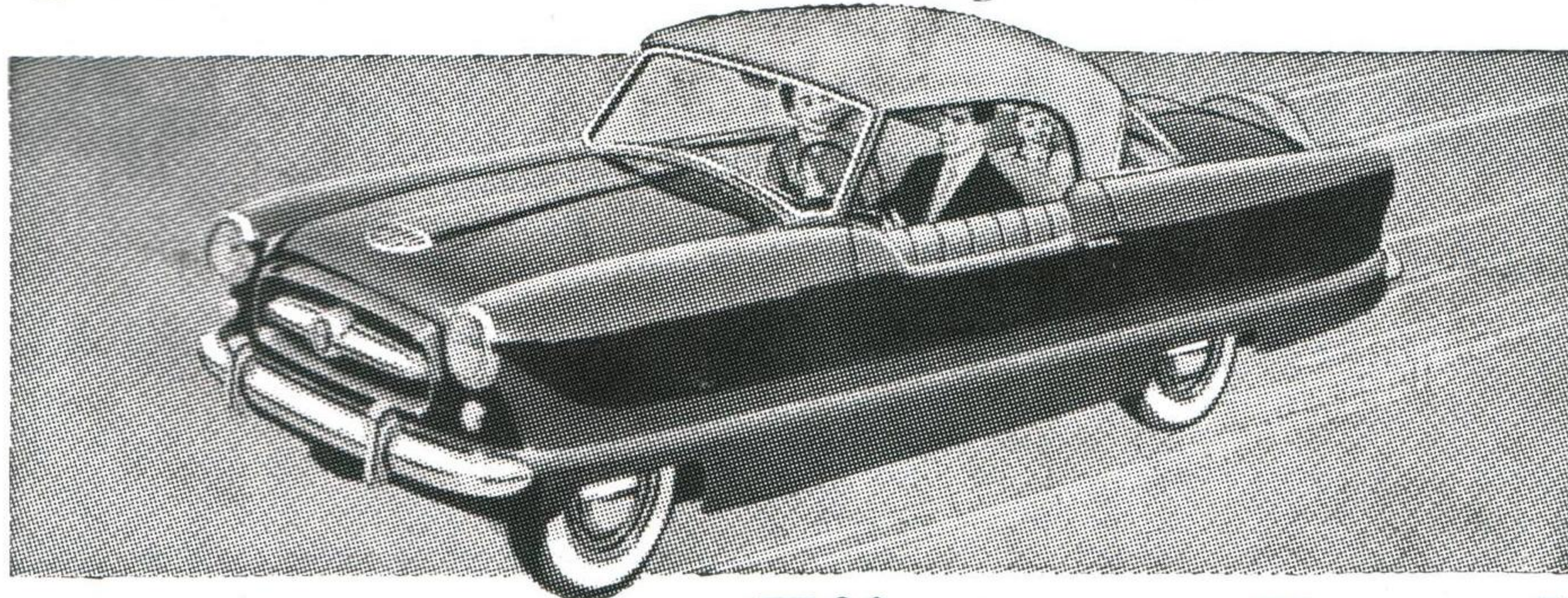
From Norway you can take a ferry to Denmark and begin your voyage home. You will have come to the end of your journey, but already you will have planned to return to friendly and historical Scandinavia.



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## **AUTOHAUS WIPFLER**

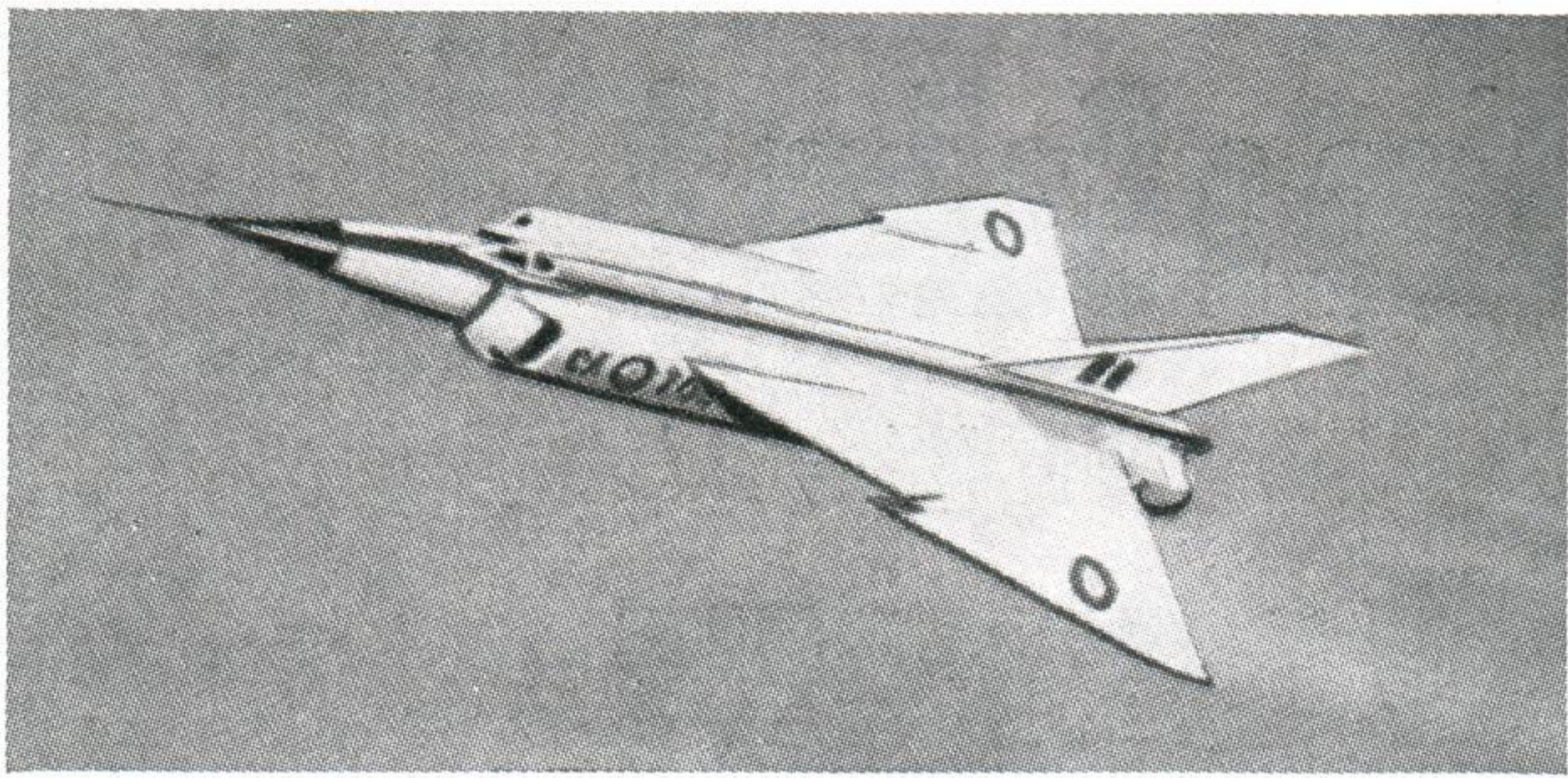
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## The CF 105



On Oct 4th Avro Aircraft took the wraps off Canada's first supersonic jet aircraft. It's a twin engine, delta wing interceptor, it is Canadian designed, and is known as the CF105 or the Avro Arrow.

Even though it won't fly until December the CF 105 has already broken some records, — it took only four years for the aircraft to be produced after the proposal was first submitted to the RCAF, and it is the first time in the history of Canadian aviation that a prototype has been completely fabricated and assembled with production tooling and methods.

These records cost a lot of hard and careful work. Four hundred engineers worked on design and development, 17,000 different drawings were made, an engineering team was on call twenty-four hours a day to deal with any problems that could arise, and free-flight models were attached to Nike anti-aircraft rockets to check the design.

The CF 105 is a powerful plane. It is a fighter — yet its armament bay is as large as the bomb-bay of some World War II bombers and the power of its two Iroquois engines is almost sufficient to lift the aircraft vertically off the ground. It is on the threshold of the heat barrier, and it can be adapted for even higher speeds. Estimates of its flying speed is 1200 mph to 1600 mph. This requires tremendous power and the Arrow uses about twice as much power as that required to drive the Queen Mary. To develop this power the engines consume fuel at the rate of more than a quarter of a ton a minute. Much of the power is dissipated in air friction at these high speeds which raises the aircraft temperature to about 300° F even though at its operational altitude, 8 miles up, normal temperatures are 67° F below zero. To help dissipate the heat the Arrow is coated a dazzling white and has an elaborate refrigeration system to keep its crew of two cool. Special metals have had to be used as aluminum loses its strength when it gets hot because of metal fatigue.

The Arrow is a big plane. It is as big as a North Star and weighs approx 34 tons; each main wheel of the landing gear has four tires. The interior equipment is equally as extensive; all controls are power operated and the Arrow contains some eleven miles of wiring and enough vacuum tubes to equip about two hundred television sets. The dart-shaped aircraft has notches or "bites" out of the leading edge of each wing; their job is to ease the plane's passage through the sound barrier.

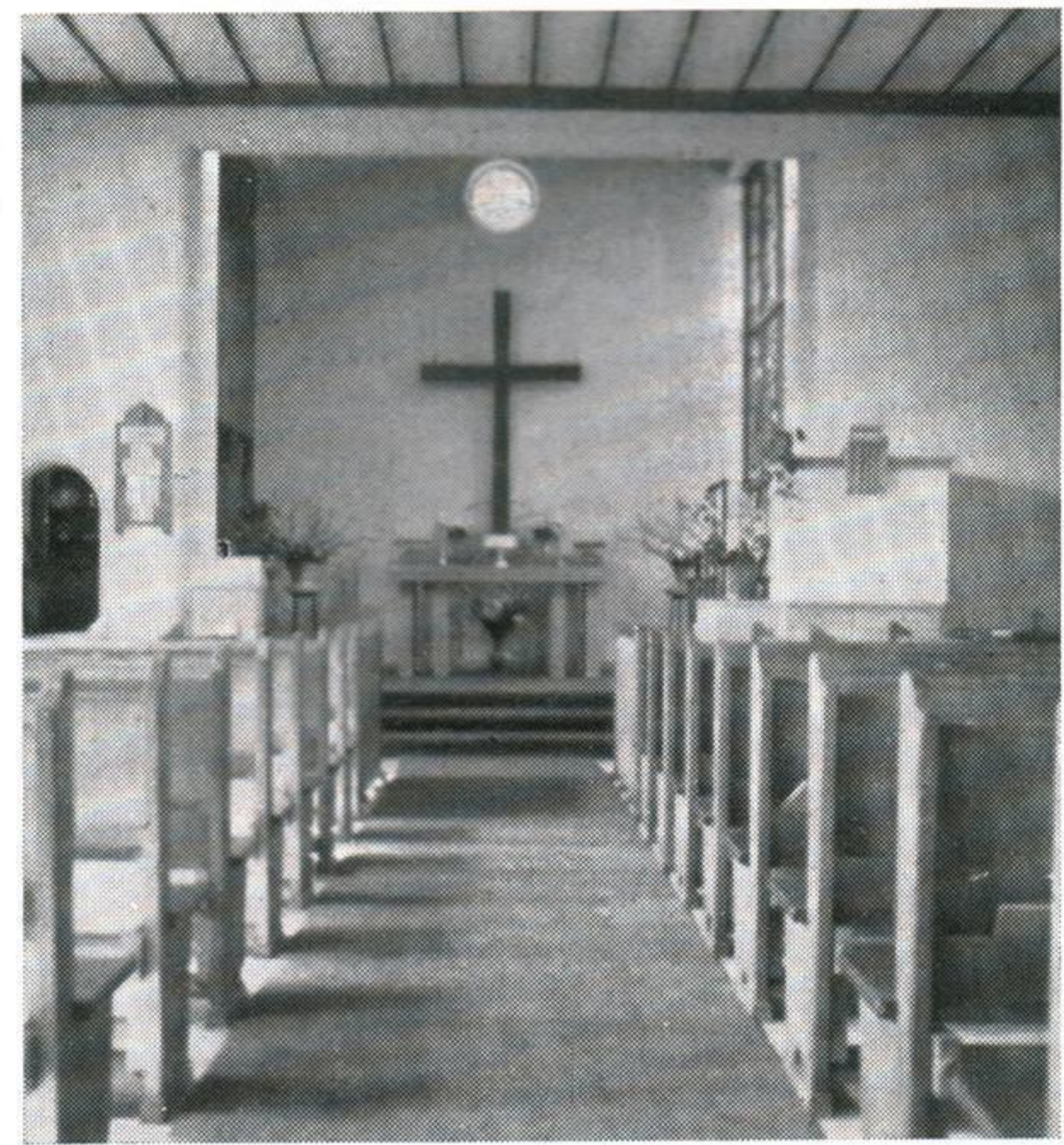
Avro Canada have produced a very powerful-aircraft-described by some as "the last step before the missiles".

C. G. B.

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"Tell me the old, old story, when you have cause to fear  
That this world's empty glory is costing me too dear.  
Yes, and when that world's glory is dawning on my soul,  
Tell me the old, old story, 'Christ Jesus makes thee  
whole'."

## The New and the Old



by F/L C. H. White, Protestant Chaplain

We are living in days of rapid change. Something new is being added constantly. Those who work on the aircraft are well aware of this by the number of "modifications" that have to be made—from T-Bird to Sabre, to CF 100 to ideas of the CF 105. Wives of personnel are seeing new and often more efficient articles and utensils for sale in the station stores. The children at school enjoy the latest conveniences. Yes, it's a strange "new" world in which we live. Perhaps the idea is exaggerated, but certainly well illustrated in the following verse, entitled "The Space Child's Mother Goose".

Mary had a little lamb,  
Its fleece, electrostatic,  
And everywhere that Mary went  
The lights became erratic.

It followed her to school one day,  
Electrons all a jingle.  
It made the children's hair rise up  
And finger tips a tingle.

The teacher tried to turn it out  
Her body was not grounded  
The sparks were seen for miles away  
And she's not yet rebounded.

In the midst of so much that is new, there is a persistence of that which is old. And often the old things are more important in our life than the new. Across from the chapel is the hospital. With considerable frequency we hear of the "new arrivals". Yet the fact of birth is as old as creation. Occasionally the chaplains are required to inform personnel of the death of loved ones. The "news" comes as a shock to the personnel. But a man in sorrow and grief is not a new thing.

It is often the old things which count most in our lives. Here are Christians trying hard to keep the integrity of soul in the midst of temptations and pressures. That is not new; but old. Remember the story of Joseph in Egypt. Under temptation he, too, struggled and cried: "Thou, God seest me." And with God's help he preserved his soul from evil.

Our Christian faith brings these old things, the old reliance and help, to help us in this new world in which we live. There is the old quest for God: "Oh that I knew where to find Him". Our Gospel, through the Church, brings an answer to that search. In the words of Philip (in the first chapter of the Gospel according to St. John) "We have found Him". We can have that old, old assurance of trust in God — "The Lord is my Shepherd". We can have the gift of power: "I am strong for all things, in Him who strengtheneth me."

(continued in previous column)



# Canadian Current Affairs



**AIR FORCE** — The Air Force says that it will move Transport Command headquarters from Lachine, Quebec, to Trenton, Ontario, next year. Training Command headquarters, now located at Trenton, will be switched to Winnipeg. The RCAF spokesman went on to say that several training stations on the prairies would be shut down. They had been used chiefly to train NATO students, but the program was due to end when 360 West German pilots had completed their instruction.

**HARBOUR PROJECT** — Prime Minister, John G. Diefenbaker has announced Cabinet approval of a plan to carry out a major harbour development at Bathurst, N. B.

The Federal Government will undertake initial deepening of the entrance channel and the dredging of a turning basin at Caron Point, at an estimated cost of \$3,500,000, conditional on the undertaking of Brunswick Mining and Smelting Corporation Limited, which has very extensive base metal resources in the area, to go ahead without delay with additional private investment estimated at over \$20,000,000 for a zinc concentrator, lead smelter, wharfage facilities and ancillary installations.

**COMMONWEALTH TRADE CONFERENCE** — A full-scale Commonwealth trade and economic conference will be held in 1958. This was decided by the finance ministers of eleven Commonwealth countries who announced their decision at the conclusion of their discussions held at Mont Tremblant, Quebec.

**ON SECURITY COUNCIL** — Canada was named to fill for a two-year period one of the three nonpermanent posts on the Security Council of the United Nations which will be left open December 31 when the terms of the present occupants expire. Seventy-two votes were cast in Canada's favour when the General Assembly of the UN decided, on the first ballot, on the three countries to fill Security Council seats. Panama, with 74 votes, and Japan, 55, were the other nations elected to Council membership. Canada was previously a member of the Security Council in 1948 and 1949.

**HERALD** — Montreal's oldest evening newspaper, The Herald, will cease publication after 146 years of service. Founded in 1811, The Herald will close down because of mounting costs. Its publisher, J. W. McConnell of the Montreal Star Company, said that for many years the newspaper had been published at a loss. It was understood that some members of the staff would be absorbed into the Montreal Star, while others would receive cash payments instead. The disappearance of the Herald will reduce the number of Montreal dailies to six. The Montreal Star will henceforth be known as the Montreal Star and Herald.

**RCAF** — The Air Force has announced the transfer of another training centre. This one is the ground controlled approach training centre at Aylmer, Quebec, which will be moved to Camp Borden, Ontario in December. Only 20 personnel will be affected by the changeover, both staff and students. The move is being carried out, the RCAF said, to centralize this type of training at one station.

**BRIDGE** — The biggest bridge on the Alaska highway has collapsed, thus creating a gap in the 15-hundred-mile route from Edmonton northwest to the Yukon and Alaska. The bridge — a 22 hundred foot suspension span —

crossed the Peace River near Taylor, in northeastern British Columbia. It was built by the United States Army in 1942 at a cost of some four-million dollars.

**IROQUOIS LOCK COMPLETE** — The last mass concrete pour has been placed at the Iroquois Lock, marking completion of the first major structure on the St. Lawrence Seaway, Charles Gavsie, President of the St. Lawrence Seaway Authority, announced. The Iroquois Lock will provide access between the power pool in the International Rapids Section and the stretch of river leading through the Thousand Islands to Lake Ontario. It is the most westerly of the seven new locks being built for the Seaway. The Authority's engineers are looking forward to the possibility of passing ships through this lock before the end of November.

**PENSIONS** — The government has disclosed its plans for increased social welfare benefits. It is proposed to bring old age pensions to 55 dollars a month, with matching increases in aid, shared by the federal and provincial administration, for the needy, aged, blind and disabled. The government disclosed details of plans, forecast some time ago, when it gave notice of resolutions preliminary to bills to be introduced this season in the house. The increases will go to all persons 70 years or over, and to those persons in need who are between the ages of 65 and 70. Those who are blind and in need, or otherwise disabled, will also benefit.

**COLOMBO** — Prime Minister Diefenbaker has announced that Canada will contribute 35 million dollars to the Colombo Plan next year. This amount is about 600-thousand dollars more than the Canadian contribution this year to the plan for economic development in South and South-East Asia. It is subject to the approval of Parliament but there's not expected to be any objection by the House to the expenditure. The Colombo Plan was set up in 1950 and since then Canada's aid has been devoted mainly to India, Pakistan and Ceylon.

**NOBEL PEACE PRIZE** — A distinguished Canadian has received a signal honour; Lester B. Pearson, former Secretary of State for External Affairs, has been awarded the 1957 Nobel Peace Prize. Award of the Peace Prize was announced by the Nobel Committee of the Norwegian Parliament. The Nobel Peace Prize carries with it a cash award of \$40,275. Mr. Pearson, who said he hopes to go to Oslo to receive the award in person on December 10, was for nine years Canada's foreign minister. He was a leading figure in the deliberations of the United Nations — as a member of the committee which strived for a cease-fire in Korea in 1950, as President of the General Assembly when an agreement was reached for the Korean armistice, and in the debates on the Middle East crisis and the formation of the United Nations Emergency Force. Mr. Pearson is Member of Parliament for Algoma East, Ontario.

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**OUR STATION WARRANT OFFICER**



WO1 RV Yates, MBE.  
by S/L Woolley

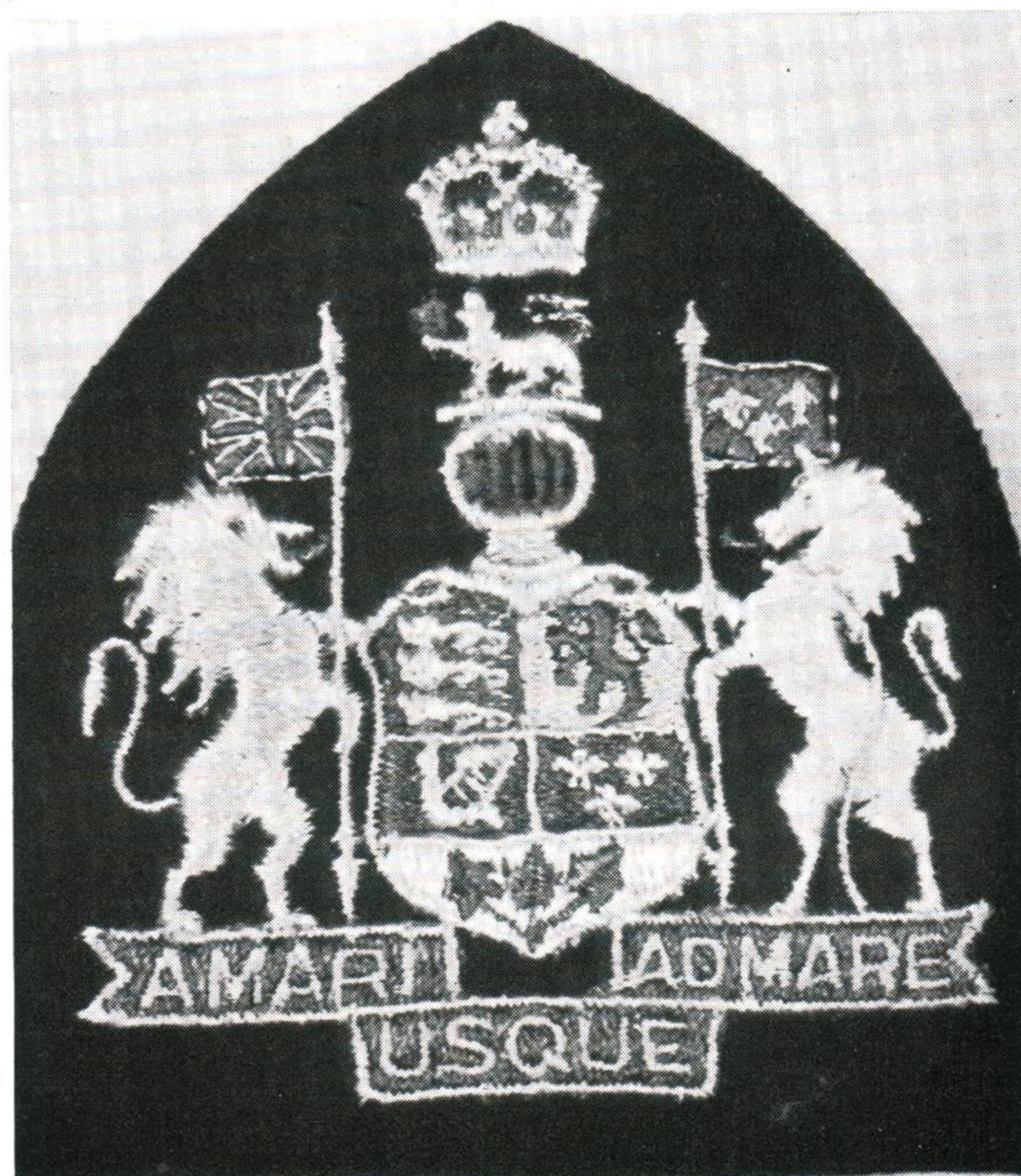
Before introducing to you our new Station Warrant Officer it might be appropriate to say a few words about the altered Station Warrant Officer career policy.

Heretofore the incumbent of the Station Warrant Officer position has been selected from any of the technical trades within the Unit and installed in the position without any formal specialized training. Furthermore, in order not to take him away from his basic technical duties, he was given a reasonably short tour of duties, which accounted for the great number of SWOs we have seen before us since the opening of 4 (F) Wing.

All this has now changed. Station Warrant Officers are now carefully selected at CHQ level, preferably from the technical trades, bearing in mind outstanding personal qualification. They are then given a formal six weeks course of training in their new duties at RCAF Station Camp Borden. On completion, they are then transferred to a selected Unit for duty. Because of the possible effects on the trade proficiency of the personnel concerned, tours of duty in SWO positions normally will be restricted to not more than 3 years.

The SWO will have authority over all other NCOs and WOs and will be delegated powers to enforce the CO's orders with respect to discipline and deportment throughout the station. He will be available to the NCOs in the various sections and squadrons for advice, and will correct NCOs and airmen digressing from the recognized standards of dress, discipline and deportment. This surveillance will be maintained during normal working hours and also after duty, as the occasion demands, in the various Messes, Clubs and Institutes. He will also assume the duties of Honorary President of the Sergeants' Mess.

Below is a photographic reproduction of the special rank badge he wears, which is also actually his badge of office.



We would now like to introduce to you our new Station Warrant Officer, 1650 WO1 RV Yates, MBE, AMSupt.

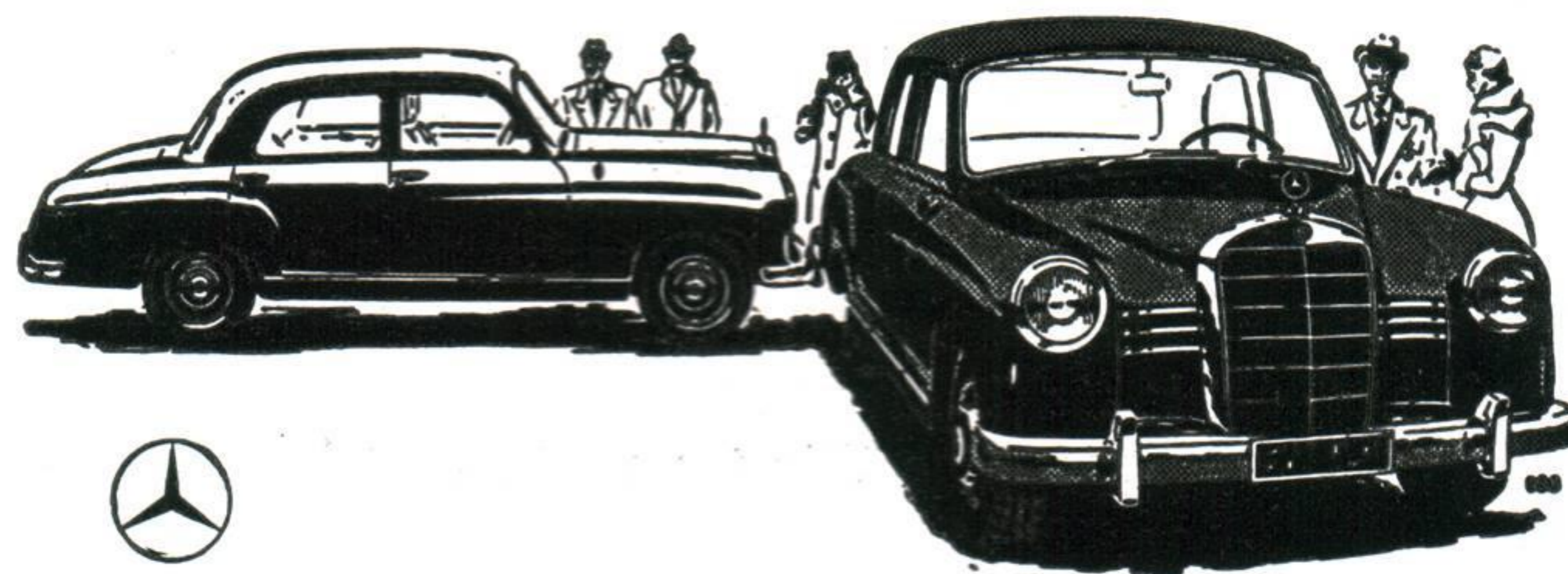
WO1 Yates was born in Renfrew, Scotland, educated in Dublin, Ireland, but considers Vancouver BC his home town. He started his working life as a tool-maker, and enlisted in the RCAF on 30 July 1928. His RCAF career is long and varied and he has done tours in Camp Borden, Winnipeg, Vancouver, London, Calgary, Edmonton, as well as at various West Coast Units. He spent five years at 10 and 11 TSUs and has done inspection duties at Canadair, TCA and Canadian Pratt & Whitney.

Mrs Yates is remaining in Canada in the Yates' new home in Montreal, where they expect to reside when WO1 Yates retires to pension. They have a married daughter, Joan.

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**MERCEDES-BENZ**

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# Inside your Flieger

By Ron Coulson

As you read your copy of the Schwarzwald Flieger, do you ever wonder how it is composed and printed every month? The object of this article is to explain the phases of its creation, and perhaps give a better understanding of the problems which confront the editorial staff.

There is very little time is lost, sometimes none, between issues. As one issue comes off the presses, work on the next one has already begun. A meeting of the editor and his cohorts is held in the Education building and the first thing which is discussed is the edition which has just been distributed. It is carefully scrutinized by those present, and its cost is brought up almost at once. The cost of publication is a very large item on the agenda, and the committee spends a great deal of time in an effort to decrease this sum. The Flieger has been operating in the financial red since its creation, but is gradually getting less deep in the hole. Advertising carries a great deal of the costs, but in order for it to carry all of the load, we would be able to include little more than a couple of pages of station news per issue. The advertisers represented in the magazine each month have, for the most part, been steady contributors, and a very fine way of expressing our appreciation for their support would be to patronize them as much as we possibly can. Photographs are a big item financially, but to omit them to cut the cost would be a drastic step, which would only tend to lower the calibre of the publication, and that is not our aim. It is the great interest which readers have shown in the past which allows the Flieger to continue in the red.

One of the hardest tasks begins after this discussion is completed. This is the job of thinking up features and articles for future editions. It has happened that the editor has received unsolicited manuscripts, but it hasn't happened very often, so the search is a never-ending one.

Ideas are discussed with the object of filling the Flieger with interesting articles that will appeal to the varied tastes of its readers. This discussion is a lengthy one and continues until a reasonably interesting Flieger has been planned.

During the next week or so, the prodding begins from the Education office. Everyone is aware that the end of the month spells Flieger deadline, but at least two calls are necessary for almost every column collected. The reason the deadline is set two weeks before the date of publication is because of the great deal of reading, and re-reading which has to be done on everything handed in.



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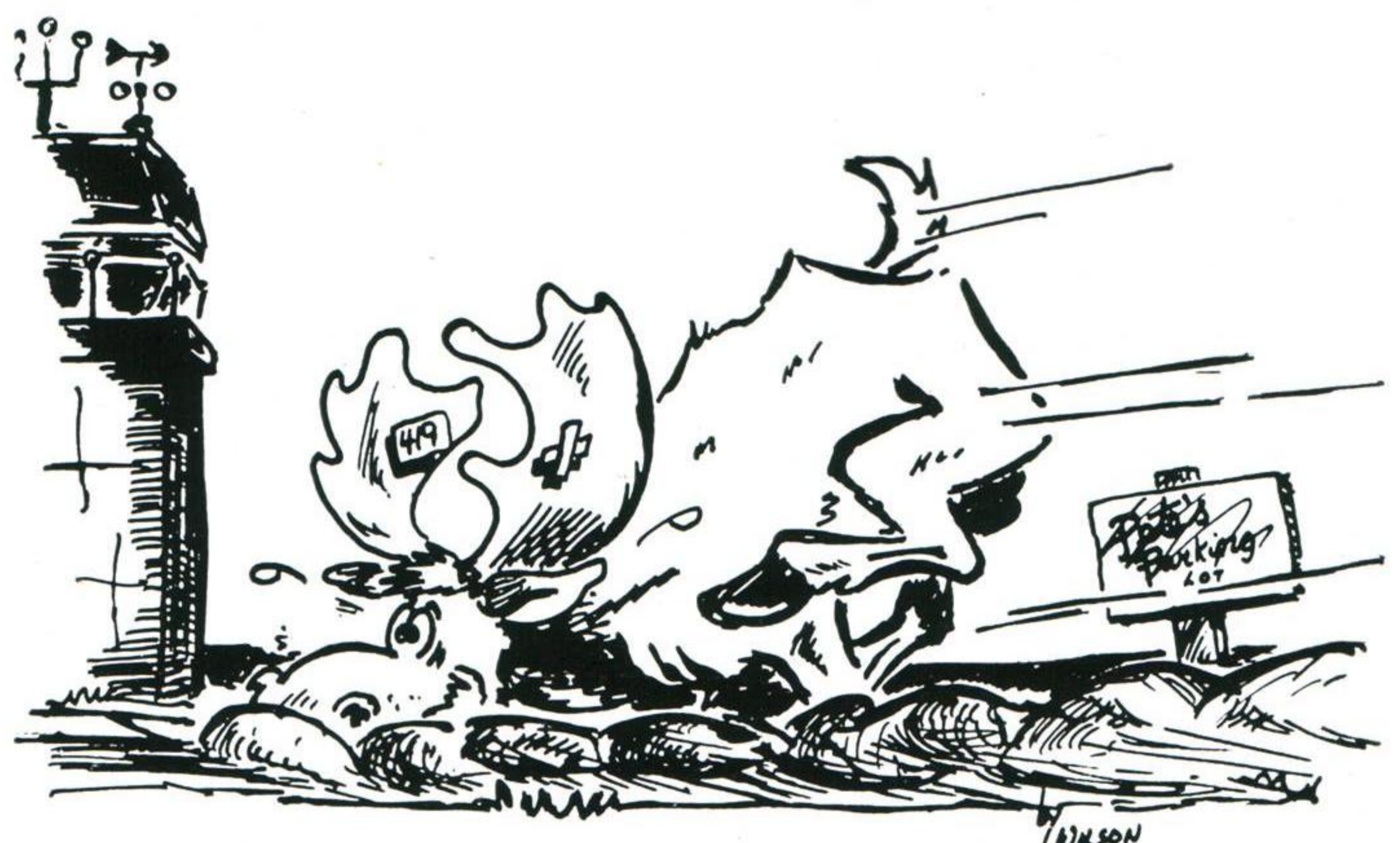
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DECIDEDLY A 3 POINT LANDING



Herr Reith assembles the type for the Flieger

Many articles have to be completely re-written. In most cases there is the problem of having to type the articles out double-spaced to assist the type-setter in Baden, who cannot read English. Including proof-reading each item has to be read at least six times by the editors before it is finally printed.

When the work has been made legible it has to be taken to the printer; Herr Karl Metzmaier, in Baden-Baden. The lino-typist sets the type from the manuscripts, and bit by bit it is assembled into lead blocks by the head type-setter Herr Reith. Upon assembling these blocks of print, he places them in a small hand press and runs off the first of a long line of proofs which then have to be examined for typographical errors, etc. These proofs are the same size as a column of the magazine, and in addition to being a means of uncovering errors, are an indication of how much copy is on hand for the forthcoming issue.

Each proof is read over by one of the editors, and then re-read by another, before we are fairly certain all the mistakes are corrected. Then they are returned to the printers to have the errors corrected.

These corrections are inserted into the blocks of lead type, and more proofs are run off in the hand press. These are collected by a staff member on one of the many necessary trips to Baden, and are read and re-read again by the editors. If there are no more errors apparent, the copy is accepted, and placed in the finished pile, which grows suddenly the last two days, and presents the next phase of creation.

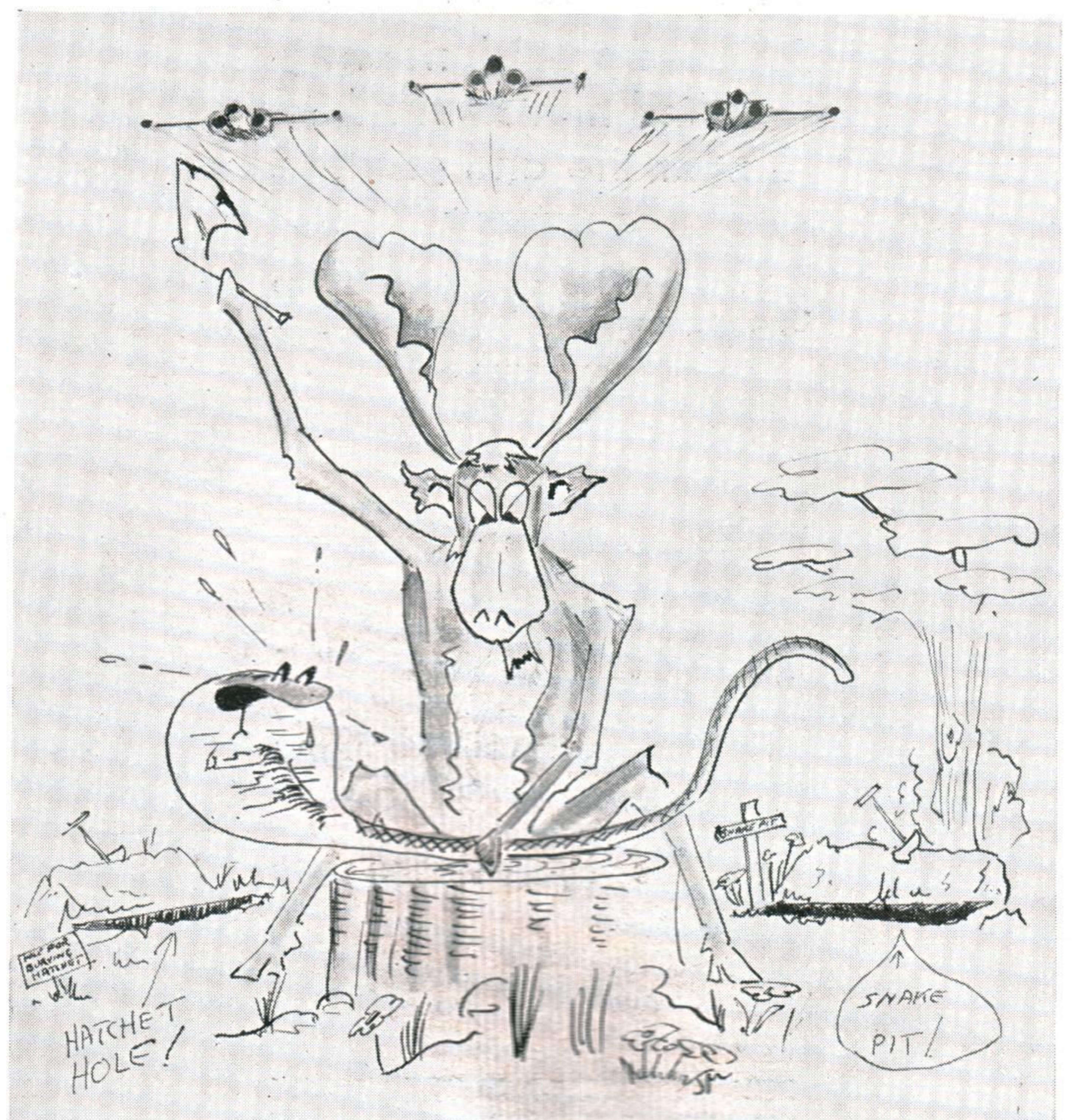
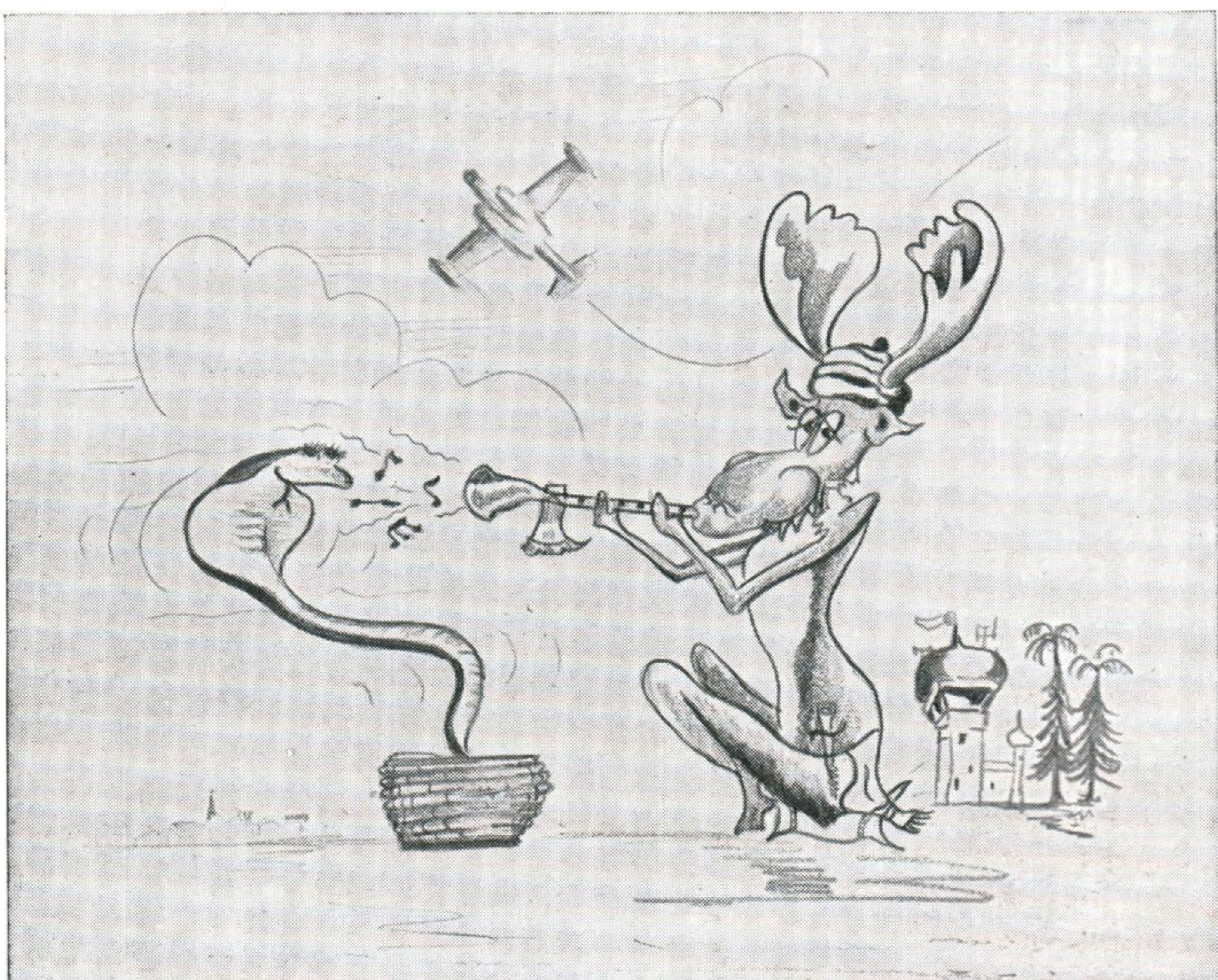
By this time all the clichés have been returned from Karlsruhe, where the photo clichés are processed by a

contractor, and proofs of these and the advertisements are assembled with the accepted proofs of the columns. The proofs of the advertisements are sometimes a troublesome item. A number of the firms have to approve the proofs for publication, and since many of these are located in Canada, considerable time and correspondence is involved.

Eventually, all the material selected for use is gathered together, and assembly of a scrapbook type of Flieger is begun. Proofs are cut out and pasted into the dummy in the spot in which they will appear when the magazine is issued, and this is a difficult job indeed. Often some articles just won't fit properly with the photos and adverts, and last minute cuts have to be made in order for them to be included at all. When the typesetter is setting his blocks of print up after the dummy has been completed, he sometimes finds that in order to fit it all in, he is forced to request further changes. In the end, however, we find the cover story on the cover, as few liquor ads as possible on the padre's page, and the Flieger is ready for printing.

Our work by no means ends here, because we have another day's work in watching the pages roll off the presses in their initial state. Close scrutiny has to be given every one to ensure that photos or ads are not inverted, and that if any re-arranging has been done in the assembly of the type, it has been done properly. The main thing which turns up at this stage, is that Herr Reith has to change the position of a last sentence or paragraph, which may have found its way to an unrelated column. Every page is read in its entirety, before the presses start turning out the 1200 copies. After printing, the pages are cut to the correct size, folded and bound, then are sent to the station the day before pay day, or sometimes just in time for the first parade.

And so the Flieger is created for its readers. If you have suggestions on how to improve the magazine they are welcomed by any member of the Editorial Staff, and if you have manuscripts you wish to submit for publication they will be well received. All we ask is that they be typed out, and double spaced, to allow for corrections. The Schwarzwald Flieger is your magazine; we hope you enjoy it.



# Sports and RECREATION

## TOUCH FOOTBALL

The regular league schedule in the touch football league came to a close on the 26 of October, with 419 and last years champion 422 team dead-locked for first place, with identical won 3 and tied 1 records. HQ's were in third place with 2 wins, and the ME nine were in the fourth and last play-off position with 2 points.

419 trounced ME 22-0 in the sudden-death semi-final play-off on 3 Nov. In series B, HQ's upset the proverbial apple-cart, as they squeezed by 422 Sqn by a 6-0 score. Stellar line work by the HQ's aggregation kept the fast running 422ers from breaking loose for long runs. Pinky Flynn was the day's hero, as he blocked a 422 punt, and recovered it in the end zone for the game's only major score.

HQ's and 419 will play a two game total point series for the league championship on the 9 and 16 of November.

## HOCKEY

The Wing Intersection Hockey league was off to a flying start on the 3 Nov. G/C McNair was on hand to handle the first face-off of the year, as HQ's and Combines squared off in the opening game. Combines held HQ's at bay for the first two periods, but the orange and purple had too much conditioning, and netted 4 goals in the final frame, to take a 6-3 decision. Mick McNight was the big gun for HQ's, scoring 3 goals and assisting on two more.

In the second game of the twin bill, 422 out-lasting the blue and white MOOSE, and came out on top 4-1. The game was keenly contested, though a bit scrumbly at times. Pete Wittich netted two big goals for the winners, while Joe Daigle played his usual fine defensive game. F/L Sid Quickfall and F/O Red Manley were the most effective players for the losers.

## BASKETBALL

The 4 Wing Raiders started their season off with a big bang this year by defeating 3 Wing 48 to 37 in the first game of the Air Div schedule. The big scorers for the game were F/O McLeod and LAC Marsher with 14 points each. Bruce Lonsbery came a close second with 10 points to his credit. It looks like it will be a good season for the Raiders and there's a very good possibility that the Air Div Trophy will be returning to 4 Wing.

The Raiderettes have been having their fair share of trouble this year. Coaching has been the big problem but things are looking up for them. LAC Marsher is taking over as coach and so they should be ready for their next game in the league.... 24th Nov at 2 Wing.

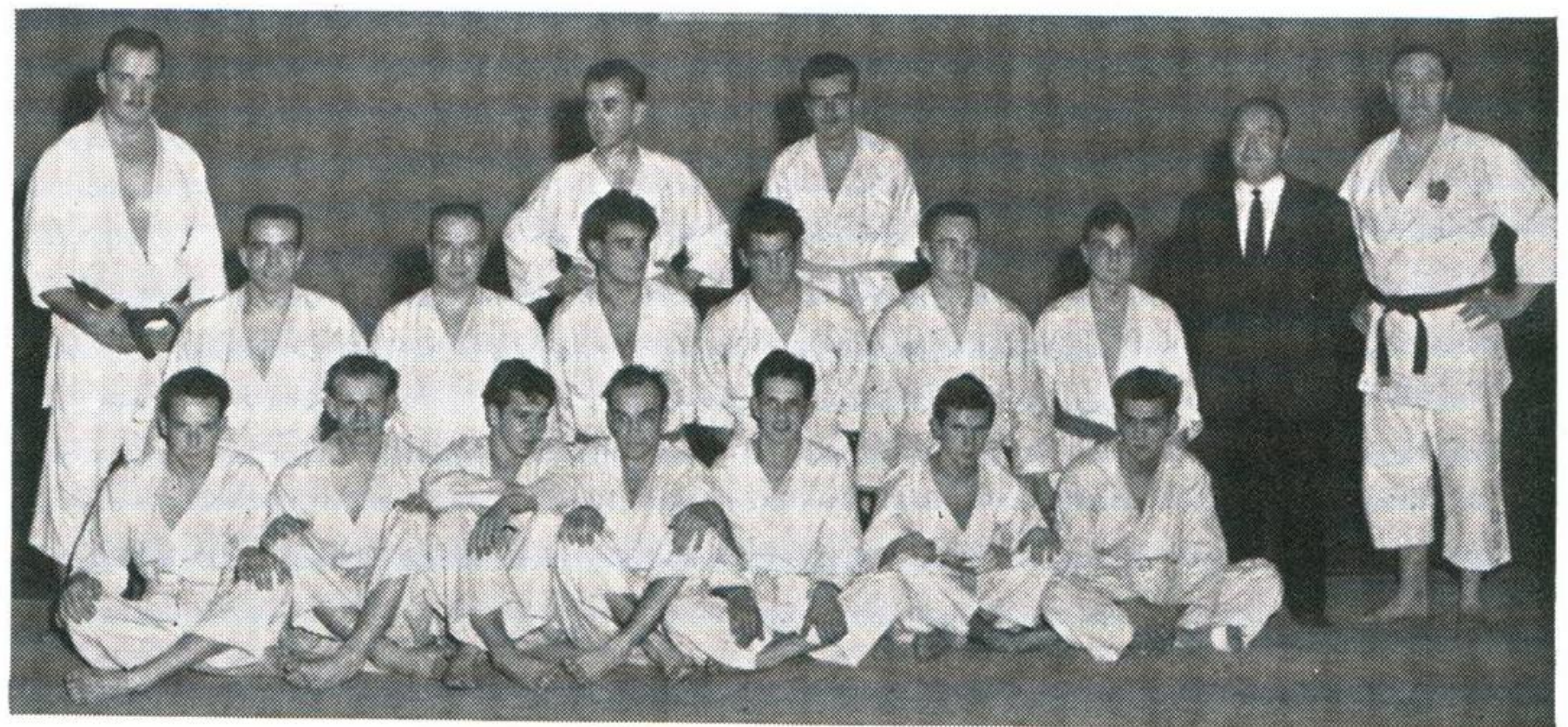
## BADMINTON NEWS

Your Badminton Club is now in full operation, after numerous meetings a committee was finally elected. We're very happy to see so many new faces this year. Now a short write-up for those who are not yet familiar with our badminton facilities and program. We have 8 Badminton courts available to members, rackets are supplied free and so are practice birds. Play is two evenings a week, from 1900 hrs on. We normally visit other Wings two or three times during the season and of course the club also takes part in the Air Div tournament. So come on

out any Monday or Wednesday evening; if you're new at this game we have special coaching for beginners absolutely FREE...

## JUDO CLUB

Well the grading examinations are over at last and as a result nine of our members are now resting on their newly won laurels. The day was a great success and congratulations are in order to Ken Dukeshire, Ken Olafson, Ray Lalonde, Denny Bond and Les Wright, all of whom obtained 5th Kyu (Yellow Belt), and also to Reg Stuart, Art Travis, Danny Danyliuk and Pat Patenaude who obtained their 6th Kyu (White Belt). Our heartfelt thanks are extended to Mr George Chew who conducted the examinations and who also provided a great stimulus to the club by his boundless enthusiasm and genuine interest in our future. We were also fortunate in being able to persuade some members of the French Army judo club in Baden-Baden to come along and provide some varied competition for the grading. The club has been further honoured by Mr Chew who endowed us with the name "Kubukwai", Kubu meaning fighting spirit of the air and Kwai meaning society or association. As to the future — well the next four months or so will really see some activity around the gym as Mr Chew has given us the opportunity of competing against a Metropolitan Police team of equal grade at the Royal Albert Hall, London, England in the middle of March. So after these results and with such a promising future our instructor, who may often be seen muttering to himself "relax, attack, tai-otoshi", feels that his efforts have not been in vain after all.



Standing —	Dick Wilson	Luis Silvestre	—	Herry Voedt	George Chew	
Kneeling —	Denny Bond	Les Wright	—	—	Roy Lalonde	
Sitting —	Ken Dukeshire	Ken Plafson	Reg Stuart	Art Travis	Danny Dannyhuk	Pat Patenaude

## BRIDGE CLUB NEWS

The Bridge Tournaments are underway again, after the Flu epidemic; and it is hoped that the turnouts will be even bigger.

To best facilitate our busy social weeks here at 4 Wing we have decided to hold Bridge Tournaments on the alternate Wednesday evening with Bingo. On the week Bingo is held, we hold our Bridge sessions on the preceding Tuesday. On either evening it is at 8 o'clock sharp, in the Mixed Lounge.

There is money to be won and fun to be had, refreshments and prizes at the end of the tournament. Lets all get in on it now.

## CURLING

On 27 Jan 1956 the 4 (F) Wing Curling Club was organized with Sgt W A Thompson as president. Sixty rinks were entered in the club with ten additional rinks in the dependents' league.

One highlight of the opening season was the efforts of the committee to explain to a German broom manufacturer what a curling broom consisted of and how to manufacture the same. Believe it or not a few of these original masterpieces are still in use on the ice this year but all brooms provisioned since that time have been obtained from Canada.

The Seagrams Trophy, emblematic of curling supremacy at 4 (F) Wing was won by Sgt Thompson and rink on this, the opening year. Several other rinks shared a fine assortment of prizes in the bonspiel.

The 1956-57 season saw F/L Davies presiding with F S Doe his hard working vice. Much hard work, hand signals and very poor German gradually made Herr Schaeffer realize what these people required of an ice keeper. The season saw two rinks composed of German Nationals spend an afternoon trying their hand at the game against the Sr NCO'S. No need to reveal who won the curling but had to concede when the sport adjourned to the bar. The Seagrams Trophy was awarded to the rink winning the most scheduled games in regular play. The victorious four were from Training Flight and headed by LAC Vicklund.

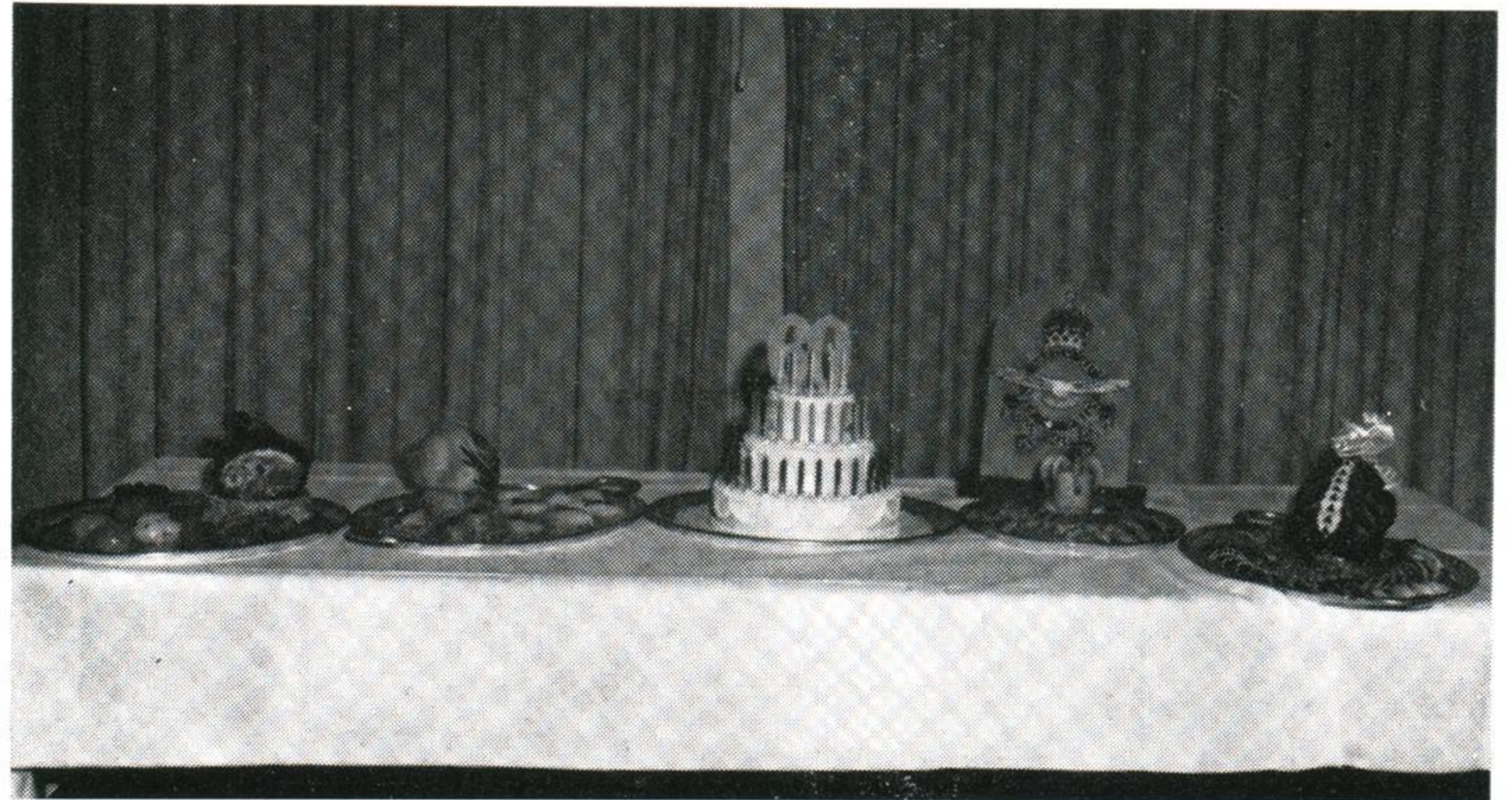
At the end of the season 4 Wing played host to rinks from all four wings and 30 AMB in the first Air Division Bonspiel. Fine organization by F/O McHardy and staff and the efforts of F S Doe to turn the hockey ice into curling rinks made this April week-end a real success. Three days of fine curling saw the 1 Air Division Curling Trophy, donated by the Bank of Montreal added to the growing variety of trophies in our station showcase which proves to all that at work or play, 4 Wing is hard to beat. Sgt Marshall and his quartet from 3 Wing were tough opposition but F S Doe, F S Fortune, Sgt Hargreaves, and Sgt Browning were the unbeaten four when the three day battle came to an end.

Sgt Browning is president for the current season with Cpl Joan Steele as secretary. Mrs Begg once again heads the dependents league.

Scheduled games commenced on 15 Oct with 28 rinks entered from sections or squadrons. In spite of the balmy weather and games scheduled for seven days a week, competition has been keen and defaulted games rare. Bonspiels will soon commence and it is hoped that April will see the Air Div Trophy still secure at 4 Wing. The schedule is drawn up to Nov 30 but if you are new to 4 Wing and interested in curling get a rink together, contact a member of the committee and get in on the three months of curling after the festive season.

## Culinary Delights

The upper Kurhaus Foyer was the scene of much activity on 9 Oct as many Baden-Badeners gathered there to view the culinary displays exhibited by the Baden-Baden Cooking Club, a propos of the Club's 60th Birthday celebration in the evening. Nearly all the leading Baden-Baden hotels submitted an entry advertising the artistry of their cooks. During the evening of the Cooks Dance, all the delicacies were raffled off and later distributed among the lucky winners. This exhibit or tombola is an annual event that is eagerly looked forward to by all the apprentice cooks. All the best dishes are distinguished by prizes. Five culinary artists from the Combined Mess of 4 (F) Wing delighted the eyes and palates of many Baden-Badeners with their tempting displays of turkey, poularde, cray fish, ham variations and birthday cake.



The Combined Mess' display

### UP TO DATE WITH YOUR WING TEL OFFICER

Short articles compiled by F/L Copley to keep you 'au fait' with telecom progress as it may affect the layman.

We hope to include an article each month.

To our large family of batteries, dry and acid, now is added a new dry battery known as the Silver-cell. It is claimed by its founder to be practically indestructible and can be recharged for years. The battery is built completely uncharged and is claimed to have an indefinite shelf-life. Even after years of use its capacity is not greatly affected by repeated recharging, and can be considered constant over long periods of time. It was found to be particularly high in shock and vibration resistance, and its capacity remained unchanged when stored at temperatures from -65 to 165 F.

The new battery is readily adaptable for use in transistor circuits of hearing aids, walkie-talkies, air navigation equipment, portable radios and photographic equipment.

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# Touring our Flugplatz



## 419



## SQN

### 419 Sqn Aircrew

by F/O Bill Graham

Here it is November, with Christmas around the corner. Hope you have all your shopping done and sent. Up to the day of this writing it has been very quiet with a good number of the chaps getting the flu, however, fear not, Bruce is far too healthy to succumb to human frailty. It's nice to see the comebacks we've been getting from 422 but I thought there were three squadrons on this station.

This week it was our misfortune to say good-bye to one of our staunchest moose-men F/O Lou McLaren. We are sorry that he didn't get to see much of the continent, however he is headed for Long Range navigation in Winnipeg, and so, in time we may be able to lift another stein with him here in our mess. Good-luck Lou.

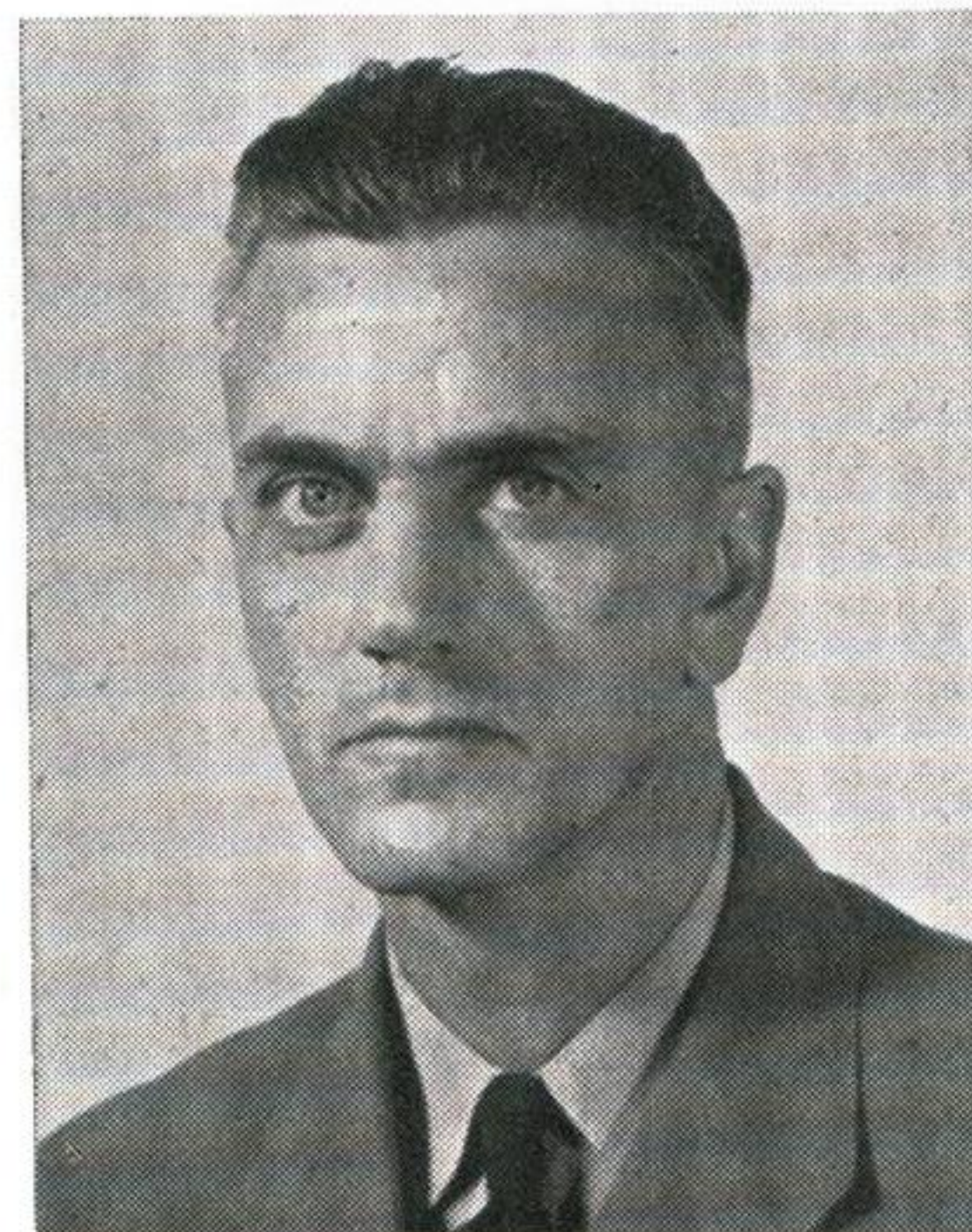
It is nice to see our football team doing so well and after seeing a few practices at the rink, our hockey team I dare say is of Champion calibre.

Our congratulations go to F/O Con Platz, 422 for a very admirable achievement. Not many can boast of 1000 hours on type.

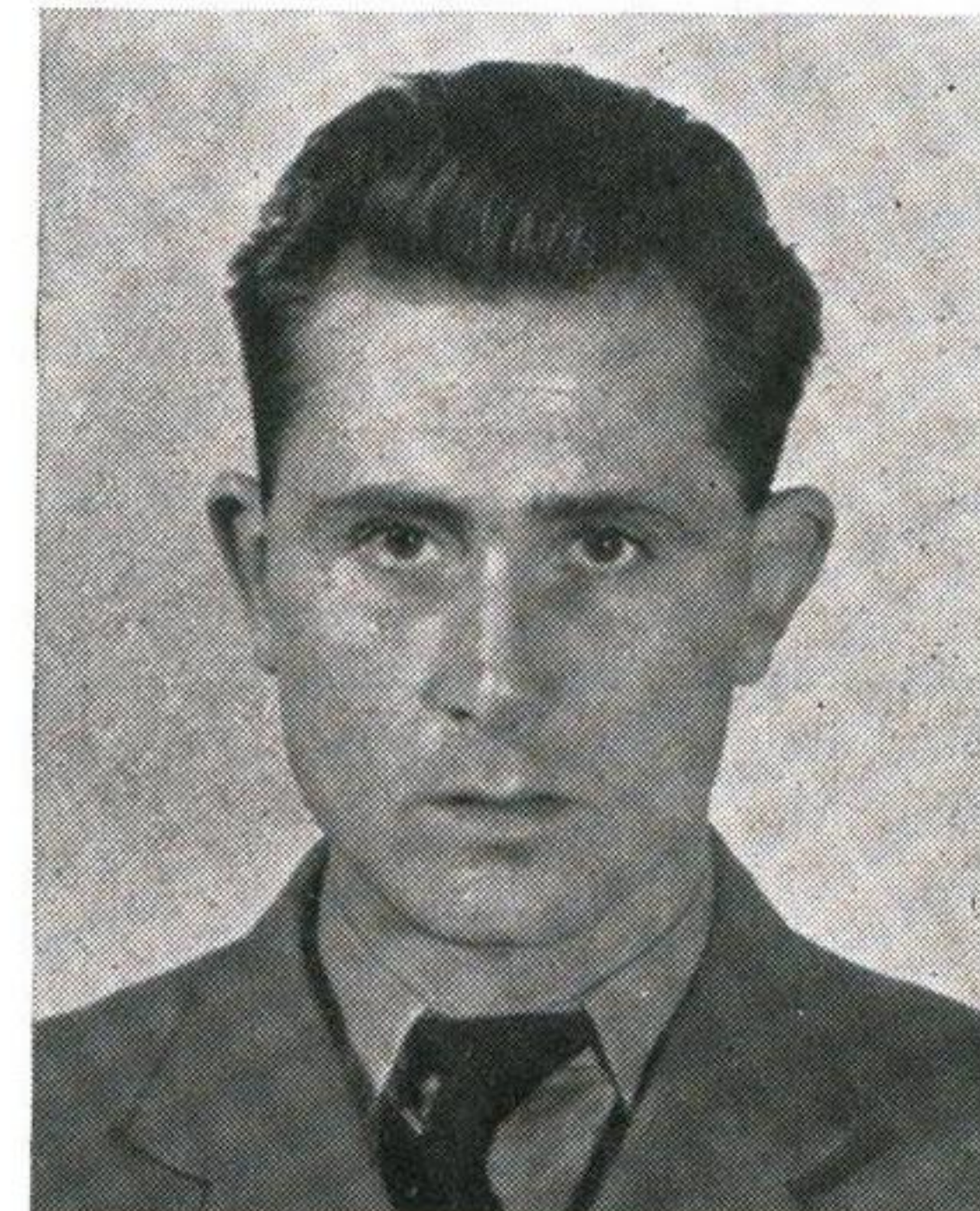
We expect the return to the fold of S/L Boucher, who is presently acting as COps O.

### CHOPSTICK No. 3

F/L Fred Nugent, the pilot of this crew, joined the RCAF in 1942 and upon receiving his wings served as a flying instructor at both single and twin-engined SFTS's until discharge in Oct 1945. The next five years were spent in his home town of Toronto as an accountant until re-enlistment in Dec 1950. Once again he landed a flying training role, serving two years at FIS Trenton, before joining the "Moose Squadron" in September 1956. He is married and has three future "push-button" warriors.



F/L Nugent



F/O Mortimer

### CHOPSTICK No. 4

F/L Sidney (North Star) Quickfall is one of the newer crews on the squadron, joining us in March of this year, but is far from new to the flying trade having close to five thousand hours. He was born in Kindersley and obtained his schooling at Victoria B. C. He joined the Air Force in 1948, graduating from Centralia in March of 49, to join 426 Sqn at Lachine Que. After three years and a few hours including 27 trans Pacific crossings on the Korean Air Lift, he moved to the transport OTU. In April 1953 he moved on to desk duties at ADCHQ where he remained until his conversion training in July of last year. His duties on the squadron include that of "A" Flt commander. He is married with one on the tarmac and one in the hangar and makes his residence in the PMQ's.



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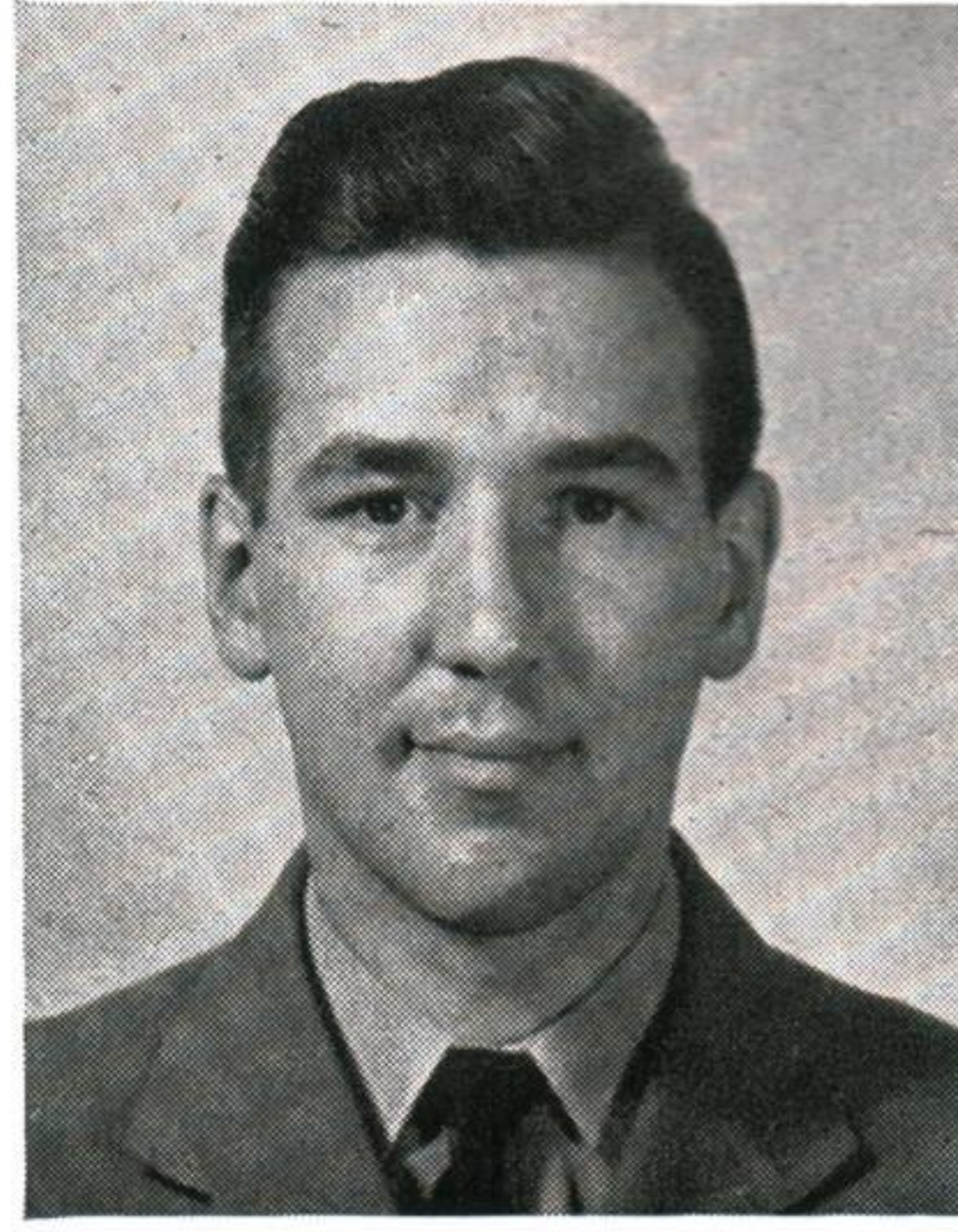
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F/L Quickfall



F/O Sicard

**CHOPSTICK No. 4 1/2**

F/O Gilles "Zeke" Sicard was born in Montreal in 1931 and received his schooling there. His first interest in the RCAF came while at the University of Mtl., when, in 1951, he joined the Reserve Squadron and subsequently spent two summers with the RCAF at Clinton, Ont., in the Telecom branch. In the early fall of 52, Zeke remustered to aircrew and went to Winnipeg for the nav. course, from which he graduated in June 53. His first transfer was to 405 Sqn, Greenwood, awaiting an OTU course. A few months later, in October 53, Zeke was transferred to 3 AW (F) OTU at North Bay and remained as a staff member until January 57 when he became a Moose. F/O Sicard is now our Sqn Intelligence officer.

**422**



**Sqn**

by F/O H Jacobs

As your November issue of the Flieger comes to press the Inter-Section hockey league has already gotten under way and again "hockey fever" has returned to the Wing. Let's hope that it's as good a season as it was during 1956—57, and that this time the Tomahawks will be victorious.

Belated congratulations are due F/O Con Platz for his recent achievement of 1000 Sabre hours. Con, who hails from Didsbury, Alberta has been with the Squadron for quite some time and has certainly been instrumental in achieving and helping maintain the good reputation which 422 now has. Though he hasn't too much time left with 422 you should be seeing him at the ice rink for a while during the current season.

No one knows  
**CANADIAN WHISKY**  
better than Canadians

and they buy more  
**Seagram's**  
**V.O.**  
than any other  
quality whisky



F/O Con Platz

Football too has come to the wing and to the time of writing this column the Squadron has been victorious in all its contests. Let's keep it up and take home the honours as we did in the fastball league.

Though more could undoubtedly be said of purely Squadron interest, this editor has been handed the following piece of poetry and feels (considering the way 419 AW ??? (F) Sqn have been monopolizing recent issues of the Flieger) that this is a very appropriate time for its release. Thanks are due the author —G.H. for the time spent on this masterpiece:

## ANTLERS IN THE TREETOPS

or

Who Goosed Bruce

There once was a Squadron,  
So poor, so forlorn,  
There wasn't a member  
Who was glad he was born.

To form up the ground crew  
The clerks and the cooks,  
They emptied the jails  
Of all manner of crooks.

Then they looked for some sergeants  
And two striped ones too,  
And where did they find them?  
That, we leave up to you.

To find all the "drivers"  
To pilot their "kites",  
They searched from the South  
To the great Northern Lights.

But, try as they could  
To look and to find,  
The ones that did "make it",  
Were the feeble of mind.

To wind up the group  
And to make it seem right,  
They searched for some Navs  
Who were blind in the night.

Then they lumped them together  
In one awful mess,  
And then gave them a number —  
You hazard a guess.

"What do we do  
With this thing of clay?"  
The wheels of the nation  
Hastened to say,

"A-HHH we'll give them an aircraft  
Our outfits won't take;  
It flies like a rock  
And the "barrier" can't break".

"Where can we send them"?  
Cried the "wheels" by the score,  
"To Slobbovia: Slobbovia",  
Was heard from the floor.

"But no, please no;"  
Cried the boss from his chair  
"The people already  
Are suffering there".

"Let's send them some place  
Where they can do us no harm;  
So we will give them instead  
To the NATO air arm".

The M. P.'s they ranted, they raved  
And they swore —  
"Send them to a land,  
Where we can't lose a war."

So they came then to 4 Wing  
A place to us Dear,  
The home of the Schnitzel  
And good German beer.

We took them to our bosom,  
And welcomed them all;  
We thought they'd be helpful —  
Perhaps they will — Next Fall.

Now you, and I and all the rest  
Have heard them loudly boast —  
"We can fly in sleet, rain, hail and snow  
And smoke from burning toast".

But when the last great entry  
Is inscribed upon the log,  
I'll ask you one fat question —  
"IS BRUCE FLYING IN THE FOG"?

G. H.

That's all for now folks we'll be seeing you in the  
December issue.





by F/O B.C. Bell

By the time this issue appears, Triple Four should be nearing the end of their tour in the sunny southern regions of Sardinia. While it will be a welcome respite from the flu germs around 4 (F) Wing, the two weeks will really play havoc with the hockey practices and the team should be in great shape after their return. Wonder if Headquarters had anything to do with the hockey schedule this year?

The sport's scene was highlighted by the opening of the hockey season with numerous bodies hurtling around the ice with reckless abandon and some ending up in the odd difficulty. The 57 season was christened by F/O Ralph Gallinger who unfortunately broke his leg over the ice during one of 444's early practices. Ralph is presently recuperating in the station hospital and we wish him a speedy recovery. (A pretty sneaky way of getting out of going to Sardinia.) Involved in another fracas were F/O's Dusty Miller and Trev White. Trev emerged with the blackest eye seen in Air Div while Dusty dented his funny bone very slightly. Meanwhile the Cobras are rolling along in high gear in bowling and there is a furious ping pong tournament among the pilots with F/O Brian Wallace currently on top.

It seems to be open season again on storks around 444 with F/O's Miller, Bell, Jones and F/L Ulrich all garnering their quotas. F/O Miller again bagged a boy type baby while the others were all girls. It's reported all fathers, mothers and babies are doing fine. (The haggard look on the newbies' faces will soon pass).

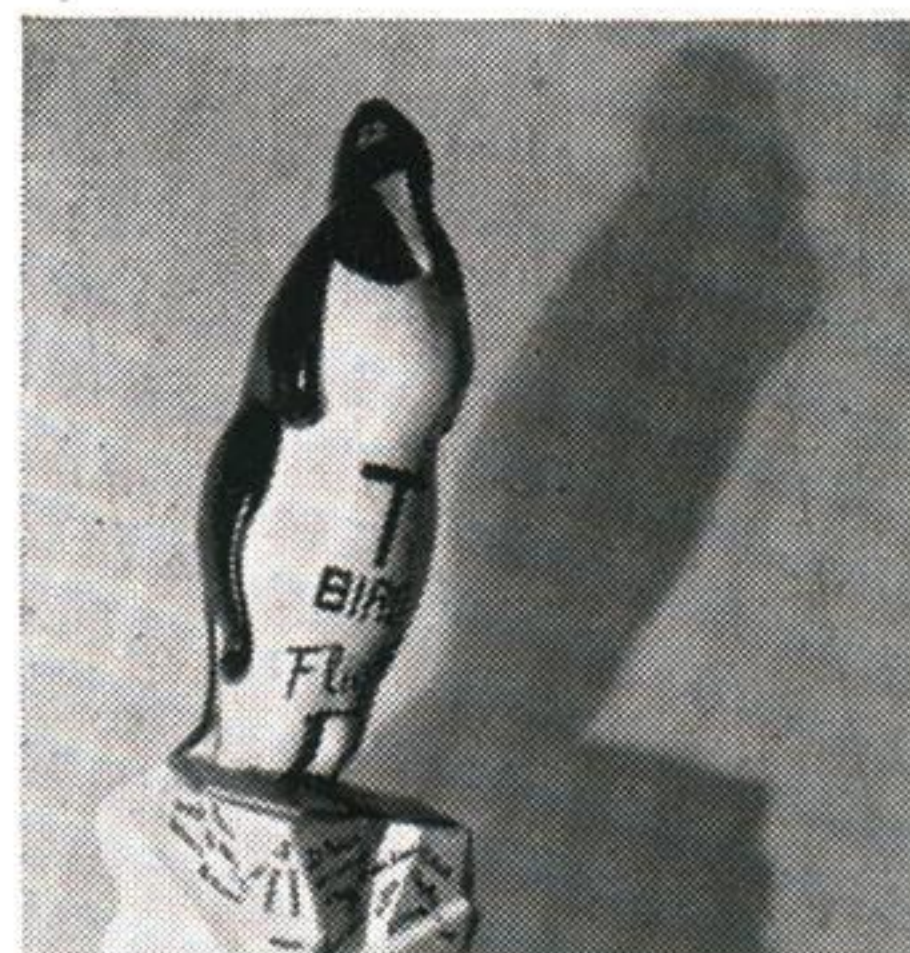
F/L Bob Frith has been away the past six weeks on the first Day Fighters Leaders Course in Chatham but should be back in time for Christmas. F/O Bob Porter returned a brand new UICP but will be leaving the squadron to work at Training Flight after F/O P Flynn leaves. Further turnover at the far end also occurred when F/O's Wallace and Heard returned to the squadron after their three month tours. Their replacements were F/O's Newlove and Doyle.

Two new pilots joined the fighting 444th by the names of F/O Tommy Wheler and F/L Jack Regan. Tommy arrived via the pipeline from ADC St. Hubert and was accompanied by his wife and three children. F/L Regan also arrived from ADCHQ where he was Weapons Officer for five years. Jack is also married and brings his wife and three (almost four) children. Triple four welcomes you aboard and hope your stay will be a long and a happy one.

After several weeks of difficulty finding his way to the bar, F/O Sam Allingham now sports two new sets of bifocals, courtesy of the RCAF medical people. Sam reports his new eye pieces add an extra 15 ft to the visibility around the cockpit while traveling in fog.

A small thrash took place, led off by cocktails at S/L Archer's followed by dinner at the Varnhalt where entertainment was supplied by multi bottles of wine and F/O Brian Wallace. After that, some people who made it to the Spielbank managed to carry enough of their winnings home to buy bonds.

Speaking of bonds, the recent Savings Bond campaign saw 444 squadron reach their \$25,000 quota in two days, first on the station, then go over the top to reach \$33,000 in the first week. Congratulations to F/O Dave Barker, our master bond salesman, and to the whole squadron for such enthusiastic support of the drive.



## Wing Training Flight

By F/O G. Dusseault

To start this month's article off, WTF would like to say welcome to F/O Bob Porter. Though Bob is not yet officially a member of our fold, he has "had the course", (UICP course, of course), and he will soon be deserting the "snake charmers" to come to 4 Wing's "Little Squadron." Bob will be taking over F/O Flynn's job. Pinky, it is rumoured, is supposed to help organize an O. T. U. for the Luftwaffe in Northern Germany. He likes the idea he says, and we hope his posting comes through.

As mentioned before F/O Porter has recently completed the UICP course in Canada. On his return to 4 Wing, one could notice that his hair was longer than normal, and asked why, he gave two reasons. He has seen too many Elvis Presley movies and that the Canadian 'hair clippers' charge a **little** more than a mark twenty. Coming from 444, Bob has a small problem, who does he cheer for, 444's hockey team or headquarters.

Temporarily away at the time of this edition, are 50% of the pilots of 'Wing Training Command'. Our OC, F/L Seaman; F/O's BK Doyle and Newlove have all taken to the air and have followed the birds south. They are trying to help 444 retrieve 4 Wing's Gunnery trophy. Good luck to them and we hope they enjoy 'Dusty-momannu'.

The first 1958 automobile (?) to appear at 4 Wing belongs to someone in WTF, a black and red or red and black Volks Ghia. The manual definitely states in black and white, that it is considered an automobile, for those who think otherwise.

The feud between the bomber pilots and the fighter pilots will never end it seems. This is the latest one to chalk up for the heavy boys (not to be confused with CF 100 fly types).

A C 119 flying boxcar was approaching 4 Wing some time this summer. The pilot called Soellingen tower and asked for landing instructions and that vehicles standby to pick up four hundred personnel. The tower operator thought he misheard and asked the pilot to say again. The pilot repeated the same request. The tower operator still was dumbfounded so he called the SFCO. The SFCO arri-



ved and asked the C 119 pilot to repeat his transmission. The message was the same. The SFCO had the vehicles stand by and went to meet the a/c personally, ready to lay into the pilot if he was joking. Sure enough, when the doors of the C 119 opened, out filed four hundred men all measuring about two feet tall and all wearing uniforms. The SFCO asked the pilot who or what these were. "Oh", replied the pilot, "just jet jockies with the B. S. kicked out of them." Ha-ha! Oh well, see you next month.

### Groundcrew

by Cpl Kreutz

Sorry to have missed the September issue of the Flieger — mainly due to circumstance. As a result Cpl Kreutz has been appointed our editor with an assistant of his choice.

October has brought quite a few changes to the Flight Line — we have moved into our winter quarters, the TENT. It has already proved comfortable the past damp, chilly mornings. A cement block walkway has been laid, and grass planted (look out for the barbed wire, boys). Standing proudly at the entrance to the flight line is "Chilly Willy" (our Penguin) painted by Cpl. J. N. C. Michaud of Wing Maintenance and erected by Cpl's McKinnon and Lemieux.

Repatriation must come to everyone sooner or later, and with a sad heart we said Auf Wiedersehen to Cpl Lemieux, LAC's Oak, Ball, Jackson and Kirby. Bon Voyage and the best of luck at your new stations. Also we welcome two new penguins, Cpl Helpard from Wing Arm. and LAC Standal from Cold Lake; we hope your stay with the T-Bird Flight and 4 Wing will be an enjoyable one.

It appears that our human dynamo, Dick (LAC Lasouski) is slowing down, we were wondering if married life was catching up with him. I also noticed Al (Cpl Turner) doesn't have a sore arm any more, he used to get one trying to slow the dynamo down. Cpl Lauzon (John Es-shue) was dancing with the dynamo the other day and it brought back memories that John was taking dancing lessons a while ago, how are you doing, John?

It seems, that the only talk around the section (these days) is of old age; everyone is trying to be younger than the next fellow. But never mind Friesen, Bob Playfair is loosing his teeth fast and we are only as old as we feel.

It seems that Denis the Menace (Viclund) is still walking, he can't make up his mind what kind of car he wants, but all the boys are hoping for the best. Here is a pitch for you, Vic. Anyone knowing the whereabouts of a new Volks contact LAC Vicklund, T-Bird Flight.

We also have a new canteen man, CPL Foss, a very good business man; he can't seem to remember names, but in time we hope everyone will be known to him, and we have to admit he is doing a good job.

On Friday, 25 Oct a Stag night was held in Soellingen at Gasthaus Lowen to bid farewell to the boys that have gone, and also for the boys that are going in the near future. It seems that a few of the boys, that were on the wagon sort of "fell off" for that night, but I think a good time was had by all.

Overheard in the Section: — Al Turner to Al Mac Kinney — dribbling — correction by Vicklund — Pebling. Oh Well, live and learn.

## Notes from Wing Maintenance

by LAC JP Peebles

Goodbye to some and hello to others, that is the way we start this month.

There have been two more income tax deductions this month. Congratulations to Cpl Helpard and wife Betty; a girl, Catherine, 6 lbs 3 oz on 3 Oct 57 at 4 (F) Wing. LAC LaLonde and wife Joan, a girl Jacqueline, 4 lbs 7 oz on the 10 Oct 57. Well that's 3 girls in 2 months, let's get with boys, Mrs Morash or Mrs Peebles. (Slow poke)

Let's all help me write this little article each month, if when something happens you could note it down on paper and give it to me, I can then, at the end of the month, write something of interest to all.

I hear there is a party coming up, is it a rumour or is it true?

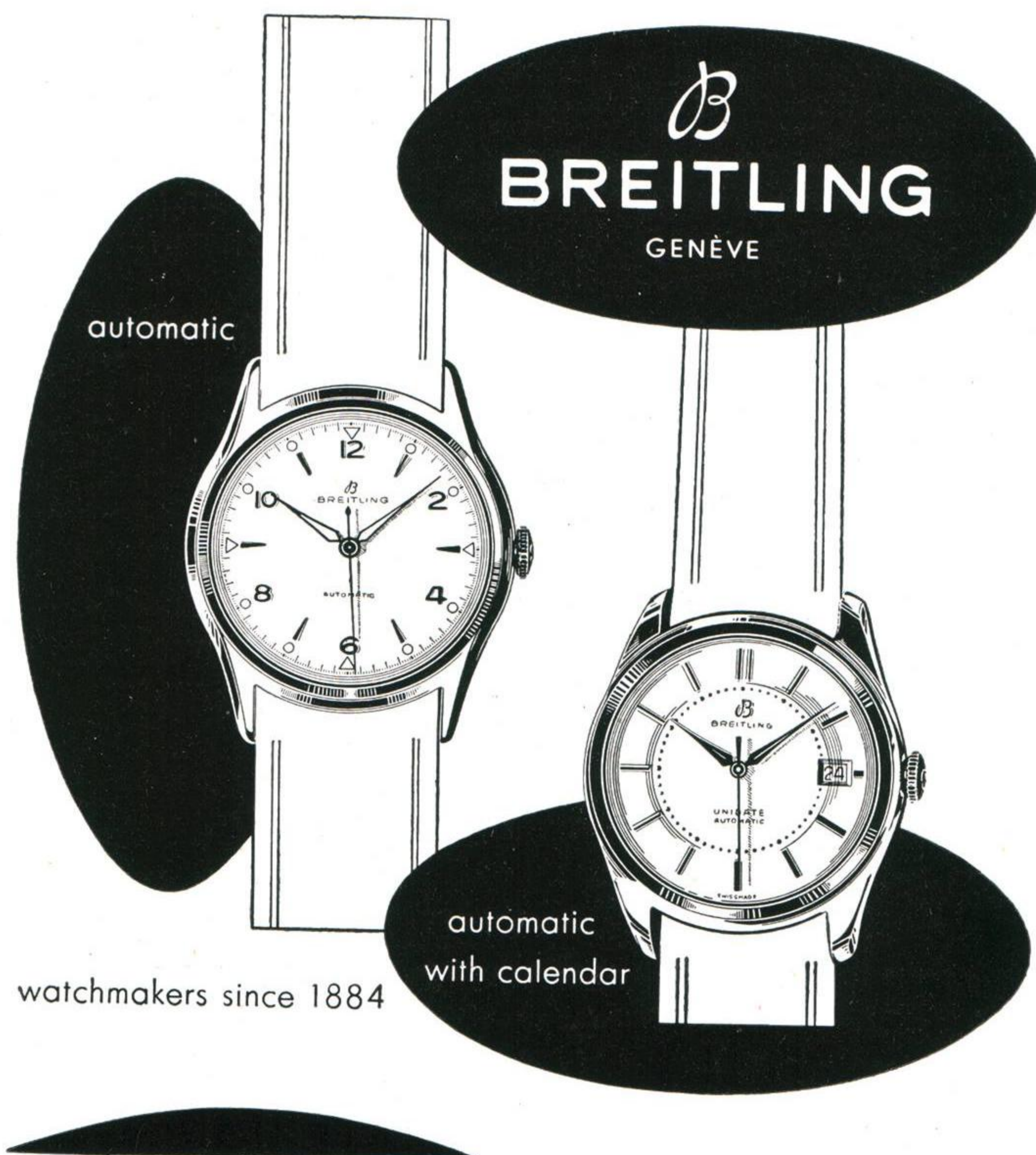
Gong. To LAC MacLean for winning the motor bike of LAC Mahoney.

Bowling is going strong now. Touch football seems to have gone astray I hear, not enough support.

Curling is underway with rinks entered from the Hangar.

Next edition I shall give you the run down on your hockey team — the names and numbers of the players. The manager is F/L Duston, the coach Sgt Bennett — yours truly is the handy man.

Well, that is all for another month. Remember there are only 26 shopping days left till Xmas.





by LAW Laurie Morris

"You ask for it" is a prominent TV program in the States and Canada at the moment, enjoyed by millions of people. This column I hope will be listed as such, not by millions, but I hope you will enjoy reading us each month, you the reader of the Flieger. So away we go, with news not from the Iron Curtain but from behind the portals of BB17 and in the limelight of the Airwomen's Lounge. Names are not fictitious, and none have been changed to protect the innocent, for we are all guilty.

For months now, the Flieger has been without sight of us, not that we blame Cpl Bennett, for when this will be rolling on the press she will be marching to St Johns, where she will remain for a few years, (poor Benny, it's not as bad as that, remember you were a trainee once upon a time). So I hope you will forgive her, because she had so much packing to do, and papers to sign, oh almost forgot something, please excuse me, how stupid of me omitting the most important one PARTIES.

Rumours are few these days, no talk of engagement or marriage; someone is slipping, what's the matter with you girls, have you lost your touch or your savoir faire? I must tell you that I have a new neighbor or should I say two, because early, very early I hear soft musical singing; if I'm not wrong it must be a budgie bird, must go and investigate. Just imagine having a bird for a neighbour, the only thing I hope is that he keeps singing because if he can be happy why can't we, we sure aren't caged in, even if at times the office feels like a jail (this does not mean our office, Sir) By the way, before I forget, soon, in the very near future you will see some meek airwomen selling tickets for our big dance, which is to be held for the Orphanage Christmas party. Do me a favor, will you, buy one or perhaps two tickets so they won't feel shy and let down. This year let's all put our hand in our pocket or purse and help this fund, it's for a good cause, and with the knowledge of having done well we offer you a night filled with music dancing and refreshment, so what do you say? Yes! by gee.

"Parting is such sweet sorrow" I disagree with this a million times, for when Marie, Benny left on the bus on the 31st of last month, there was no sweet sorrow about this, but pails and pails of tears, I will not say or squeal on the weeping airwomen, but from what I heard 4 (F) Wing almost became a river. You can be sure Marie, Benny, Denny and Bernie that this Wing will sure be lost without you girls around to cheer it up and if I must say

keep it lively. But don't worry, we the airwomen of this Wing who are left behind will keep the banner of the Troupers flying. So good luck to you all, and may we have the pleasure of meeting in Canada in the near future. The parties that were held for them in our Lounge were quite a success, we were pleased to see the good turn out, and it was a pleasure to have the Female Officers and Nursing Sisters with us, hope you all had a good time, because I sure did have a whirl of a ball.

Please Note — A reckless driver has been seen in the vicinity of the AW barracks, Hospital and Mess Hall. Last warning Cpl Monkton keep your speed down to a maximum, check at the guardhouse for speed for bikes.

The highlight of the month of October was the "Opening Night" at the Airwomen's Lounge. It was a brilliant evening, with G/C McNair and his wife as guests of honour; amongst those present were the CAdO, CTechO, and section heads with their wives. The hostess for the night was LAW (Gene) Therrien who charmingly introduced our CO to the Airwomen and their escorts (Thank you Gene, you did a wonderful job). Later in the evening the guests went to the games room, where they were served lunch by our able Mess Hall staff.

We wish to thank all the Airwomen who made this evening possible by giving their time to decorate the lounge. Our thanks also go to F/O Anderson who has worked so hard for our lounge; we really appreciate it. The "Gombo Trio" did a wonderful job of playing music, — just the way we like it. We hope that we will be able to get Tom Neele and Maurice Fournier, as our bar stewards, — for they proved they know how to pour drinks; A big announcement at the party was W/C Winter's birthday. Belatedly we say "Happy Birthday". Sorry we did not know about it sooner, sir because we would have baked a cake.

As all good things must come to an end, so must this. You must agree with me that too much gossiping is not very good. So good night to you Santa, please include my name on your list, for I've been immensely good. Au revoir will see you next month and keep smiling.

### Armament News

by Allus Sundry

Sgt "Curley" Callender has left for home on the "Homerick," taking with him his car, and family; — to locate Curley, you will find him residing at Uplands Ontario.

"Expectant News", (watch this column for news of "Minks" last effort): FS Waller pacing the floor awaiting arrival of his 17 M TAUNUS Station Wagon.

Cpl Tanner, our explosive expert has returned "complete with blisters" from Horsham, England, where he attended a bomb demolition course.

LAC "Bruce" Ram has bought a Volkswagen, already affectionately named "KATIE".

LAC "Duke" Dukeshire is selling his motorcycle. Reason given — too cold??

Cpl Sanford has returned to the fold after a month's illness; welcome back to the tubes and sparks.

#### Ladies and Gentlemen!

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WO2 Rootes and Cpl Zadow are picking up clearances for their return to Canada. The Major to Cold Lake (when he gets there) and Cpl Zadow to St. Hubert — Good Luck to both. — Oops: CPL "Zad" Zadow's plans are changed, his transfer's has been changed, and now he worries and wonders where he's going.

Cpl Helpard has been transferred to Training Flight, LAC "Ken" Mott to 444 (temporarily), and LAC Maduik transferred to 422 Sqn, replaced by LAC Weston.

There seems to be a certain young man in Systems who spends all his spare time in clubs entertaining visitors and young ladies. "Wonder who the angel is, floating around Systems Workshop amongst the radar?" Would you happen to know Cpl "Al" Wilson?

S/L Begg was away for a few days TD (rest cure) at Weisbaden. Hope you enjoyed your stay, Sir.

### Telecom Gen

by Cpl E. Sherwood

The Editor doesn't like me.

He censors me, cuts out the best parts, misspells some words and commits grave breaches of the grammatical code (just like Yorky did) in my name. Why, he even altered our boss's article title, — shame. And so, dear Reader, if this column does not always meet with your fine sense of approval, — well, — I've passed the buck.

Farewells again, — this time to Cpl Jones, LAW Marie Vergouwen, LAC Buzz Pozdzik and LAC Pat Hardinge, — valued friends of long standing at 4 Wing. May they all find happiness across the Pond rolling their own cigarets, buying expensive gas, drinking that weak beer and generally living it up. — I'm envious that's all. But, after the two minutes silence for our departed, let's welcome AW1 Deanna Johnson to the Teletype fold, — wie geht es? Goodbye Anne Knight, — Hi there Mrs Meikle.

Yes another GCA man has gone to rough it with the RAF, — Lepage is now on the Locking diet. FS Newman and Irving MacLean went to Landstuhl to give TA on UHF, — I believe the diet there was in bad taste too.

Quite a while since we had a decent car prang in Telecom (just a little fate-tempter, aren't I! — Devil that I am). Is it anything to do with WO2 Austen being on the Traffic Board? — Or have we all been playing it cool until the Promotion narratives were completed? — You can carry on now children, — have fun 'til April then we'll see which one of us in 4 Wing Telecom is blessed this time (if any). Meanwhile, back in the Hangar . . . Morrison had to take sick leave in UK after the Trade Board. — Cleverley of course didn't need to write, he made 80 plus on his Group 1 and very cleverley done too (I'm a real punster this month. Overheard one of our men say that I was a bit of a wit, — well that's what it sounded like, — I wonder now . . .). When I checked with Air Section for Flieger Gen I was told . . . "not much this month, — you could mention that when George Daoust

sits in his Mercedes he now has two spare tires", that should be good for a belly-laugh. And Hillier's Chev. apparently roars like Brian Priestley quoting Canadian Geography at a party! . . . Party, — reminds me, — Section Party, — what, no Section Party organized yet, — and Xmas in the offing! — tut tut Major, — why were you given that comfortable office chair? Ah yes, to count Crystals and collect Pin-ups. (and bang goes my R211).

Getting cold these days, eh? . . . Wonder how much pay I'll get today? . . . Up the Combines, — natter, natter, — I'm going nuts, — been here too long . . . See you next month.

### Wing Instromania

by Gord Greer

Well, now that winter is just around the corner, our sports-minded section is hard in training with Browning, Mc Farlane, Schwan, and Griffiths trying to 'fill the house' for our curling team, and Greer, Weedon and Anderson out for hockey. That only leaves Griffin and Whiteway but they are star blowers at the local bowling alley for the Instrelectrics.

The 10th of October saw a few changes in our section's strength and weight with LACs Young and Cullen being posted to 422, and Cpl Coulson posted to the Moose Squadron. Gray and Jerry seem to like 422, but so far we haven't heard much from Coulson.

Well boys, it isn't too hard to tell that the wet is open at noon every day now. At one o'clock this place smells like a Hofbrauhaus. I hear from the grapevine that a certain LAC has gone completely on a liquid diet now.

I guess Mac is going to have to give Griffin a driving course on a Volkswagen soon. One day at noon he went out to get the car and didn't know where to find reverse gear. Better be careful Ken, or you'll lose your license.

One bright morning the first of last month, one of the more superior types came in hoarse and bleary-eyed. Apparently things went pretty good on this Munich deal. It took a couple of days to recover from the ordeal, but "A good time was had by all", so he says.

Another of our boys had a pretty expensive week-end in more ways than one. He was having such a good time in Karlsruhe that he forgot to come home again until Tuesday morning. Do you think it was worth it, Paul?

By the way, Weedon, who was holding who up? The way I got it, John was draped around a post hanging on for his life. This all took place multi beers and three bottles of cognac after he stepped into the Canada Bar.

### LATE BULLETIN

The curling team struggled to a victory twice out of two attempts. Keep it up boys.

P. S. Mac, You had better shoot a little harder. I hear you failed to reach the 'hog line', but then that is nothing compared to Griffiths scoring points for the opponents.

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## Smoke House News

by Cpl W. Stratton

Here we are with the festive season just creeping up on us and many of the fellows are busy trying to make the dead-line for parcel post to their loved ones at home. LAC Woodford is packing his trunks and we will be bidding him farewell a few days previous to the holiday period. I've heard "Woody" isn't too pleased with the Greenwood transfer. Don't sweat, fellow, I've heard there are more unpleasant spots in a man's tour of Service.

What with curling, bowling, hockey and above all personnel for leave there is many a strained moment to contend with of late in trying to keep a working crew and having these people participate in these games of sport. I'm sure there's every consideration given to keep everybody happy and we're hoping to see these hockey stalwarts of ours give the Headquarters the little boost that's necessary in capturing the winning trophy this season. As a sports enthusiast myself, keep digging fellows, for the support from the Fire Crew will be there when the going gets a little rough.

By the way I must say congratulations from the Fire Hall Crew to Mrs. Carmichael on presenting Ron with a bouncing baby girl. All the best "Lee" and we're hoping to see you and the young lady around and about shortly.

Before closing we welcome back from leave Sgt. and Mrs. Harvey Miller along with LAC Dave Penny. Harvey and Ann made a grand tour of Italiano and while there saw many points of interest. One I feel especially worth mentioning was in Milan where they walked into the small Cathedral with the original painting of the "Last Supper" by Leonardo Da Vinci. This Cathedral was badly damaged during the war and the room with the painting was completely demolished except for the wall with the painting. Other than a small chipped corner, the painting is still intact.

LAC Dave Penny had a great time with the fishing tackle while in the fisherman's paradise, Wales. Dave is a real gen type when it comes to casting a line. You're a welcome sight Dave, as time off has been held to a limit during your absence.

Good-bye for this issue and we're hoping the majority have recovered from the Hallowe'en festivities.

## CPL'S CLUB

by Cpl Bob Atkins

October has come and gone but not our \$50.00 Bingo Jackpot. Apparently everyone is finding 56 numbers a little bit tough to get. Maybe we will have a lucky winner in November. It certainly would help in the Christmas shopping. Earlier in the month Cpl Patrick J. MacNamara and Cpl John "The Bomb" Pineau (avid Bingo Fans) split \$7.00 between them. Of course they had bought most of the cards. Cpl Joan Steele was AWOL from the 1700 roll-call one night. Seeing it was only her first offence, Walter excused her. Cpl Gerry Hagans has "that naked feeling" lately. He shaved off his moustache to protect it from the Flu. Cpl Rod "Hippy" Hipson has given up trying to play the piano and has taken up the mouth organ instead. All members agree he has a good reason for this — Cpl Jim McGovern. Cpl "Black Jack" Gardiner advises us that he was an "All Canadian" when he played Soccer against Royal Roads. He was the only Thoroughbred on the Team. (From B. C. that is).

We would like to say "Au Revoir" and "Bon Voyage" to Cpl Wally McPhee who is departing for sunny St. Hubert. Never in history has any man been so overjoyed

with his posting. In fact Wally set a new record for getting his clearances done. I forgot the exact time but it was slightly over two weeks. All kidding aside we will miss Wally's good sense of humour around the Club.

Another farewell is the one we bid to Cpl Reg Savoie, our former Secretary, who also has done a lot for the Club. Reg's position is now filled by Cpl Joan Steele.

The Members of the Club would like to thank the Members of the Club in 1 Wing for their kind donation of Billiard Balls. Unfortunately, we had to return them due to the fact that we do not have a Pool Table.

Cheers until next month.

## Accounts Section

by LAC Vaughn Brenton

That old saying of a month "coming in like a lamb and out like a lion" doesn't hold quite true for October in Accounts. The roar of the lion was heard when Noyle, Payne, Steele and Yours Truly terrorized Munchen and the Octoberfest and opened the month with a bang. All agree that it is a "must" on everybody's tour in Europe. Our bowling team has made a small start, but all agree that other sections should make a better effort at producing some competition. Our curling team received a small setback when F/S Neilson (late of Downsview) was taken to the hospital, but Skip Gary Hanson recruited "Smitty" to fill the vacancy to go along with Bob Noyle and Joan Steele. F/L Oliver took off on leave and we welcome F/O Krueger from Rivers, who has taken over the job of Pay Accountant Officer. We are all hoping F/L Oliver had a d... fine leave. Nobody went back to Canada from our Section this month but Sincennes can be heard humming that old refrain "I'll be home for Christmas". For leaves we had Barb Hyslop, Gerry Lord and Rocket Richard going to Italy and LAC's Len Payne and Fred Gotell taking off for Spain and Italy.

Perhaps we outdid ourselves in Munich but it sure has been a quiet month — oh well Christmas is coming.

## Supply Section

by Cpl A.K. Skarbo

Well, I'm back again. First we would like to say "so long" to one of our staff who often helps out in a little gossip in this column Cpl (Wally) McPhee who is leaving for the land of no return, — St Hubert. We would like to welcome Sgt R.M. Janosik, LAC JA Thebeau for the R&I LAC TL Charles and LAC EH Moody in Tech Stores, LAC FG Peterson in POL and LAC TV Whelan who went to the ME Section. Glad to have you all here and hope you enjoy your stay.

Gossip is rather scarce these days, but they tell me the Munich trip was really something. Little Jean was really sleeping the next day. I guess those beer mugs must have been worth money as one person told me they just took them away and never even said "please". Don't you know you have to have a sticker on them? Two of the boys were eyeing two blondes on a swing — they informed all that they really were swinging. I just wonder if I should mention any names. Just another question "Who's doing the Mombo?" Cpl see no evil, speak no evil, hear Cooper is trying to inform us that there's no gossip about him? Check this column very closely Jack! LAC Yankee Gillin wants everyone to know he's cheering for the Yanks. LAC Stand-by Sequin really knows what French wine tastes like. Anyone wanting to find out just ask him. He's going on leaves to Italy to find out what the wine, women and song are like there.

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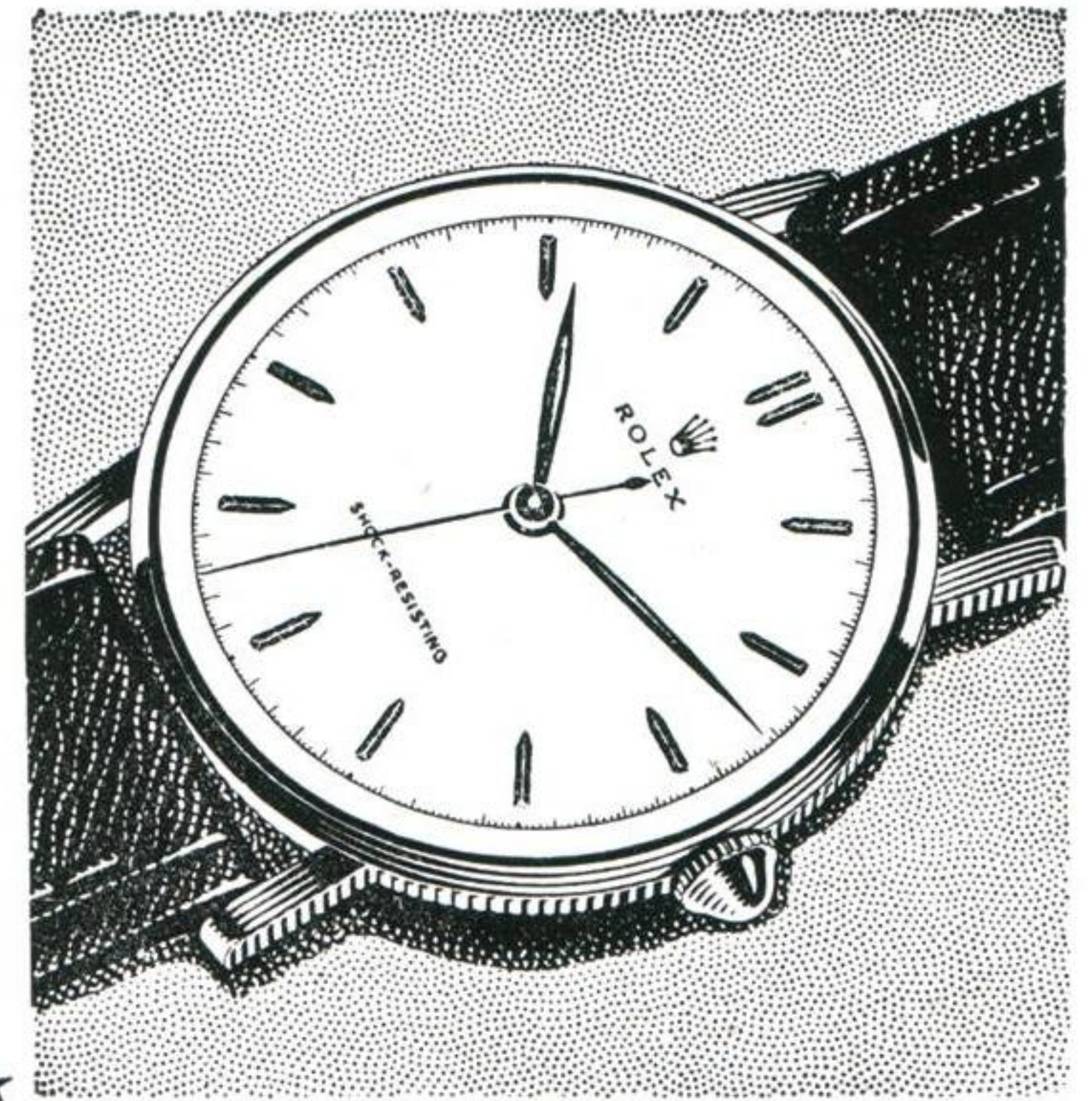
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