Schwarzwald-Flieger



GERMAN CHRISTMAS CAROLS (COVER STORY PAGE 1)

PUBLISHED BY
4 (F) WING RCAF

BADEN-SOELLINGEN
GERMANY

VOLUME IV · DECEMBER 1957 · NUMBER 12







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Christmas Message
from the Commanding Officer

With the coming of December and its festivities we are again preparing for Christmas, and, in its turn, the New Year. For many this will be the first Christmas spent in Germany; however, you will find the spirit of well-being and the warmth of the Yuletide season is found wherever fellow men understand the true meaning of Christmas. At this time I would like to take the opportunity to extend my sincere best wishes to the personnel and their families of 4 (F) Wing, in the hope that Christmas 1957 and the coming New Year will be remembered by all as a happy and prosperous time.

I feel that at this time a word of caution might be useful to all those who own, and will be driving, automobiles during the festive season. Please bear in mind at all times the increased traffic, the adverse weather conditions encountered at this time of year, and also the hazards and consequences of impaired driving. If this is done, the accident rate at 4 (F) Wing will be kept to a minimum, and I hope that the festive season for you and yours will not be marred by you becoming an addition to our traffic accident statistics.

(R. W. McNair) G/C
Commanding Officer

Schwarzwald-Flieger

(Black Forest Flyer)

This magazine is published monthly as a Station Non Public Fund Activity through the kind permission of G/C R. W. McNair, DSO, DFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany.

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

(drawing by Lac Dodson)

German Christmas Carols

„O du fröhliche, o du selige . . .“

by Marie Bauert

Four weeks before Christmas, at Advent, a wreath decorated with four candles is found in most German homes. One candle is lit on the first Sunday of Advent, two on the second, and so on until all candles are flickering brightly during the long and cozy winter evenings. This is when the children and grown-ups like to listen to stories about things which happened during this season long ago.

This story happened on the first Advent Sunday in 1825 when railways were as much a dream of the future as airplanes and cars. Only yellow post office coaches rattled across bridges and over hillsides. It was in Wiemar, where the famous Johann Wolfgang von Goethe lived, that the learned Master of Arts Johannes Daniel Falk sat by the window in his study gazing pensively at the dancing snowflakes.

"Oh", he sighed, "if only I could travel like the famous Goethe. He is well supported by the Duke of Saxon-Wiemar who sends him all over Italy, Switzerland, France and Germany. Why cannot someone honour me, and set up a memorial, since I too have enriched this world with poetry and song."

Falk wasn't really jealous, because he had read and admired Goethe's works such as 'Faust', 'Wilhelm Meister', and the charming book 'Hermann and Dorothea'. Then at the sound of the bugle, Falk watched the arrival of the yellow postal coach, drawn by four horses. To his surprise out stepped his friend Goethe assisted by the crowd. Everyone joined in singing the Christmas carol to the sound of the bugle. Everyone knew the text; "O Du froliche, O Du selige, gnadenbringen de Weihnachtszeit." Not one looked up to his window. Didn't they know that this was his song?

Johannes Daniel Falk, fetched his coat, hat and stick and rushed out into the snow. He was not cross, but he wanted to find out if there was any justice in this world at all. He went straight to the town council and asked for a postal coach, in order that he might travel throughout Germany during these glorious days. They answered him that these coaches were allowed only for the most eminent citizens. There upon he told them that he had written the famous poem now being sung on all the street corners; ' O Du Froliche, O Du selige', and with this he was granted a special yellow coach such as had his friend Goethe.

Wherever he travelled in Germany his song was being sung in the streets but nowhere could he see any memorial erected in his honour. He prayed to God for patience, and then began to realize that no memorial was needed as long as the people were singing his carol. He cheered up then and had his coachman drive him home.

As his coach pulled up at Wiemar square on Xmas day, he saw a shouting and waving crowd awaiting his arrival. The first person to greet him was Goethe himself who congratulated Falk with these words. "Congratulations, my dear friend, may I be the the first to welcome you. How often have I tried to write a Christmas Carol, and yet never succeeded. Now you have the honour."

Then the coachman played his bugle to the tune of the famous carol and even the king among poets joined in the words. Falk however, hurried home to be alone in his happiness.

O du fröhliche, O du selige,

Gnadenbringende Weihnachtszeit!

Welt ging verloren

Christ ist geboren

Freue, freue dich o Christenheit!

Johannes Daniel Falk (1768—1826)

Oh happy, Oh heavenly,
Blessing spreading Christmas tide
The world's forlorn
But Christ is born
Rejoice ye Christians, far and wide.



THE HEART RETURNS

by Cpl B.L. Harden

No matter intervening years
And foreign miles away,
The heart goes home, if feet cannot,
When it is Christmas Day.

Home to a certain house, if small
Or large, where one was born;
At sun up Christmas morn —

Waken to a tree bedecked
With cherished ornaments,
Twinkling tapers, simple gifts;
To tantalizing scents;

And to leisure, now unknown;
For dining and for friends;
For savoring of happiness,
If feet cannot, heart wends.

Over time and distance, where
Snow-covered gables are,
Brushed, in memory, by wings;
Hovered by a star.



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The best known and most beloved of our many Christmas hymns, "Silent Night", was written on the day before Christmas, 1818, in Oberndorf, a tiny village in the Bavarian mountains. Oberndorf had been completely cut off from the rest of the world by an unusually severe blizzard, but the inhabitants cheerfully went about preparing for the festivities of the holiday. Then to their dismay, they discovered that the organ in the little church, the only organ in Oberndorf, had broken down.

Franz Xavier Gruber, the village schoolmaster and church organist, knew how disappointed the people would be for music was the heart of all their celebrations. So Gruber went to Josef Mohr, the assistant priest, and suggested that he write a special song for the Christmas celebration, but something so simple that it could be sung without any preparation. Mohr agreed to do his best, and throughout the gray afternoon he sought for words to express the feeling of Christmas. Towards evening he went to the home of the schoolmaster, taking with him the lovely words of the song "Silent Night, Holy Night". That night Gruber composed a melody to fit the words.

On Christmas morning, the beautiful carol was sung for the first time. A young Oberndorf citizen who could play the guitar a little provided the only accompaniment. "All is calm, all is bright" sounded pure and clear in the Bavarian air.

Afterwards the tune spread across the whole world. About a hundred years ago the Tyrolean singers brought the song to our own country. Many of their songs were forgotten, as were the singers, but "Silent Night" has remained a true part of our Christmas. It is still sung in all corners of the earth where people gather to commemorate the birth of the Christ Child.

Stille Nacht

Stille Nacht, Heilige Nacht,
Alles schlaeft, einsam wacht,
Nur das traute hochheilige Paar,
Holder Knabe im lockigen Haar,
Schlaf, in himmlischer Ruh',
Schlaf' in himmlischer Ruh'.

Sainte Nuit

O nuit de paix! Sainte nuit!
Dans le ciel l'astre luit,
Dans les champs tout repose en paix.
Mais soudain, dans l'air pur et frais,
Le brillant choeur des anges
aux bergers apparait.

Sputnik for Sure

by Ron Coulson

Vladislav Cubordorski, Ruska's pudgy, Project 'S' Chief made his way into the office of the Minister of Outer Space Projects, and bowed three times before he was allowed to get up from his knees. Boris Bakhouski seated in a thronelike chair behind his spacious wall-to-wall desk grunted in approval and poured another glass of Samovar from a frosted bottle.

"I have come with the hourly report from the White Snows Proving Grounds your excellency" Cubordorski spoke, with his chest puffed out. "I hope it will meet with your approval."

"Well," blurted the pompous official, "stop snivelling and give it to me, you know what the project means to the glory of Ruska."

"Yes, Excellency, it is favourable for certain," replied the project chief straining the twenty gold lacquered buttons on his tunic. "We have just received the shipment of fuel concentrate V. O. from the Seagram Company in Canastada, and will be prepared to fire the first part of the project into the space surrounding our Glorious continent within the month."

The Minister's Bloodshot eyes blinked and a tear rolled from one of them onto his vest. "Ah, Cubordorski, if only the departed Stalinski could be here when it happens." He sighed again, and a tear dripped from his other eye into his Vodka.

A still came over the room as both Budda-like officials meditated for the customary three minutes and fourteen seconds at the mention of the name of Stalinski.

Suddenly a trap door lifted from the floor, and a tiny periscope scanned the room. Then while the other two watched in silence a furtive, weasel-like figure crawled up into the room.

Bakhouski was the first to speak. "Ahh, Comrade Upinarmski, it is good to see you again." He arose and reached behind him for a switch on the wall which brought curtains over the windows, and turned on the 25 watt bulb over his head. At a nod from the minister the project chief clicked his heels and backed from the room. The cloak-clad Upinarmski darted after him and bolted the door before he spoke.

"What says the useless Cubordorski this time, Boris?" he wheezed. "I hope he has been doing something besides seeing his tailor since I last ventured under the Iron Curtain."

"This time," beamed the over-stuffed minister, "he has brought us the best news yet. The shipment of concentrated V. O. has just been smuggled in by way of the Alaska Tunnel, and we are prepared to fire our first Sputnik in the next month." Both men shed a tear this time, and said in unison "If only Stalinski could see it." Then observed the silence accompanying the name.

The weasel sniffed quietly and seemed to be deep in thought for a moment before he said haltingly, "Yes, Boris, he would have died a happy man if he could have known the answer which the Sputniks will bring back to us. The question we must never utter aloud until we have the answer, was all he dreamed of during his last years."

"In his name we will prove to the unworthy world the greatest secret it has never known." Said the over-stuffed Boris. Then Fellow Traveller Upinarmski glanced about the room, nodded to the Minister of Outer Space, clicked his heels and turned to his trap door.

"Good-bye Boris," he said as he slithered from sight into the hole, "I must investigate a new type of flying Machine which these Canastaders have imported into the continent. I have reports from the Canasta Bar that they are at the nearby base." With this he was out of sight, and Boris reached behind him to raise the shades.

The weeks passed quickly, and with each week Cubordorski had more favorable reports for his Minister. The project chief hadn't been so happy since he had obtained his release from the salt mines. Then came the big day.

Everyone who was to be trusted was summoned to the launching site, and as dawn's earliest rays gilted the Siberian horizon all eyes turned skyward to watch the first Sputnik soar from sight, powered by the greatest fuel concentrate known to man — Concentrate of V. O. Every face beamed with delight as the rocket disappeared into the heavens, and a new and glorious star was pinned to the bursting chest of Project Chief Vladislav Cubordorski. Soon the question would be answered for Stalinski and all the world.

There were many tense moments for the officials of glorious Ruska as the bleep-bleep messages were fed into the captured IBM decoding machine. As each came out in a monotone, heads shook, and faces lengthened, for they were not the words which were expected. If the information received from their first satellite did not improve, they would never be able to look the world in the face again. The tiny sphere circled the globe precisely the way the captured scientists had predicted it would, and the world officials of the IGY blasted the Ruskans for their audacity. Nothing was important to them, however, but that their question be answered at any expense.

Then it came. The answer to the question which was the most important weapon the Commies were to unfold in their campaign against the morals of all mankind. It was not the answer they wanted.

Inside the office of the Minister of Outer Space, Boris Bakhouski stood at rigid attention, said "Poor Stalinski!", and drained the mixture of Samovar and Arsenic. He waited the traditional three minutes and fourteen seconds before making another move, then fell in a heap to the floor.

Outside in the square, a mob stood in silence while the high Commissar of executions put to death the current Minister of Bungled Affairs with the gold Hammer and Sickle used on such occasions.

The trap door in Backhouski's office was sealed forever, and never was the Fellow Traveller seen again. The Chief of Project 'S' received the fate designed by himself in the event of such an answer from the Sputnik he had devoted his career to. He was transformed into a dog, and sent out in another satellite to confirm the findings of the first, and to die in outer space if the truth was not favourable to the cause.

Days after his ascent amid world-wide protests from unenlightened doglovers, (who wouldn't have liked this one at all), Cubordorski sent back the awful truth .....

There was a great deal of activity going on at the North Pole. In fact it was what Ruska had secretly feared. Contrary to all their teachings, and hopes, there WAS a Santa Claus. His yearly campaign was already under way.

The whole Ruskan continent shook violently as Stalinsi rotated in his tomb.

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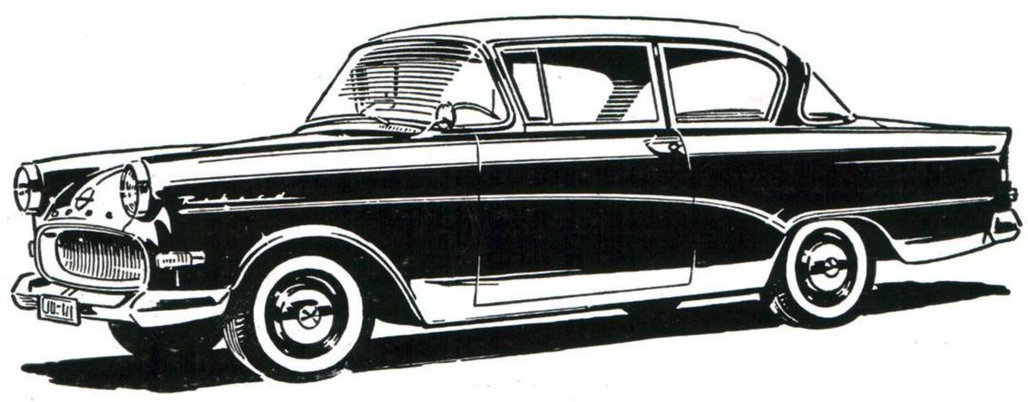
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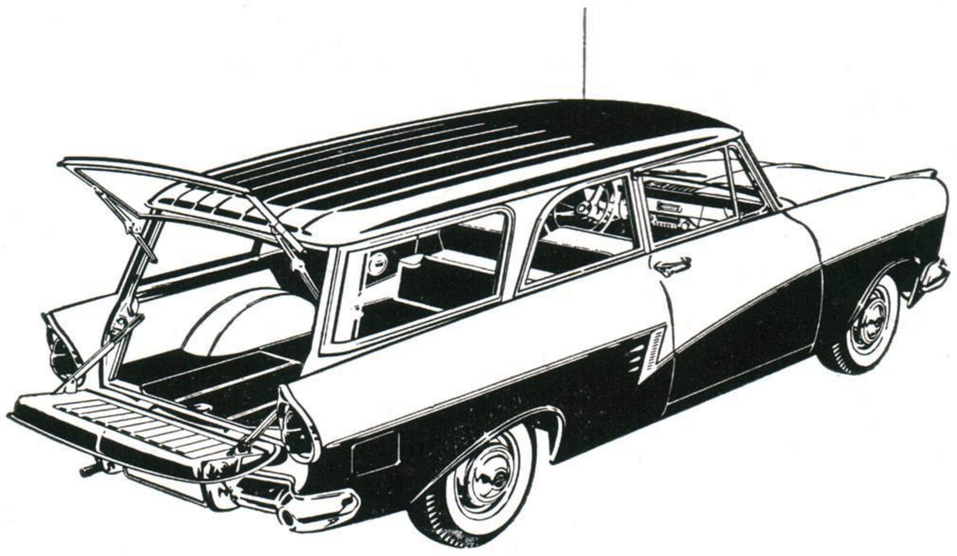
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The new Taunus 17 M

By WO_2 Rootes

Since the debut of the Ford Taunus 17 M shortly before the Frankfurt automobile show we have been anxious to get our hands on the one that was promised us at the time. The promise was fulfilled when our familiar Ford dealer produced a standard two-door model.

A little background on this car is in order and will explain a lot of what appeared to be obscure reasoning on the part of this car's designers in the past. There have been three models — 12 M, 15 M and now the 17 M; they have tried to fill the need in the medium size car field and if you haven't guessed it the M in the model name is for Medium. The first model did not receive much favor with we power-mad Canadians and that third and fourth gear never did appeal. Even the German market demanded more power so a switch was made to an overhead valve engine · 3 litres larger and called the 15 M, — 15 for 1.5 litre, which was a nice round 60 HP (SAE) and in the light integral body construction (no frame) this really got the car along at an alarming speed especially in fourth gear. This model however did not please too many of us because of its riding qualities with so much power on so short a wheelbase.

With the idea of more horsepower to make up for the increased weight due to a new front end suspension, more wheelbase, and a wider car the 17 M was born. So we have a new model with 115 mm longer wheelbase, 50 mm wider track and 50 mm lower, sporting the well proven spring-leg suspension first introduced in its English cousin, and which is now general in all of Ford's larger European cars. The most impressive statistic on this new design is the small increase in weight amounting to only about 220 lbs for a horsepower increase of 7 HP (SAE) making a new total of 67 HP (SAE) for a total weight of 2000 lbs which gives us a weight per HP ratio of just under 30 lbs to the HP. This tops its American 6 cylinder cousin by 1 pound. All this gave us a hint about what we could expect to find in the way of pickup and pep in the road test.

Let's get a look at the car before we take off for the faraway hills and the more enjoyable part of it. At first glance my impression was that Köln had borrowed a trick from the Brazilian Indians and was shrinking Detroit Parklanes like they shrink heads. The resemblance is immediately obvious and a tour around the rear will find a set of tail lights bearing a marked resemblance to those on last year's Mercury. In all our tests with cars using the integral body chassis construction better body work is very noticeable (Detroit please note), principally because of reliance on the body for rigidity — thus better construction, better fits and finishes. This car puts a lot of chassied barges at twice the price to shame and produces more leg room, better head room and greater visibility.

A look under the hood is very revealing. Discovered a neat roomy engine compartment designed for servicing and a heater system mounted on the firewall drawing out side air from just in front of the windscreen. A six volt system is installed, the battery mounted high and accessible on the right side with all the connection strips, fuses, relays, and the voltage regulator mounted together on the opposite side and just as accessible. The design staff may take a deep bow and it's well deserved. This model had no oil filter but a mounting for same as optional equipment is supplied on the right lower front of the engine allowing installation of a full flow type filter.

The engine itself is a four cylinder valve-in-head type well oversquare with a piston diameter to stroke ratio of 1.09 to 1. This of course gives it a low piston speed and along with its HP to weight ratio should give this engine a long life. The torque of this engine is an increase of 18% over the 15 M and it can be seen that the object in the new design is to increase power where it is needed and not increase top speed as it was adequate in the previous model. The reasoning behind this move was that a greater contribution to safety would be an increase in pickup (which has been accomplished) and it is now possible to pass on the highway with the same ease experienced in the largest cars.

Sliding into the front seat and adjusting it we discovered an adjustable back stop which is an extra we didn't expect to find in an economy car. We also discovered that the seat changed its angle as it is moved back and forward raising the seat as it is moved forward. The steering wheel is well positioned and includes a horn ring which does not obscure the view of the instruments. The wheel has a dished - in centre for safety purposes; and on the left side a turn signal lever, which is self cancelling, also serves to operate the passing light when it is pulled toward the wheel. With the ignition off the turn signal operates the parking lights mounted on the door column at mid-window level.

The instrument panel includes a speedometer of conventional sweep-hand type, which is hooded in Ford style, and also houses on its circumference a temperature gauge and fuel gauge separated by three signal lights, reading left to right, oil pressure, high beam and generator charge indicator. A welcome and useful extra we found here was the odometer with a trip gauge, something which most motorists didn't realize was there until it disappeared from the newer cars a few years back. Below the instruments arranged in a row on the bottom edge of the facia we found the switches, six in all, arranged three on each side of the steering column and constructed like radio selector keys; they are well marked and very easy to operate. Here we discovered a switch to operate fog lamps, something we have not seen before, — an indication of the care in design. Now it is possible to install fog lamps without drilling the panel and spoiling the appearance with a switch that does not match. The controls left to right are: parking and instrument lights, head lamps, fog lamps, heater fan and wipers.

Flanking the centre instrument cluster on the left is the ignition key which also operates the starter and on the right, a clock. The top ledge of the facia has a grille for the radio speaker in the middle combined with an ashtray which while it is an accessible position, we think, will prove to be impractical as ashes will get in the speaker, and opening the no-draft ventilators will blow the contents out of the ashtray not to mention windscreen con-

densation ending up in the speaker. The design staff can now take a deep bow in the opposite direction while we administer punishment for this one. Mounted in the centre of the facia are two heater control levers and below that a place for the radio flanked by the choke control on the left and the cigarette lighter on the right. On the right side a standard sized glove compartment complete with door and lock completes the facia. The hood latch appears under the dash on the left of the steering column and the parking brake is on the right, — an umbrella handle type, easy to operate as it does not have to be pulled to be released, merely turned clockwise. The brake and clutch pedals are pendant type and the gas pedal is the popular good-sized flat type.

Now we take to the road. Our first stretch of cobble-stones produced less than average body noise and no wonder. Trying the car's performance at low speed in high gear we found the car will just trickle along nicely and accelerating from low speed is smooth in high gear. Accelerating through the gears, all three of them in a standard shift pattern on this model, we discovered acceleration that can hardly be matched in its class and more than is expected even of a car twice its size. Pulling away from a stop on very steep hills bothered this agile car not even a little bit and accentuated the ease with which this gearbox shifts. Our favorite hill, usually too tough for four cylindered cars in high gear, produced a little surprise in that as long as the speed was kept over 25 M.P.H., the car was capable of picking up speed and held its own even in the steepest spots, only requiring a shift down to second on sharp curves.

Next came the roadability test which requires us to put the car through uphill, downhill and flat hairpin turns until we discover what extremes will produce break away, slide and drift. We discovered that break-away was beyond the limit of our nerves and that slide and drift resembled sports car performance, especially when power was required in controlling drift. Our conclusion on completion of this test was that although we do not have the figures on weight distribution, it must be very good. Due to its front suspension and sea-legs-mounted rear shocks, flat cornering is very evident even in the most extreme conditions.

Our next test was to find out how good the brakes were and if uneven braking could occur due to overheating. Twelve successive crash stops were made on a downhill course on dry asphalt and no fade was encountered although the brakes were hot enough to smoke. On all stops braking was even and very little drive was noticed in the front end. Checking the statistics we soon found the reason for such astounding brake performance as the braking area has been increased 30 %.

On our way back to the flugplatz we tried the back seat for comfort and it is certainly surprising how much more room can be obtained from a couple more inches wheelbase and width. The final test on the autobahn to test high speed riding qualities produced no float and a top speed of 135 KPH which is 10 KPH over the manufacturer's specification; it could have been speedometer error. The new suspension has produced a very stable car at all speeds and lightness in steering which can be found only in power-assisted types both in driving and parking. All this is very surprising as the steering ratio is very small, producing quick yet stable steering characteristics.

On our return to the flugplatz a check of all the features we missed in our first appraisal took us around to the rear section where we found a good sized trunk with a flat floor under which is stored the spare tire, and while this could be a little awkward with a load of baggage in case of a flat, the space gained is worth it. The gas filler cap is in the centre at the rear and it is claimed that the 45 litre tank capacity will take you 400 to 450 kilometers.

This car is definitely worth consideration for a small family with inclination to travel safely and fast. Economy coupled with good service facilities, low original cost and ability to get around European roads, makes it a car that must be considered. The following price list was supplied by the local dealers and gives a choice of many combinations:

Prices for Taunus 17 M

Taunus 17 M Tudor Sedan	$1.505.—
Taunus 17 M Fordor Sedan	$1.605.—
Taunus 17 M Ranch Wagon	$1.580.—
Taunus 17 M de Luxe Tudor Sedan	$1.625.—
Taunus 17 M de Luxe Fordor Sedan	$1.740.—
Taunus 17 M de Luxe Ranch Wagon	$1.710.—

The following equipment is included in the de Luxe-prices:

WSW Tires, windshield washers, two tone paint, padded instrument panel, padded sun visors, centre arm rest (back seat), back-up lights.

Optional equipment for Taunus 17 M:

Heater	$ 40.50
Radio	$ 65.50
WSW Tires	$ 19.40
4 gear transmission	$ 23.35
automatic transmission	$ 65.50
Overdrive	$135.70
two tone paint	$ 21.45
windshield washers	$ 8.35
light signal	$ 6.90
leather upholstery	$ 83.35



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Aspirin, Anyone?

Well, the Great Asian 'Flu Flap has all but disappeared, and the people who make aspirin are probably pretty downcast at seeing it go. The miserable virus responsible crept westward out of Peking by way of Calcutta, Istanbul, Vienna and Gaggenau and, once past Kuppenheim, every man and his space-dog, even the mysterious person who is always taking stock at the PX, knew we were in for a big blow. Nearly everyone got it eventually and **anyone** could prescribe the remedy, which went as follows, "take two aspirins every couple of hours and go away, please". The line of patients at the Wing Infirmary was so long that many people weren't willing to wait to see a doctor but consulted the first MedA who walked by, or the Orderly Room types, and sometimes even the little man who fires the hospital furnace. If all the pills prescribed in this period were placed end to end the line would reach from the MIR to Sputnik II, or from the maingate to the POL compound, whichever is further. The whole sorry affair was helped, or hindered, by some pretty violent difference of opinion within the medical profession on the subject of influenza vaccine. Some of the more excitable doctors hinted pretty plainly that if the population didn't submit to the needle at once then the world would soon be as bald of life as the moon. On the other hand, a radical group warned that the effects of 'flu vaccine were worse than the disease. As usual, however, 98.6 % of all doctors were reluctant to commit themselves, and so they didn't. By some logistical miracle, a supply of vaccine found its way to the wing, probably in time to be of incalculable value. It is a fact that very few flying personnel were put out of action by the 'flu and the same applies to the hospital staff, who naturally had to work very much harder than usual during the worst of it. Some medics were felled by the thing anyway and became patients themselves, while the survivors closed ranks. Masses of reading material, the remains of 23 large jig-saw puzzles and a boxful of badly warped darts were removed from the up-patients' recreation room and several beds set up to make an extra ward.

The kitchen staff, without additional help, produced hundreds of extra meals with absolutely no loss of quality or attractiveness. The truth is that all sections of the hospital staff did a very good job in a somewhat trying situation and the writer hopes his attempt to treat the subject lightly has not been misinterpreted. H. L. B.

Your Station Services

By Ron Coulson

Post Exchange

A great deal of activity has been taking place in our PX the past weeks and it is all part of a program intended to provide a wider selection of goods for buyers, and better service to all.

A new manager has been installed, in the person of Mr Georges Ory. Mr Ory is by no means a stranger to the PX however, for it was he who was instrumental in setting up the installation in 1953 when the station opened. A most industrious man and certainly one of the most active I have seen, we are fortunate to have him at the helm of our canteen, and already his quick mind has put to work a great number of changes.



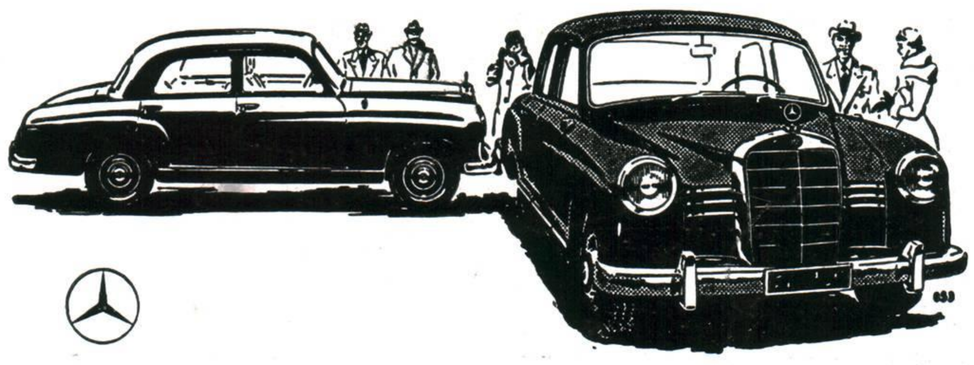
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MERCEDES-BENZ

His war years were spent serving the country of his birth, in the Technical Services branch of the French army and in 1945 was German and French interpreter for the American General Patton.

Since that time Mr Ory has been working as a manufacturing agent in Germany, and has been the greatest of assistance to all four of the RCAF wings in Europe, as a liason between the units and various establishments in France and Germany. For some time this wing has been trying to persuade him to devote his time and abundance of initiative to our PX and he has finally agreed. He has been given a free hand policy, and it is certain that the changes in evidence at this date are those made by a person who is dedicated to his work. His knowledge of German manufacturing programs will benefit everyone who shops in the canteen in the future.

Some of the major changes which are already in progress are the enlargement of the clothing department, and the proposed enlargement of the Appliances dept. It is also hoped that a record bar with listening facilities will be installed.

Grocery Store

The appointment of Mr. Robert Rudorfer as the new manager of the station grocery store marks a further step in the program to improve facilities at our Wing.

Mr. Rudorfer was born in Frischau, Czechoslovakia, in 1928, and in June 1946 moved to Ettlingen, Germany where he attended high school.



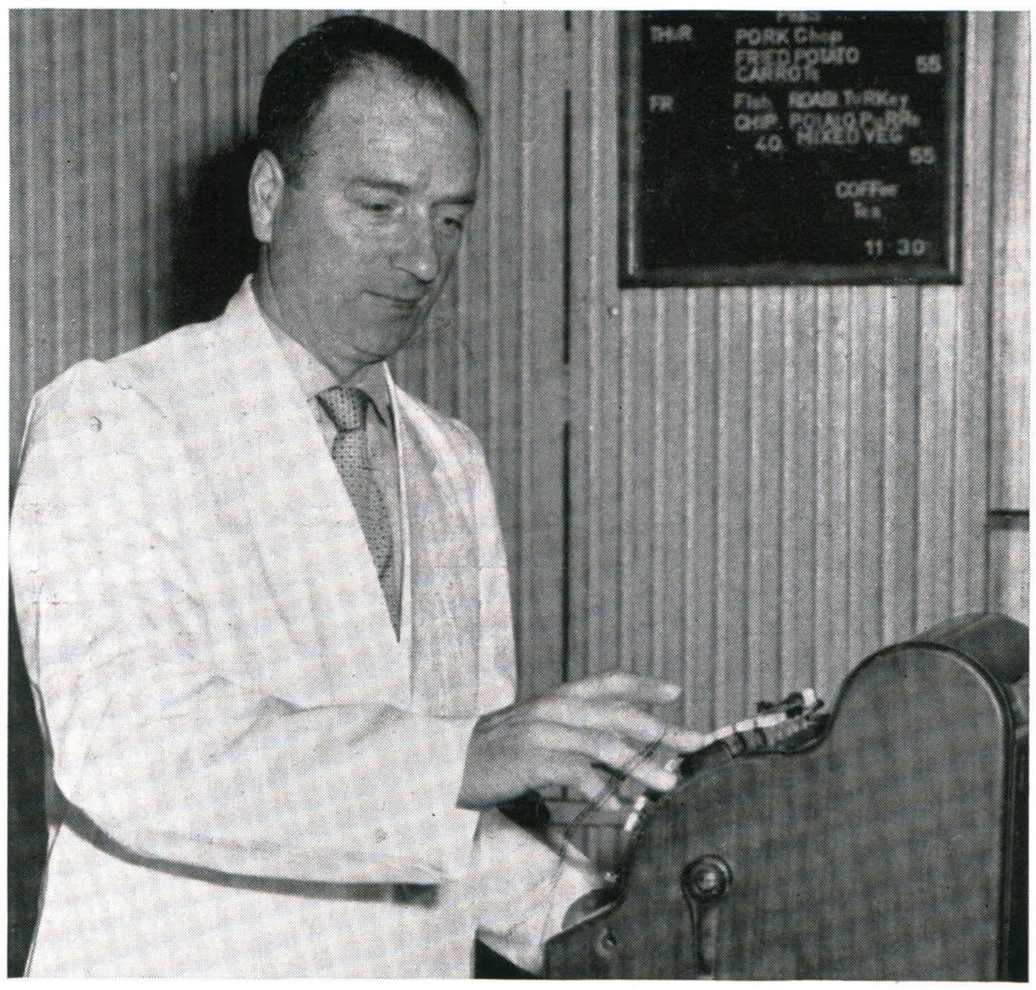
Mr Robert Rudorfer

His experience in the grocery business began as a clerk in the Commissary at Karlsruhe in 1948. Working his way up the ladder, Robert subsequently became a warehouse foreman, warehouse manager, and sales manager, then was moved to the Troop Issue Section. In this latter capacity he came in contact with Sgt. Newton of the Airman's Mess and then began as a contact for major supplies for the station grocery store. Gradually the number of things he was procuring for us grew, and we on the station began to reap the benefits of his purchases. Closer contact was made until gradually Mr. Rudorfer was carrying out a great deal of the actual work involved in running the store here. In July, he took over as manager of the grocery store, and has been trying since that time to keep the shelves full of everything needed by local housewives.

Although the buying power of a man of his experience has already been shown in the store, more is in the offing. One of the major restrictions on the amount of groceries which can be obtained at one time is the severe lack of storage space on the unit. In spite of these restrictions the last months have shown the scope of Mr. Rudorfer's talents as a manger of a grocery store the size of ours. Although certain items are extremely scarce on this side of the Atlantic, we may be sure that if we can get them at all, Mr Rudorfer is the man to get them.

Snack Bar

Those who frequent the snack bar on the station have noticed a slight pick-up around there lately, as well as the appearance of some truly mouth-watering pastries on the menu. These are the work of the new manager of the snack bar, Mr John Lemon.



Mr John Lemon

The efficiency which is coming into form is undoubtedly a product of Mr Lemon's background and ancestry. He was born in Aberdeen, Scotland, and in 1937 he enlisted in the Service Branch of the British Army as a cook. Later he became a Sgt cook and when the war broke out, he spent many of his days with a frying pan in one hand, and a gun in the other. After the War, he remained in the army and in Germany as a Sgt Cook, finishing his fourteen years of service as chief cook for the Black Watch regiment, in 1950.

Until two years ago he travelled about Germany plying his culinary trade and then he decided to work out of doors as a land surveyor. During the two years he spent in this capacity, he was called upon to lay out the site of the Atomic Factory in Karlsruhe. Recently, however he came to Soellingen to manage the snack bar at Four Wing.

It is our privilege to have in this position a Master Cook, Master Butcher, Master Baker, and not the least, a master at getting things done. Among improvements for the very near future will be the enlargement of the premises by putting a roof over the patio and opening out the wall. There are no major changes in the menu however, except the addition of the pastry in which Mr Lemon takes pride, and which will be a treat for those who will be eating at the Snack Bar in the future.



The Leopoldsplatz — 1857

Two thousand Years of Baden-Baden

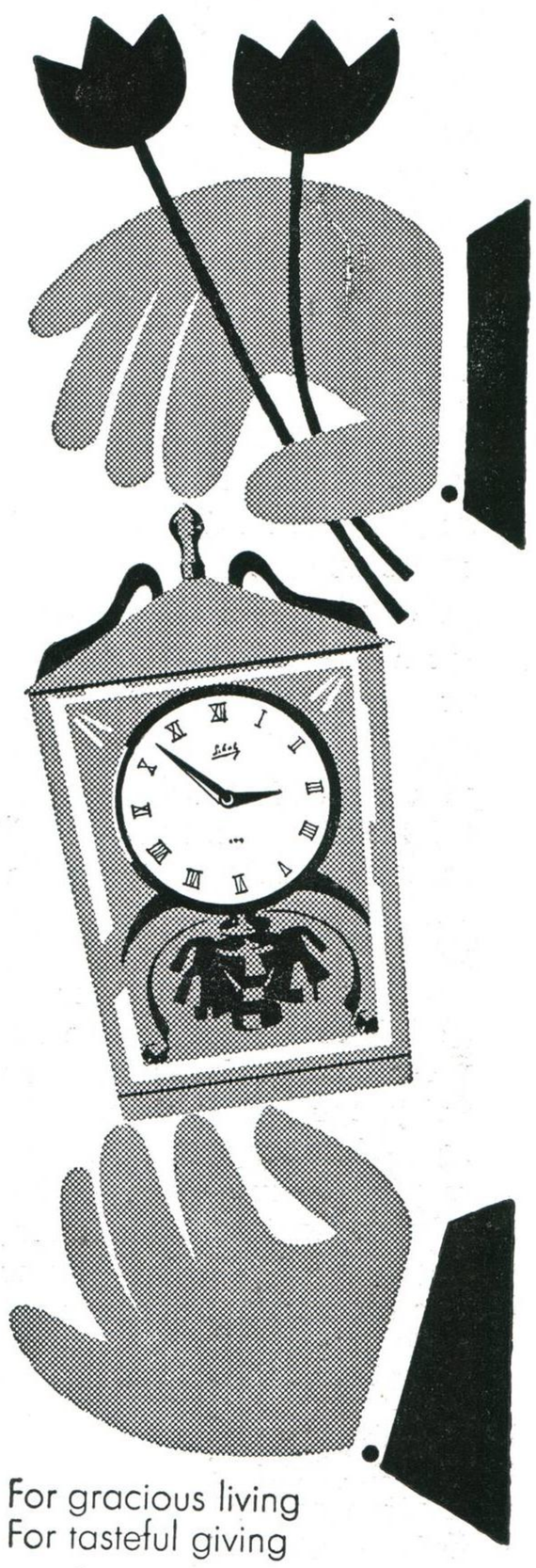
by R. G. Haebler (well-known Baden-Baden author)

The beautiful and harmonious ring the name Baden-Baden conveys to us, is due to the wonderful harmony of its scenery, springs and tradition. Two thousand years give evidence of the ever-changing history of the town, health-resort and spa.



The Leopoldsplatz 1957

Aquae Aureliae was the name the Romans gave to the settlement they founded in the valley of the Oos. They immediately built a connection road to the Great High Road of the Rhine. The settlement, showing an interesting city lay out, contained an elaborate imperial bath at the thermal springs, as well as baths for the soldiers of the Roman legions. Further, there was a temple with diverse altars, shrines and statues, including votive stones the Black Forest people, who were still Celtic, worshipped; altars dedicated to Greek, Roman, and Egyptian Gods and Goddesses, as well as shrines for the Deities of the Orient. It was verily an international town — and an up-to-date town — for there was even a Labour-Union Building, that of the carpenters.



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About 250 A.D. the Alemans flooded in, the Respublica Aquensis fell into oblivion, and it was not heard of for centuries. It was not before the end of the first millenium that there were again tidings of a settlement in the valley of the Oos, Ausava, the Celtic for clear and shining water.

At the beginning of the second millenium the Princes of Zähringen built Hohenbaden Castle high up on the Battert rocks, not far from the site of the former fortified Castle of Refuge of the Celts. The Margraves of Baden were gaining in importance, and due to this, the city on the Schloßberg grew and developed. Before long Baden-Baden attains the rights of a town and rank of a "stettelin". A city-wall with watch-towers and gates is built around it. The convent of Lichtental is founded by Margravine Irmengard. The Margrave grants his knights and noblemen leasehold rights of the thermal baths. The residence of the Margrave becomes a health resort and watering-place. And when, at this period of the Middle Ages, the Plague breaks out, they decide to flood the streets of the town with the steaming hot water of the springs a miraculous thing comes to pass; the plague no longer spreads, death is held up by the spa waters.

By the year 1500 the great time of the medieval watering-place had come. Margrave Christoph sets up Town-Orders and Spa-Regulations, he even introduces a Spa-tax for visitors. A famous surgeon is the head of the spa, the Kurdirektor. Emperors, Kings, Princes, distinguished personalities and learned men of Humanism come to Baden. Visitors flock to the health-resort. At one time there are said to have been some 3000 visitors in the little city, the houses of which, stood crowded together on the Schlossberg. You can still see them there today in the picturesque narrow streets. The Stadtkirche becomes a Collegiate Foundation, is designed to be the burial place of the Margraves. Paracelcus, the great physician, comes to Baden to give treatment to the Margrave who is the Emperor's "Reichsstadthalter" and in order to test the healing waters of the thermal springs. The residents of Baden suffered much and had hard years during the 16th and 17th century. It is the time of the Reformation and of the Counter-Reformation: six times the unfortunate subjects have to change their creed. Trials for witchcraft take place — some hundred and fifty witches are burnt at the stake in Baden-Baden. It is the time of the Thirty Years War; the Swedes come to Baden. When Margrave Wilhelm, High Justice of the Chamber, becomes Governor of the City, he, being a staunch Roman Catholic, invites the Jesuits to come to Baden; a Jesuit College is founded — today the edifice is Baden-Baden's Town Hall. The Capuchin monks are asked to come, and a monastery is built for them. Later it was converted into a hotel, the "Badischer Hof." The castle, moreover, had previously been beautifully rebuilt and enlarged.

Then — in the year 1689, the town is burnt down to the ground. It fell a victim to the totalitarian war Louis XIV made against the lands of the Oberrhein. It was not before the end of the 18th century that Baden again became a resort. The renowned architect Weinbrenner built up Baden in the Neo-classic style. In 1838 a Frenchman named Bénazet took over the Baden-Baden casino, incidentally, Germany's first casino. It is due to his active and able management that Baden became the "Summer-capital" of Europe. Princes and diplomats, artists and big men of finance as well as ladies of the fashionable set came from all parts of Europe and stayed at the hotels of the glamorous resort, year by year. The Kurhaus-Casino, the Pumproom and the Theatre, the Hydros, the magnificent mansions, and the international horse-races at Iffezheim had become the rendezvous of the high-society of the world. Then the 1870 war broke out and put an untimely end to all the splendour.

Baden-Baden then decides to resort to its thermal-springs again. The city becomes a spa cure-centre and large bathing establishments are built. The 1914—1918 war, the years of crisis which followed, the Inflation, the Reparation payments and later the effects of the National-socialist revolution jeopardized the development of the spa. In fact, it was only the re-opening of the Casino, which had been closed since 1872, that saved the spa-town from ruin. Then World War II shook the world in its foundations, and Germany's complete break-down followed. It was not possible until 1950 to make any improvements and to restore the hopelessly "dismantled" resort, which had become an Occupation Army centre.

In the meantime the city has grown considerably. Beyond the foothills of the Fremersberg a new part has been set up, the Cité of the French Army Forces. The population, having increased to double the former number, many administrative problems have arisen. These problems on issues concerning the town and the spa, have been solved within a short space of time. New plans are being developed and will soon be carried out. The traffic problem is on the list, so, before long, noise will be banished from the spa-centre.

Today Baden-Baden is an international spa and health resort of world reputation. Visitors from Europe and Overseas, coming for relaxation or seeking to relieve and cure their ailments at the hot springs, have steadily increased in number.

Some time ago a journalist made a nice remark which, no doubt, is true: Baden-Baden is the most attractive visiting-card Germany can present, it is an international world-spa.



est. 1842

THE FRANZ BREWERY RASTATT

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a merry Christmas and a happy 1958

What is a cloud?

by F/L H. F. K. Cork

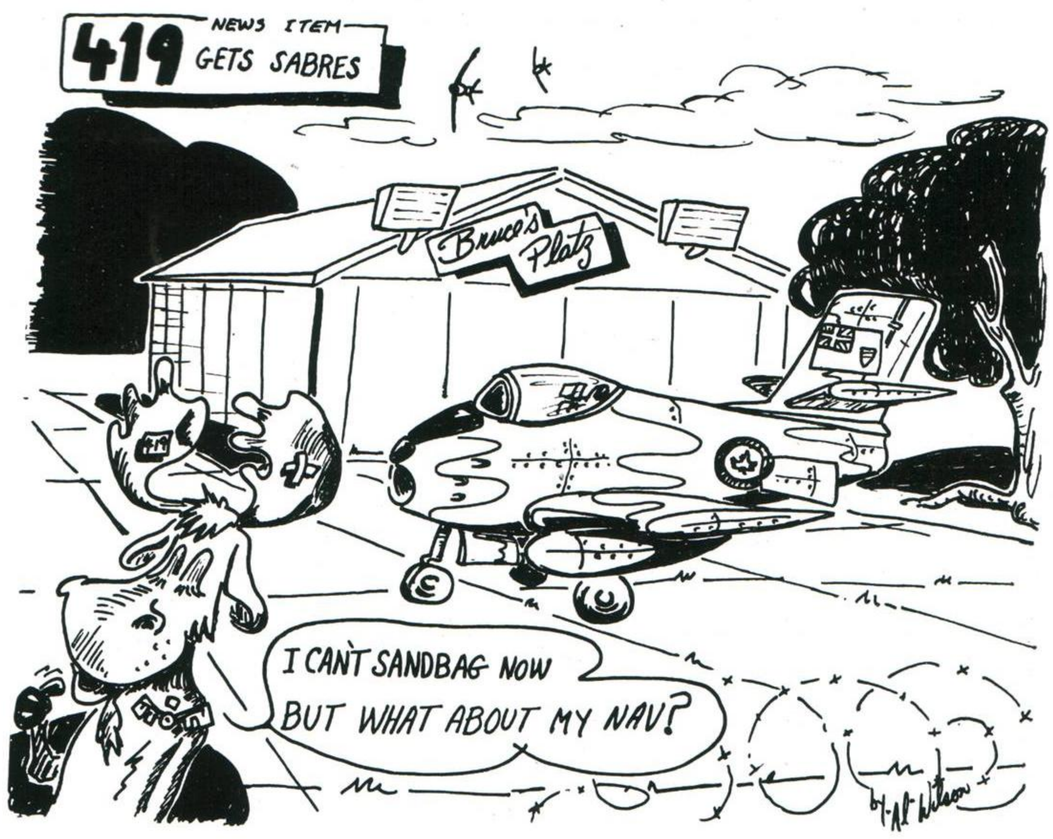
With regard to the above question, you belong to one of three groups: 1— those who don't know what a cloud is, 2— those who don't know but would like to find out, and 3— those who don't know and are happy that way.

This is addressed, of course, to the second group. In case you should think this group may be vanishingly small, let us state here and now that this article is in response to widespread public demand. People pluck at our sleeves on the street. "Please," they beg, "What is a cloud?" We hope this article will satisfy — or discourage — such curiosity.

Everyone has observed that rain, snow, hail, etc., fall from the sky only when a suitable cloud is in a suitable position. It is reasonable, then, to expect to find clouds made up mostly of some form of water. (This is not necessarily obvious. It was once a popular view that the clouds "held" the rain, snow, or hail like some form of container.) In what form could the water be? The clouds couldn't be made up of water vapour, for water vapour is invisible, and such clouds couldn't be seen. Nor could they be solid ice or a mass of liquid water, for what would hold them up? They could only be either ice or snow in the form of ice crystals or water in the form of small water droplets. Why "small"? Because if they were too large they would fall too fast and wouldn't remain up there to be seen. Perhaps you remember from high school something about objects falling at the same rate regardless of weight. This is quite true— for objects falling in a vacuum. For small objects falling through the air, however, weight is an important factor in determining the rate of fall. Large cloud droplets in low clouds may fall all the way to earth, as drizzle. Under certain circumstances ice crystals grow very large and fall to the ground as snow, or, if they melt on the way down, as rain.

But wouldn't even the small droplets fall? Slowly, perhaps, but anyway? Yes, they do; however, when clouds are present the air is usually rising, and although the droplets are falling slowly through the rising air they do not get closer to the ground. If the air is not rising, the droplets descend slowly to lower levels and evaporate, and the whole cloud gradually flattens and finally disappears. This often happens in the early evening in summer.

Just how big are these droplets? The usual unit of measure is the micron, which is longer and thinner than a microbe. You know how long a kilometer is. Well, there are exactly one billion microns in a kilometer, if that's any help. The average droplet is about twenty microns in diameter. However there is a wide variation. Droplets in higher clouds are much smaller, otherwise they would



fall too rapidly in the thinner high-lavel air. Fog droplets (Fog is cloud at ground level) are much larger — around 45 microns.

If cloud droplets are carried by vertical currents up to where temperatures are below the normal freezing point of water, they do not change to ice; they get colder and colder but remain as liquid water. At sufficiently high levels, however, a temperature is reached at which ice crystals form instead of new water droplets. When this occurs the water droplets evaporate and the ice crystals grow larger. At still higher levels the cloud would be almost entirely ice crystals. Clouds which produce large quantities of rain or snow are usually made of water droplets at the bottom and ice crystals at the top. Cirrus clouds, from four to seven miles up, are made up entirely of ice crystals.

We can say then clouds are suspensions of very small water droplets or ice crystals in the atmosphere. Perhaps you will think this could have been said at the beginning and saved a lot of space. However we have also told you how they stay up. Why, how, when, and where they are formed are other questions which can have equally long-winded answers.

NOTICE

Sgt and Mrs T.G. Owen wish to express thanks to LAC Miller and Cpl Chandler for their donations of blood for Mrs Owen.

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VW Micro-Bus	„ „	6975.00	„
PORSCHE Speedster	„ „	2450.00	Dollars



Canadian Current Affairs

BY-ELECTION — A by-election in the federal riding of Hastings-Frontenac in the province of Ontario has given Canada's new minister of external affairs, Sidney Smith, a seat in the House of Commons at Ottawa. An early report from Madoc, Ontario, said that Mr. Smith had scored an easy by-election victory over his only opponent, Ross Jowitt Dowson, described as a Trotskyite communist. Although Mr. Smith has been a member of Prime Minister Diefenbaker's Progressive-Conservative cabinet, he had no seat in the House of Commons. His appointment as Minister of External Affairs had been made after the general election.

STEAMSHIPS — Because of a 128-day seamen's strike, the West Indies division of Canadian National Steamships has decided to have the registry of its eight vessels transferred from Canada to Port of Spain, Trinidad. The general manager of the government-owned company, J. A. Sauve, announced the registry transfer in Montreal. About 230 seamen were called out on strike last July the 4th by the Seafarers' International Union, following long negotiations for a new collective agreement. The union was asking for a 30 per cent wage increase. The steamship company accepted a conciliation board's majority report last spring, but the union rejected it. Mr. Sauve said that he had advised the union vice-president, Hal C. Banks of the impending change in ship registry, and had proposed settlement of the contract dispute. Deadline for acceptance of the settlement was now past.

DEFENCE — The minister of defence, Mr. Pearkes, says there is no intention to raise the manpower ceilings of Canada's armed forces, now totalling 120,000. In the House of Commons he told Frank Christian, member for Okanagan Boundary, that the reason is that the manpower needs of the armed forces are dictated by Canada's defence commitments. The country's armed forces as at September the 30th totalled just over 118 thousand.

SINCLAIR — The former minister of fisheries, James Sinclair, says he's mighty glad he lives in Canada and not in the Soviet Union. Mr Sinclair was harking back to a visit two years ago by several Russian officials including the Soviet minister of fisheries, A. A. Ishkov. He pointed out that Mr Ishkov and he had both lost their jobs, but at least, Mr. Sinclair said, he was still around to talk about it. Mr Ishkov, on the other hand, was thought to be running a fish plant at Murmansk, on the Soviet Arctic coast. Mr Sinclair said he vastly preferred the Canadian system. When he was voted out of a job, at least he still had the opposition party . . . in this case the Liberals . . . to cling to. But in Russia, he said, there just weren't any opposition parties at all. In Mr. Sinclair's opinion, Ottawa was a vastly superior place to Murmansk.

CHURCHILL — The minister of trade, Gordon Churchill, says that the present generation of Canadians will have to decide whether their country can remain politically independent of the United States. Mr. Churchill, speaking to correspondents in Ottawa on his trade mission to Britain, noted that Canada was economically dependent in large measure on the US. Almost four-fifths of all Canadian trade, including exports, is at present carried on with the United States. On the import side, Mr Churchill said Canada buys 75 per cent from the United States and only nine per cent from Britain. Unless this tendency was checked, he said, Canada would become almost entirely dependent on her southern neighbor. Mr Churchill left for Britain with the largest trade mission ever sent abroad from this country. He was accompanied by more than fifty government, business, industrial and labor representatives. He said that government officials in the party would make a detailed study of Britain's industrial potential and bring back a report which would undoubtedly influence federal purchasing. Mr Churchill also observed that the business members of the mission together import about one billion dollars worth of goods a year. Right across Canada, the minister said, business was looking abroad and was as interested as the government in increasing purchases from Britain. The minister said that at the end of his party's tour, he would invite Britain to send a mission of her own to make a cross-Canada visit.

ROTATION — More than 730 Officers and men of the Second Battalion, Canadian Guards Regiment, have been welcomed in Rotterdam on their way to relieve other Canadian soldiers in Europe. The Canadian Ambassador, Thomas Stone, and the Dutch defence minister, Cornelis Staf, were on hand as the liner Queen Frederica from Quebec docked in Rotterdam. Since the beginning of rotation in early October, more than 35 hundred soldiers and their dependents have made the eastbound crossing, and almost 45 hundred have returned to Canada. By the time the rotation project ends early next month, the Fourth Canadian Infantry Brigade will have taken over as Canada's contribution to NATO's European land forces.

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Sports and RECREATION

TOUCH FOOTBALL

We turn 1 first to the Touch Football League, 419 Squadron took the trophy by defeating Headquarters in the final game.

BROOMBALL

While on the subject of 419, the Airmen of that renowned squadron challenged the Airwomen to a Broomball game one Wednesday evening last month. We'll make no mention of the score, but "Brucie" won. It was a barrel of fun though with penalties galore and even revolving goals. And it has been said by a few of the gals that "Bruce" played a dirty game. At one time they were so bad that all their players, goalie included, except two were in the penalty box at the same time!!! Better luck next time gals.

BADMINTON

The badminton club is still struggling for existence this year. With all the activities on the station and so many of them overlapping, they are having a bit of trouble recruiting members, and getting what members they do have out. Badminton is every Monday and Wednesday evening starting at 1900 hrs. If there are any persons who are interested and haven't joined the club yet, you are invited to drop in any evening. You can be assured of a hearty reception. You might also keep in mind, that once the holiday season is over, the club is planning a few tournaments with outside clubs, the first being in January.

JUDO

Look out all you husbands! Soon you'll not even be boss in your own homes for the "better-halves" here at 4 Wing have turned to Judo Classes. Every Tuesday and Thursday from 1500—1600 hours the gym rings with their laughter and thumping as they hit the deck under the capable coaching of Cpl Dick Wilson. It looks like real fun and we hope to have a picture of it for you next month. You'll have to see it to believe it!

INTERSECTION HOCKEY

STANDINGS

TEAM	WON	LOST	TIED	PTS
419 Sqn	6	2	1	13
422 Sqn	5	2	1	11
W/Main	4	5	0	8
HQ	3	3	0	6
444 Sqn	1	0	0	2
Comb	1	7	0	2

SCORING

PLAYER	GOALS	ASSTS	POINTS
Tanner-Comb	10	6	16
LaPierre-419	12	4	16
Bourden-W/M	9	6	15
Swinamer-W/M	8	6	14
Melancon-HQ	2	10	12
Lalonde-W/M	6	6	12
McNight 6HQ	6	5	11
Chaluk-W/M	3	8	11
Holland-419	4	7	11
Chemelyk-419	5	6	11

INTERMESS HOCKEY

The Inter Mess hockey league swung into action on the 28 of November, with 6 teams in the running for the silverware. To date, the Snr NCO's seem to have the inside track, with a sharp forward attack, and a sound defence. A new addition this year, is a team from the Hi-school. So far they have won 1, and lost 1, but are improving every game. The Cpl's team has been hampered by the league rulings. Last year Cpl Lou Lukacs was dressing 20—25 players per game. This year, the maximum is 15 per game. The Airmen have two teams entered in the league. The "A" team is coached by LAC Dinney, while the B's are under the direction of LAC Ed Slaght. The officers have lost their first two games. However, with the return from Sardinia of several of last year's stalwarts, they should improve shortly.

The Sr. NCO's hockey team which is named the "ZOMBIES" consists of the following players:

Sgt Seguin	— Goalie	FS Fortier	— Forward
Sgt Vanier	— Forward	FS Daoust	— Forward
Sgt Devertieult	— Forward	FS Caird	— Forward
Sgt Benesko	— Forward	FS Fink	— Defence
Sgt Bennett	— Forward	FS Reid	— Defence
Sgt Shakelton	— Forward	Sgt Lee	— Defence
Sgt Brisbois	— Forward	Sgt Hewitt	— Defence
		Sgt Killins	— Defence

Manager	— Sgt Brisbois
Bench-Coach	— WO2 Huget
Playing Coach	— Sgt Benesko
Time Keeper	— Mr. Burnside
Goal Judge	— WO2 Baker
Publicity	— WO2 Phelps & Sgt Murray
Equip Manager	— Sgt Longhurst

Unfortunately the Manager due to TD in England has not participated in any games yet. We are sorry to see FS Fortier leaving for Canada however, his play in his last game at this Wing resulted in a win of 8 to 5 against the Officers on Mon, 2 Dec 57.

To date the team stands in first place in the Inter Mess Hockey league, having won all games played, (ie,) High School Students, Cpls' Club and Officer's Mess.



PEE WEE HOCKEY

The young fry from Rhine Valley Park have finally entered the hockey picture at 4 Wing. Each Saturday morning from 8 till 1 o'clock, the two leagues see plenty of action. The National Hockey League is composed of boys ages 6—9, while the 10, 11 and 12 year olds compete in the Western League. Next month we will have a complete run-down of the teams, coaches and other officials. We should have the new uniforms by then. Come out each Saturday morning, and enjoy yourself. It's lots of fun.

VOLLEYBALL

The High School boys' volley-ball team from 4 Wing won the Air Div tournament held at 3 Wing on Nov. 15. In four half-hour games the local champs trounced other high school teams from 2 Wing, 3 Wing, Air Div HQ, and Trier.

In their first inter-school competition this term, the boys were reported to have played in a "cool" smart style and with good team work.

Boys who made the excursion to 3 Wing, with their teacher-coach F. C. Wartnow were Danny Sauter, Phil Giles, Allen Hargreaves, Bill Kennedy, Dick Monroe, Clive Ruggles, Reg Stuart, Jim Fraser, Bob Waters, Greg Sauter, Bruce MacTavish, Les Copley, Gerald Bumphrey and Bruce Lonsbery.

BRIDGE CLUB NEWS

Due to difficulties in obtaining the Mixed Lounge the Bridge Club has been getting away to a slow start.

We now have the Mixed Lounge booked ahead for MONDAY, ON THE WEEK THEY HOLD BINGO; and WEDNESDAY THE WEEK THERE IS NO BINGO.

All those interested in Tournament Bridge are urged to turn out and the Committee promise you an entertaining evening with prizes.

The new President L. A. C. L. S. McDonald along with the other members of the committee, Mrs. Orr (Sec'y Treas.); Cpl. T. Chapman (Vice Pres.) bid farewell to Past Pres. L. A. C. P. M. Elcombe.

CHRISTMAS IN BAVARIA

Five days in Bavaria .... Black Forest, Lake of Constance, Immenstadt, Nesselwang, Fussen ..... for only $27.00 meals and lodging included at excellent hotels.

1st trip leaves Wed 25th Dec and returns Sun 29th Dec

2nd trip leaves Wed 1st Jan and returns Sun 6th Jan

Reservations must be made before 20 Dec 57. If you are interested call the Sports Palace (LOC 65) for information and reservations.

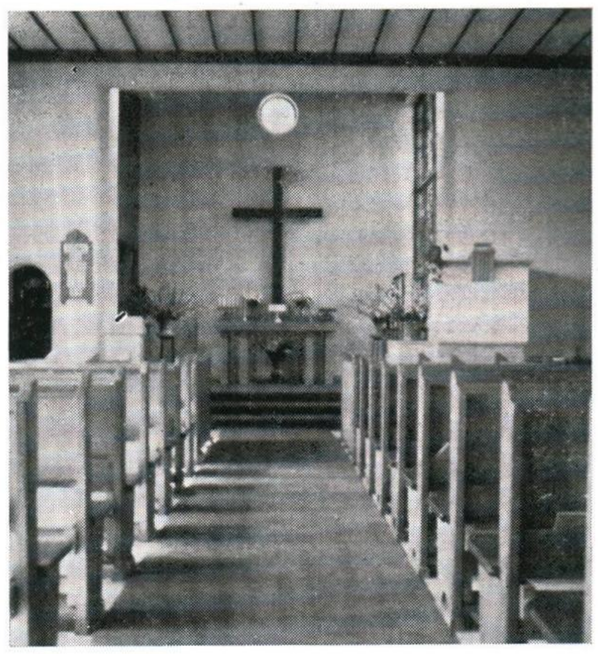
Before closing off this month, we in the Sports Palace would like to take this opportunity to wish each and everyone of you "A MERRY CHRISTMAS AND A HAPPY NEW YEAR". That's all folks until 1958.

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Chaplain's Message



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

In the Christian Church, the four weeks before Christmas is called the season of Advent. During this period, in preparation for the celebration of Christmas, we think of the coming of Christ. We are reminded of the ministry of John the Baptist who called the people to repentance, we recall the events of the Birth of the Saviour. But also we are to think about the promise of Christ to come again. In the Creed each Sunday we confess that we believe He will come again to judge the living and the dead. This period before Christmas is a time for serious spiritual "stock-taking", and self-examination; a time for repentance and the seeking of God's forgiveness, so that our hearts may be prepared to meet our Lord on Christmas morning.

A very suitable prayer for us now is this: Almighty God, give us grace that we may cast away the works of darkness, and put upon us the armour of light, now in the time of this mortal life, in which Thy Son Jesus Christ came to visit us in great humility that in the last day, when he shall come again in his glorious majesty to judge both the quick and the dead, we may rise to the life immortal, through him who liveth and reigneth will thee and the Holy Ghost, now and ever. Amen.

On the Sunday before Christmas we will have the Carol Service of Seven Lessons. The reason for our rejoicing is because, "the Lord is at hand." He is near. His coming is imminent.

Christmas is a time for rejoicing. It is a happy time — full of gaiety and laughter, of light and life and love. It is the time for children's voices and right good cheer. Except in homes where need oppresses, or sickness or sorrow, we are pretty good-natured folk at Christmastide.

In the fourth chapter of the Epistle to the Philipians, St. Paul says: "Rejoice in the Lord always and again I say, rejoice. Let your moderation be known unto all men. The Lord is at hand." In our celebrations there is to be some restraint. Let us not go overboard with sheer animal spirits. Keep your joy in check because the gift of God in the Babe in the manger is no cause for pagan revelry, but for a deeper joy. The roots of the true joy are in the mystery of God becoming man, "the Word was made flesh", and in an overwhelming sense of gratitude for God's gift.

It is well for us to remember this undertone of seriousness in our Christmas happiness. Too easily we get swept away by the pagan elements in the holiday season, letting our celebration of the most sublime fact in history descend to a lower level than it ought. So I beg you to find some place in these hectic days before Christmas for some thought about what the birth of the Christ really means to you and all mankind.

Touring our Flugplatz

419 SQN

Football season is over and while the West didn't get us the Grey Cup, our football team brought home the Wing Championship. The final was a two game total points to count series with Headquarters. Jack "The Rifle" Knight quarterbacked our Moose to victory in both games— the first 10-0 and the second 19-6. Good show fellows, the cup is ours. While we are on the subject of cups, let us speak of hockey. Some of our Moose men have become battered and bruised, Eichel with a cracked knee-cap, Red Manly a broken toe and Syd Quickfall, our proficient coach with an arm injury. These injuries however, have not deterred our spirited Moose and we are now leading the league with 13 points. We trust the above mentioned casualties will soon be back with us as we sure do miss them. Our hats off to Gord Protz who managed to get the first shut-out of the year and our heart felt sympathies to Newf.

The only thing we have in the line of complaints to offer this month is that a few of our wives have taken up the art of Judo. While they are enjoying it, we have a few limping husbands to prove this is not a "Fine Art".

One of our personality sketches this month is F/L Peter Olenick, Chopstick No. 5. Peter will not have his new navigator until about December 10th therefore we shall withhold his sketch for a following issue. We note, with glee, that some of our rival poet laureates have risen to the bait recently,—

Just to keep them on their toes — have a go on this one—.

Down the line from Four One Nine
There dwells a morbid crew
They've odd shaped things with swept back wings
They're flowery Four Two Two

And as of late they've stirred up a hate
For the twin-engined all weather Bruce
They've taken to gooning and nasty cartooning
A poet was even set loose

They've challenged logistics and characteristics
Of the mighty CF that we fly
The Avro sensation that credits our nation
With supremacy in yon northern sky

Yet strange as it seems amidst all their schemes
They've neglected to gladly admit
That the Air Power brains of NATO took pains
To replace daylight Sabres with it

So all elbow benders and daylight defenders
On this wing and other wings too
Are trying to nurse the jealousy curse
For their pride has been long bid adieu

They gaze in the air when a CF is there
Entranced by its beauty in flight
They know they're in luck — for the mighty Canuck
Is defending by day and by night

And so fellow neighbours, climb into your Sabres
It's daylight, the heavens are blue
We'll fly together in all kinds of weather
The B. S. we leave up to you.

CHOPSTICK No. 5

F/L Pete Olenick joined the RCAF in 1943 and after multi periods of 'useful employment' ranging from pulling chocks from Cornells at 23 EFTS Davidson Saskatchewan, to paving the roads and runways of Tofino, B. C. He completed his pilot training in March 1945 and left the Air Force, but re-enlisted June 1946 as an LAC in the Accounts Section. After numerous interviews and application forms, he was commissioned in 1951 and for the next two years was employed with the Search and Rescue Flight at Trenton Ont. Early in 1953 he was transferred to desk duties at Manning Depot St. Johns P. Q., where he spent two and one half years. In October 1955 Pete started through the mill of Jet Training and joined the "Mooses" in August 1956. He is married, and true to Irish Tradition he has two boys, Dennis and Patrick. A baby girl, Theresa is just getting to the crawling stage.

Merry Christmas

and

A Happy and Prosperous

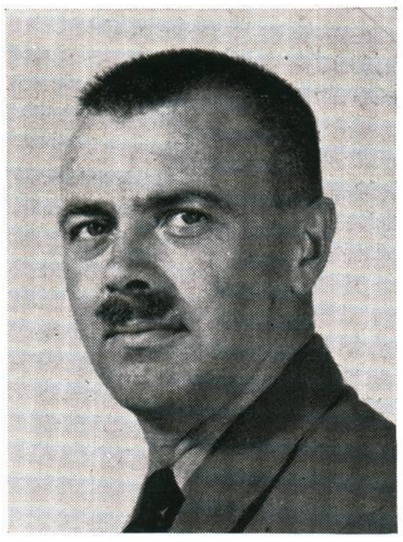
New Year

to all Canadian Friends

☆

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F/L Olenick



F/L Yager

F/L WA (AL) Yager is the Aeronautical Engineering Officer for 419 Squadron and a native of Swift Current Sask. He enlisted as an AE Tech in 1937 and was commissioned in 43 and again in 51. He has had a tour on the maintenance of seaplanes and light training aircraft, on fighters and transport while overseas during the war and since then has had two tours with the Auxiliary Support Unit in Toronto and London Ontario before going on CF 100's with the OTU at Cold Lake. A tour in Training Command included instructing at the Aeronautical Engineering School and at Camp Borden TTS with some time on the trade test board.

He married Doris Roberts and they have four children.



F/L McLachlan



F/O Pedde

CHOPSTICK No. 6

F/L McLachlan joined the RCAF in November 1941 and spent the remainder of the war doing unexciting staff pilot duties in Canada broken only by a short 'sightseeing tour' to the UK near the end of the hostilities. After being out of the service for a year he reenlisted in 1946 as an aero-engine technician. When it became obvious that he wasn't much of a mechanic, he was commissioned and resumed his flying duties. Recent jobs include a tour with the Ferry Flight in Calgary and as adjutant at the Supply Depot at Namao Alberta. He has been with 419 squadron just over a year. He, his wife and one child live in PMQs.

CHOP 6 1/2

F/O Arn Pedde was born at Springside Sask., 28 Sept 1935 and joined the RCAF in February of 55. Initial training was taken at the PFS in Centralia followed by navigation and A. I. training at Station Winnipeg. In June of 56 he began his OTU course at Cold Lake where he teamed up with F/L McLaughlin. He joined our squadron in September 56, is married with one child and lives out in Gernsbach.

419 Groundcrew

by Cpl R. Peever

This month's news will be a combination of this month's and last month's. I am sorry that some of the news may be a bit late to be properly appreciated.

I wish to say that we have a committee formed to take care of matters pertaining to the orphanage this squadron is looking after this Christmas. As time goes by we will try to keep everyone posted on what is happening. We would also appreciate any good constructive ideas which may be given to us. For the next month everyone will be asked to contribute towards different Christmas projects about this station. These may all be good causes but remember all of us in 419 wish to put an all-out effort towards our own orphanage, that we are helping. 414 squadron always held the name of giving these children a wonderful time. Let us show that 419 can do as well and even better.

We had quite an incident in the hangar recently. Flight Sgt. Bailey noticed all the airmen suddenly running outside and the excitement seemed to be very high. Thinking of some possible trouble the Flight rushed outside and found everyone looking upwards. Suddenly someone exclaimed "There it is, two CF's flying".

Cpl Calderone took his five year old son to the hospital and the boy has to have an operation in the near future. We wish him a speedy recovery.

Congratulations to LAC MacDonald on his marriage last month to an Irish Colleen, — who by the way is still in Ireland waiting for Mac to pick her up on his way back to Canada next month.

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Recently a few wives of 419 members have been ariving and we hope they are going to enjoy their stay in Germany. One of the ladies is Mrs McCrossin who suffered a bad attack of the flu during her stay in Scotland en route here. According to Mac he says she stayed too long in Scotland, because it took her two weeks to get used to wearing shoes again. Another new arrival here is LAC McKay's wife. I hear that on their way from Le Havre they nearly perished in the hotel where they spent one bitter cold night. WO James and Sgt. Walton are expecting their wives from Canada very shortly. We extend our greetings to both Frau's.

The airmen are going to be measured and issued with bowls for their heads so that they can keep their haircuts up to the expected standard. Also, all squadron members are to note the following Tuesday is the exchange day for coveralls and shovels.

Pattenaude has been asked to either get his uniforms tailormade or put on a little weight. They just don't carry uniforms small enough for him, and besides he has a hard time staying on the ground on windy days.

We were sorry to hear about the accident that Stan Pearson had. His wife was also in the hospital at the same time for other reasons. We are glad to know that both of them are up and around now. Stan is now working in Log Control. He is going to take Cpl Banfield's place and needless to say this has left Cpl Banfield very unhappy???

Once again assessment time has rolled around, making it an appropriate time to insert this little tit-bit. "He who watches the clock may always be one of the hands."

Who invited some friends in for an evening, and mixed their drinks with distilled water instead of ginger ale? Anyway, everyone concerned is still with us, so I guess it is a safe mixer.

According to reports from the wrestling stadium at Krefield Germany, the Canadian wrestling champions are as follows; Bonnie Daly for Eastern Canada and Bob Laird for Western Canada. Both champions were given a big welcome and had an enjoyable evening.

The electrical section welcomes a new member in the person of Flight Sgt Williams, formly of 422 squadron. With this arrival it is noted that Cpl Calderone will have to get off his . . . seat and go to work at last.

Is there some special attraction at Karlsruhe which attracts Cpl Jung and LAC Callacot there regularly? There must be a human interest story there somewhere.

From the present appearance, a pretty good hockey team is taking shape from this squadron. If only we can just get the team members to place the puck in the net of the other team instead of our own. Any bets from Headquarters or 444? Everyone come out and cheer your team to victory. Is it true that Dupron is going to be the new bowling champ of four wing? He bowls around sixty and with a handicap of 27 it gives him a pretty good average. Cpl Rogers is now the new checker champion of 419. We also have a broom-ball team going and are challenging all comers. For further information on this subject contact LAC "Baldy" McKay.

Has anyone told Hawkins that you can't run a car on water. You have to have at least 50% gas, especially on the start. John Paul says that the rumour that his car has to be pushed all the time is a false lie. You only have to push it every time it stops moving.

The rim of the wheel is now complete with the arrival of WO James and FS Millar. Others who have recently joined the squadron are Sgt's Walton and Sgt Owen, formerly of Wing Ormament, Cpl's Coulson, and Taylor and Airmen Sleigh, Cote, Crasdale and Lecuyer. We also welcome Cpl Power who has been on a course at three Wing. We also wish to say "So long" to Flight Sgt Doe who has gone to 6RD Trenton, LAC Webber going to Winnipeg, LAC Creelman going to Bagotville (that is Canada) and Cpl Bessette going to Rivers. The best of luck to all.

If there are any expectant fathers requiring information, they may receive same from Sgt Bingham. The Sgt was not able to get a doctor in time and delivered the baby himself. Both the baby and father are doing fine. Any offers from the hospital for another member to their staff?



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and
A Happy New Year
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Mr and Mrs Paul Brand

A number of members have been getting new cars and crocks. LAC Ferland now has a new Mercedes, LAC Fitchett has a new Volkswagen. LAC Murphy also has a car and it is rumored that he has applied for a mechanic's course. Cpl Calderone also ran and now has bought himself some transportation. I still have my daughter's bicycle.

What airman has been trying to beat up on the squadron weight lifter lately? Sgt Ringuette is now on leave in Italy and especially Rome. We also have another member in the hospital in Rome, who is LAC Martin. He was hurt in an accident on the way to T. D. and we wish him a speedy recovery. Speaking of T. D. we have a few squadron members there on duty now. One of these is Cpl Jobe.

LAC MacDonald (Fitter) is now the father of a baby daughter. Everyone concerned is doing fine. MacDonald has promised everyone in the hangar doughnuts instead of cigars.

FS Bailey has a good car radio and a very modern motorcycle for sale. Anyone with any offers may contact the Flight at number two hangar.

Cpl Seminuck has bought a car but it must have a touch of the Asian flu. Instead of starting these cold mornings it just stands and shivers. We wish to welcome Rudy the German bowser driver to 419 squadron. Rudy was a well know member of 414 squadron. With the way that he used to help around the aircraft we never could figure out why he didn't get his hooks.

Bob Laird felt so sure of himself after writing his group three on the last trade board that he immediately rushed out and bought his fiancee an engagement ring. In closing we have a reminder from our little canteen girl. She says in a very menacing tone . . . Bring back your cups . . .

We are here again

KD
AM MARKT
K.DUCHÂTEAU RASTATT

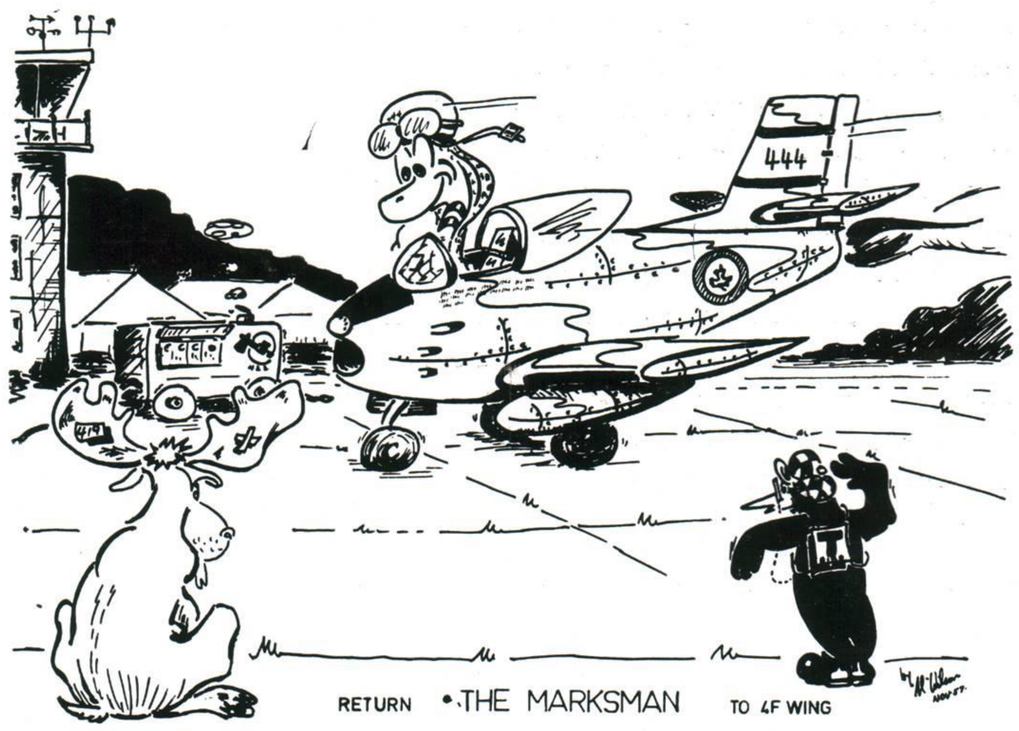
TOYS
and
GIFTS

on the airport Laundry-Hut 2

444 SQN

by F/O B C Bell

Most of the Squadron returned from T. D. on the 23rd Nov except for those who were delayed till Sunday because of the slow service the Daks are running this season. Needless to say everyone was overjoyed to get back for one reason or another. There wasn't much wrong with it but the tourist bureaus are right when they advise the poorest months for visiting are Oct and Nov. Apart from the almost continuous rain, the weather was cold. This combination laid out almost 80 % of the Sqn at one time or another. Most serious casualty among the pilots was the chief barrack beetle crusher, F/O Reg Heard, whose presence was greatly missed when the beetles made their nightly invasions. Reg spent two weeks in quarantine at 3 (F) Wing on his return to Germany. Many illnesses were traced to lack of liquids in the diet due to the confiscation of multi cases of canned refreshment. The Italian substitute, "Ichnusa", was not what the doctor ordered, (Dr. Collins that is). Another who spent most of his time on his back, (excluding the hockey players), was F/L Tommy (Michealangelo) Wheler, who really outdid himself by painting the Sqn crest on the only available space left in the mess — the roof. If the leaks in the building don't ruin the paint, this masterpiece should dominate the mess decorations for years to come.



It must be noted that entertainment around the Detatchment is rather sparse with bridge, darts, movies, bridge, "Battle Cry", bridge, sleeping and bridge being the main sources of diversion, (not counting F/O's Longhouse and Jones in Alghero.) An incident occured one afternoon which illustrates the diligence some apply to their jobs. F/O Ron Clarkson was returning from a routine flag towing sortie, dodging the CB's and rainstorms when suddenly he noticed the lack of thrust from his engine. Nonchalantly bailing out, Ron's only thoughts(?) were of the possible 100 % flag he was towing. After landing knee deep in the local landscape, and being entertained in a farmer's home (Hic), Ron despatched the rescuers to deliver the drogue in hopes of raising the Sqn average.

Anyway Ron, congratulations on the fine job and it's nice to have you around. The resulting newspaper publicity had a stimulating effect on at least one of the local girls. Triple Four will always wonder just who "Gina" was after she sent that intriguing letter to her hero.

This month we welcome aboard two new pilots who joined the fighting 444th from the OTU in Chatham. They are F/O's Bud Granley and Paul McLaren from Edmonton and Windsor, respectively. Both pilots are single types to bolster the diminishing number around the station, and we hope their stay at triple four will be a long and happy one.

Featuring the news from 444 for Nov is the new addition to F/O Gordy Gibson's family. Not only is this the Gibson's seventh child, which is a feat in itself, but it's also their seventh boy, making Mrs Gibson the most outnumbered mother in Air Div. Also in the baby dept. are F/L Jack Regan and F/O Jake Newlove who became the fathers of girls. For the Regan's it's their 4th (2 boys and 2 girls.), and for the Newlove's number I. Congratulations to all the new additions and respective parents.

As this is the last issue for 1957, the Fighting 444th would like to take this opportunity to wish all 4 (F) Wing personnel a very Merry Christmas and a happy and prosperous New Year.

Telecom Gen

by Cpl E. Sherwood

They say there's a troopship just crossing the Pond
On board are Hammell and Black,
Gaudet and Compton and Flt. Murray too
Deserted the Telecom shack.
MacInnis and Norris have left Micro-wavo,
Campbell and Jones from Air,
You got no promotion this side of the ocean
We trust you'll get lots Over There.
Bless you all, have a ball
But some day we hope you'll recall
Heartbreaks and moans which you blamed on 4 Wing,
Al fresco parties that made Hugie ring!
Now, you've said good-bye to it all,
Leaving Copley and Stewart and all
To maintain the Section (and Wednesday's inspection)
By Deutschland's once mighty West Wall.

We now say "How do", to the new fellows here,
Welcome to Yogi George,
Don't bat an eye if your Teletype sticks
Take it to Petrie's forge.
And Priestly by now should have finished the course
Of Cribbage at Building 9,
Let him join the Crew, back at old 52,
The Convoy could do with a shine.
Seen our Joe? — Where'd he go?
Committee or Board, I suppose —
And while we're on AWOL's, have you seen young Frank?
Last seen exploding Bud Murray's Fish Tank.
Ex-TA, now he scrounges in Stores
Marcenko gets Air's cushy chores.
And we hope the crewman will make way for Newman
When he lands on Canada's Shores.

The Duty Controller says he's out of comm
With aircrafts at Angels 1.
Ambulance, Crash Truck and Joe Franklin's heap
All notice QSA none.
The AFP's can't raise H Gate of the Base
The nurses can't sleep for P.A.,
While Sgt. McLeod sees the charts through a cloud
The Hardstand's u/s for today.
Bless you all, please don't call
94 or 95 or 96,
89 is busy and 91's away
98 and 99 have gone down for pay.
We will soon get around to you all
But, first hear the Telecom's call
To 4 Fighter Wing, we wish every good thing
For Christmas and New Year — et al.

CLIMATOLOGICAL SUMMARY FOR THE MONTH OF NOVEMBER 1957

TEMPERATURES:	1957	1956
MEAN MAXIMUM	46.6	43.4
MEAN MINIMUM	35.8	32.5
MONTHLY MEAN	41.2	38.0
HIGHEST	63.2	55.4
LOWEST	22.9	14.8
PRECIPITATION:		
RAINFALL	1.06	1.93
SNOWFALL	TR	TR
NO. OF DAYS WITH MEASURABLE PRECIPITATION	9	10
GREATEST AMOUNT FOR ONE DAY	.38 (7Th NOV 57)	1.06 (27Th NOV 56)





Wing Training Flight

Air Crew by G Doso

To start this month's article off, we would like to say congratulations to F/O & Mrs. Newlove. They are the proud parents of a bouncing baby girl. The happy event occurred while Jake was on T. D. The way communications are between there and 4 Wing, Jake did not expect to hear anything about the newborn until he returned to Soellingen, but the trusty T-birds were able to save the situation.

The town was visited by most of the pilots of training flight during 444's stay down there, and the place was found to be muddy and not dusty. One pilot even brought back some mud to prove it!

F/O "Guv" Drover has returned to 422, and F/O "Newf" Jacobs has been sentenced to replace him. F/O Drover says he is sorry to go because he knows that his weekend trips will be fewer now, and he will be spending much of his time on weekends in a tent at the end of a runway waiting for a scramble. So long Guv and good luck to you with 422.

The arrival of 'Newf-the-goolie', makes the pilots room of WTF more interesting, in regards to hockey talk. F/O Flynn fights for, excuse me, plays for Headquarters, F/O's Newlove and Doyle cheer for 444, F/O's Porter and Doso play for the officers mess team, and our OC, F/L Seaman claims he cheers for no team in particular, but for all ex-members of the 414 hockey team.

That about winds it up for this month. The members of WTF would like to wish one and all a very MERRY CHRISTMAS and a HAPPY NEW YEAR.

Ground Crew by Cpl Kreutz

It seems that every month we have to say Auf Wiedersehen to some one leaving, or welcome new lads. By the time this article makes its appearance, Cpl Lauzon (John esshue) will be taking leave in Scotland, before returning to Canada; auf wiedersehen John, we will miss the (esshue). Also our two new arrivals LAC Steadman, and LAC Honey, we hope that your tour at 4 Wing with T-Bird Flight will be a pleasant one. Last but not least, I think all the boys of T-bird Flight will join me in saying Auf Wiedersehen to LAC Vansickle, who has served most of his tour at 4 Wing with T-bird Flight and who is also returning to Canada. Bon voyage "Van". I noticed around the section lately, a lot of smoke, and was wondering if it was some one burning oil, and after investigating we found that LAC Al MacKinney had bought himself a car (I think) and when starting same, a mist appears at the rear. (Al) would you mind telling us what it is. While we are on the subject of cars, we also see our (Dennis the Menace) Vicklund sporting a 56 Ford, I guess his dreams of a Volks went down the drain. One of our new lads, who hasn't acquired a nickname as yet, but still goes by LAC Steadman also invested in a car, a 55 Volks convertible no less, we hope he has a smooth ride.

Late news; another lad (LAC Hoffart) just got word he was leaving on the 28 Nov so we won't be able to give him much of a send off, so I think all the boys will join me in saying Auf Wiedersehen and Bon Voyage (Boot Her) HOF.

Overheard in the Section. McKinnon (Threedy — Three) Ethier (Fordy-two). Can't say what they're talking about but I guess it's alright.



by LAW Laurie Morris

We, the airwomen of 4 (F) Wing, would like to wish everyone a MERRY CHRISTMAS and HAPPY NEW YEAR.

I'm afraid that excuses are at hand for last month's column, for I mentioned that there were no rumours of marriage, but your columnist was in error. This station was the scene of a charming wedding, the vows being exchanged between LAW Laura Lingle and LAC Gow. We wish them all the happiness in the world, and Laura we hope that you can boil water.

Now is the time to introduce you to two charming airwomen who have made their place with us this last month. First of all, LAW Deanna Johnson (Johnnie) who is an able body working at Telecom. She is quite an expert at cards, and she loves **FLOWERS,** just one kind in particular. The other one is LAW Roenspies, our Florence Nightingle from the Hospital. Welcome girls, hope your stay in Germany will be an enjoyable one.

"Bon Voyage" to Mary and Jackie who will be leaving sunny (hum) Germany for that beautiful country Canada. We will miss you all very much, and from the bottom of our hearts we wish you good luck. Jan is transferred to Air Div, so all we need say to her is "See you later Alligator and take it easy with those Frenchmen."

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Peter (not the rabbit) took a party to Air Div in her grey Mercedes. Everyone was happy on the trip, and why not? The sun was shining! Suddenly they smelled fire, and came rushing out of the car, to watch the poor old heap burn away (not completely that is, but just the wiring). So poor old Pete was without a car for a few weeks but now she is smiling because she has it back. But (as always) her battery is dead, and the car must be pushed before it will start. I don't know old girl, but a word of advice; "Please invest in a **"fahrrad"."**

NOTICE: For sale two bald tires & a book entitled "The use of tires for flower gardens". Do not miss this great offer, the tires are limited and this offer is only good in Germany. Inquire at Supply Section & the girl to see is Cpl Barnes.

Julie Grenier is the mascot for the girls' basketball team, but the sad thing about all this, is that we have no team. The only way to stop our mascot being unemployed is for all the girls to get together and form a team, Heavens, we don't want the other Wings to say "4 Wing doesn't show us much".

The old Year is almost at its end, and soon the new baby Year will be upon us. Next month is the month for resolutions; this year let's not just make them, but for once let's keep them . . .!

Just a tick sputnik: "Good nite satellite, see you soon, Red Moon".

ASTRA NEWS

by E. W. Burnside (Theatre Manager)

Once more we are reaching the end of another year, a year in which many great films have been brought to the screen at this base. The most popular were; "The King & I", "Anastasia", "Baby Doll", "High Society" and "I'll Cry Tomorrow". They were the biggest box office attractions on the base, having played to capacity houses.

Looking towards the coming year it appears that we are in for another ensemble of outstanding movie productions with such masterpieces as S. Kramer's "The Pride and the Passion" starring Cary Grant, Frank Sinatra, & Sophia Loren, (a story based on "The Gun" a novel by C. S. Forester); Joan Crawford in "The Story of Esther Costello"; Kim Novak in "Jeanne Eagels". "The Pajama Game" starring Doris Day and "The Man with a Thousand Faces" with James Cagney. Many other great films will also come your way during 1958 so watch out for them.

A word now about Xmas and the New Year which is almost upon us. First there will be a special Cartoon show on Friday 20th Dec at 1400 hrs., at which children of 4 years to 12 years (inclusive) will be admitted free.

Closing days for the Theatre over the holiday period will be Xmas Eve. & Xmas Day, New Year's Eve and New Year's Day. The remainder will be as normally scheduled.

The management and staff of the theatre wish you a very Merry Xmas and a Happy New Year and hope to have the pleasure of entertaining you in the coming year.

Fresh Best Quality
Meats and Sausages

Metzgerei Wild · Huegelsheim

Smoke House News

by Cpl W. Stratton

Our anual Xmas party was held in Sandweier and the real festive spirit must have been present judging from the glum features of our stalwarts plodding into work the following morning. It also served for some of our recent arrivals as a good time to get acquainted with the wives and fellows of the section. The "get together" was also a farewell to LAC and Mrs "NEWF" Woodford. A small token from the 4 (F) Wing gang was presented to "Woody" by our chief FS Fulkerson and I'm sure Woody and his charming wife will look back with pleasant memories of their stay at Baden Soellingen.

We once again are approaching the annual section Christmas parties and the Fire Hall staff are submitting this short poem as a guide for all whether at the section or in the home.

YULETIDE SAFETY POEM

'Twas the night before Christmas and all through the house,
Not a creature was stirring, not even a mouse.
When down through the chimney and all covered with soot,
Came the "SPIRIT of FIRE" an ugly galoot.

His eyes glowed like embers, his features were stern,
As he looked all around for something to burn.
What he saw made him grumble, his anger grew higher
For there wasn't a thing that would start a good fire.

No door had bleen blocked by the green Christmas tree,
It stood near a corner leaving passageways free.
The lights that glowed brightly for Betty and Jim,
Had been hung with precaution so none touched a limb.

All the wiring was new, not a break could be seen,
And wet sand at its base kept the tree nice and green.
The tree had been trimmed by a mother insistent,
That the ornaments used must be fire resistant.

And mother had known the things to avoid,
Like cotton and paper and plain celluloid;
Rock wool, metal icicles and trinkets of glass,
Gave life to the tree; it really had class.

And would you believe it not far from the tree,
Was a metal-covered container for holding debris,
A place to throw wrappings of paper and string,
From all of the gifts that Santa might bring.

The ugly galoot was so mad he could bust,
As he climbed up the chimney in utter disgust,
For the "FOLKS" in this home had paid close attention,
To all the rules of "GOOD FIRE PREVENTION".

It would be greatly appreciated if sections having parties would call us concerning decorating and also at completion of same to inspect the premises. In closing your FIRE HALL staff wish to everyone a Very Merry Xmas and a HAPPY NEW YEAR.

1893 Ilse 1953

Quick-Service:
Dry cleaning
Laundry

Ilse

at Soellingen airfield on Monday, Wednesday and Friday
at Married quarter area on Tuesday and Thursday

Supply

by REJECT

Auf Wiedersehn to Sgt McWilliams in Air Movements, Cpl Ranger in R & I and LAC Dyer, also in R & I, who are leaving for the land of plenty, but few Gasthaus's. We'd like to say Hello to Sgt Easton, who is taking over LPO, also Cpl Porell and LAC King, who will reside in the R & I.

Cutie O'Cooper has just welcomed his most beautiful girl in the world to 4 Wing and he says — quote "I was never made to be single!" Cooper's quote — "Why not call Supply Section 'Pilots'." Explanation — Take it from here and pile it there! Five cent Gillin, he'll five cent you to death when you come for coffee.

Down below in the far compounds of our base I hear very few comments on how all is going. How about some gossip Johnny? Hey Sam, I see that Opel of yours is still running! What happened? No motor? Last but not least we would like to say Hello to our new Steno. who replaced Dot. Her name is also Dot — Dorothy Sweetnam is the correct name.

Well we'll close this little column with this little poem related to Christmas and New Years.

THE NIGHT BEFORE CHRISTMAS

T'was the night before Christmas and all through the house
There were empties and butts left 'round by some louse',
And the best quart I'd hid by the chimney with care
Had been swiped by some bum who had found it hid there,
My guests had long since been poured into their beds
To wake in the morning with some gawd-awful heads.
My wife too, was cold with her chin on her lap,
And me, I was aching for one more night-cap.
When out on the lawn there arose such a yell,
I thought all the IMPS had broke clean out of Hell!

Away to the window I tore like a flash,
Fell over the table with an awful a crash.
The moon on the breast of the new fallen snow
Made me think of coal bills and all that I owed;
But what to my wandering eyes did show up
But eight bloated reindeer hitched to beer truck.
With a little old driver who looked like a hick
But it was Santa, as tight as a tick.

Like General Grant's tanks those reindeer came
And he hiccoughed and belched and called them by name.
"On Schenely, on Seagram, we ain't got all night
You too Haigh and Haigh and you Black and White
Scram up on the roof, get the heck off this Wall
Get going Mule train, we got a long haul".
So up on the roof went the reindeer and truck
But a branch hit Santa before he could duck
And then in a twinkle I heard from above
Some language that came from no cooing dove.

Then I pulled in my head and cocked a sharp ear
Down the chimney he came, right flat on his rear,
He was dressed up in furs with cuffs on his pants
And the way the guy squirmed I guess he had ants,
His droll little mouth made him look a bit wacky
And the beard on his chin was stained with tobaccy
He had pints and quarts in the sack on his back
And a breath that would blow a train off the track.
He was chubby and plump and he tried to stand right
But he didn't fool me, he was as high as a kite.

He spoke not a word but went straight to his work
And missed half the stockings, The Plastered Old Jerk.
Then putting five fingers to the end of his nose,
He gave me the bird and up the chimney he rose.
He sprang for the truck and slid on his face
But finally managed to fall into place.
And I heard him belch back'ere he passed out of sight
"Merry Christmas you Rum Dums, now really get tight".

Anonymous

Merry Christmas and a Happy New Year to you all from the Friendly PX.

CPL'S CLUB

by Cpl Bob Atkins

There happens to be an old saying, "Better late than never" and with Christmas shopping and almost having heart failure while playing Cpl Ken Addis' Bingo card last Saturday night I almost forgot this Flieger article. On Saturday November the 20th, we finally had our "Bavarian Night". One of the best crowds of the year turned out to enjoy the fun and to witness by far one of the best floor shows. All thanks to Cpl Harry Ennis and his tireless cohorts on the Entertainment Committee. On the 29th of November Cpl Jim McGovern, a very popular choice was voted in as our new V/PMC. Not only is Jim good at playing the piano but his wife is just as good at winning at Bingo. Ask anyone who needed a couple of numbers for the Jackpot.

Our Hockey Team lost to the Sgts by a score of 5 to 1 but bounced back to beat the Airmen "A" Team 7—2. Cpl AL Lang was on hand with his little black bag but few injuries were reported.

The Microphone will be quiet for the next two weeks as the Vaughn Monroe of the Club, Cpl Ed Chandler is in 3 Wing on T. D. Coke sales are expected to go down as Cpl "Lucky" Madland is moving to PMQ's. Cpl Terry "Chappie" Chapman seems to find that 1700 to 1900 siesta as the secret to playing good Bridge.

It has been very quiet in 33 B lately since the arrival of Cpl Sam Stephenson and his Vigilantes.

Although Bingo's in the Club will still continue, a special thanks to Cpl Al "Stu" Stuart for the wonderful job he has done as M. C.

Merry Christmas and a Happy New Year to all from the Cpl's Club.

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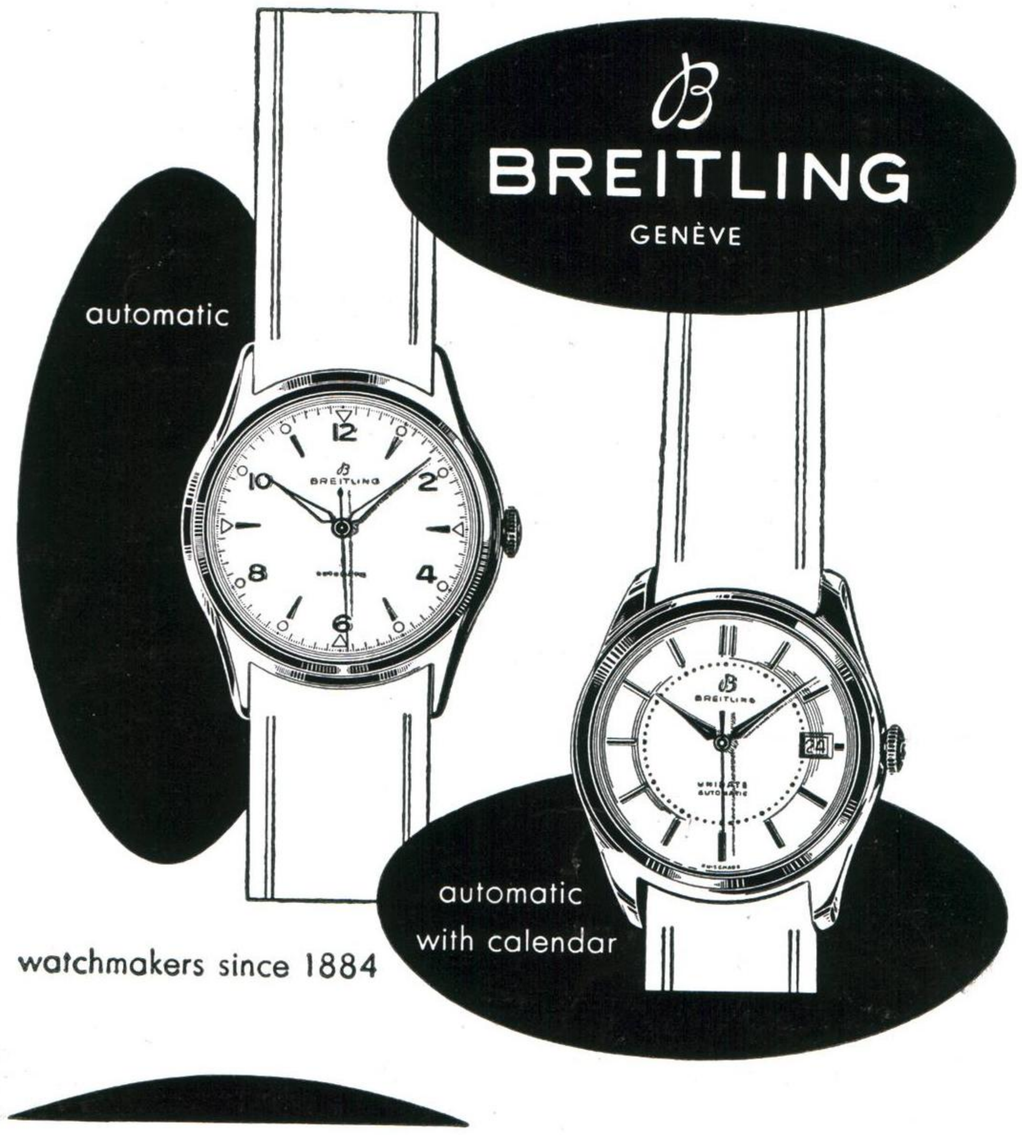
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