Schwarzwald-Flieger

THE FRENCH FORCES IN BADEN-BADEN (COVER STORY PAGE 1)

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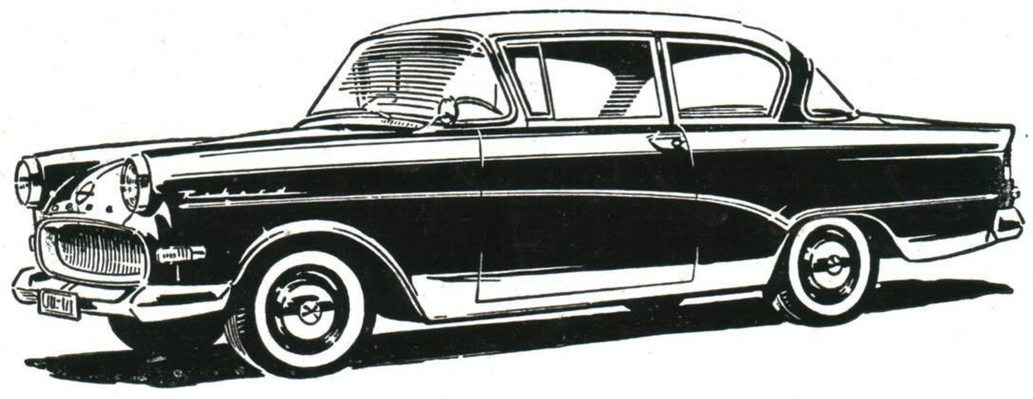

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The French Forces in Baden-Baden

by F/L C.G. Burt & Capt Graillat

Shortly after our arrival at Soellingen we notice that we are not the only military personnel in the area. We meet French soldiers in Baden, Rastatt and other towns. Many personnel will have wondered about the background of their installations and this article is intended to provide some information on the French set-up in Baden-Oos where the headquarters of the French Forces in Germany is situated.

The area where we are stationed is the old French occupation zone of Germany. Its first Commander was General Koenig who, as head of the 1st French Army, played a valiant part in the defeat of the German Forces. On 31 July 1945 he established his headquarters at Baden-Baden which thus became the capital of the French occupation zone. Baden-Baden was chosen because:

It was approximately the geographical centre of the French Zone
The city was not damaged
It was a Spa town and so had a large number of buildings which could house the military and civil administration.

Like the other C-in Cs of the allied occupation zones General Koenig had two assistants — a civilian who was in charge of the military government and an army officer who was head of the Occupation forces.

The civil administration and the Commanding General operated from hotels in Baden-Baden while the military headquarters, except for the Commanding General's office, was established in the barracks at Baden-Oos. Personnel lived in requisitioned houses and hotels.

This state of affairs lasted until August 1949 when the status of the western portion of Germany changed. The Allied C-in Cs were replaced by High Commissioners and civil government powers were handed back to the Germans; Government by the allied powers ceased. As a result Gerneral Koenig left and Monsieur Francois Poncet became the new French High Commissioner with headquarters at Bad-Godesberg. The civil administration moved there from Baden-Baden. This left Baden-Baden with the headquarters of the French forces in Germany. At this time General Guillaume became the C-in-C. and work was begun on the French "cities" at Baden-Oos.

As the PMQs were completed the requisitioned hotels and houses were returned to their former owners and in October 1951, General Monet, who had replaced General Guillaume moved his headquarters to Baden-Oos. Since 1955—56 there have been no French personnel living in Baden-Baden as everyone had moved to Baden-Oos. So Baden-Baden was able to return to its normal business of catering to visitors.

On Parade

The "cities" at Baden-Oos which we can see from the highway are called after towns or provinces of France; e. g. Paris, Normandy, Brittany, Thierache. Each city block is named after an area of Paris or a French town, such as Notre-Dame, Luxembourg, St. Mere Eglise (where the British paratroopers were dropped 6 Jun 44), Dieppe, (where Canadians distinguished themselves) etc. Each city has its own store where families can buy French products and where French army "script" is used.

There are hotels which at the same time act as messes for personnel. For officers there is the "Tour D'Auvergne", and for NCOs there is the Sergeant Blandan (called after one of the heroes of the French Army). For French Women Personnel there is the "Bellone".

The Privates' Mess

There are 3 churches, Catholic, Protestant and Jewish and each has its chaplain.

While families find most of their needs are met by the "Economat" they still patronise the local economy to a great extent. This is possible because a part of all personnel's pay is in marks.

There are three categories of personnel at Baden-Oos

— Regular Force Officers and NCOs

— Privates

— Civilians

The Regular Force Officers and NCOs stationed at Baden-Oos are on the staff of the Commanding General's headquarters. The length of their tour in Germany is not rigidly fixed and varies according to the "exigencies of the service" Normally it is 2½ to 3 years. They are permitted to bring their families to Baden and are provided with PMQs.

The Privates are young 20 year-old men who are doing their obligatory military service. They act as clerks, interpreters or ME-drivers. They usually spend one year in Germany and one year in North Africa. Normally they are not married and live in barracks. They have the chance to meet young German men and ladies of their own age at the French-German club where they can talk, dance & have light refreshment together.

There are two categories of civilians. Some are employed directly by the Army like the teachers at the Charles de Gaulle high school, others are engaged by contract to run the Economats or the cinemas. Like the military personnel they are admitted to the French stores and are provided with ration cards for tobacco and gasoline. The gasoline ration varies according to car horsepower.

There are good facilities for amusement at Baden-Oos. There is a cinema which is open every day and shows French films, and there is a theater at the "Tour d'Auvergne" where well known French theatrical companies give performances. Dances are frequently organized.

Near Baden-Oos there is a small military airport which is reserved for Communication Flights; it allows the Commanding General to travel quickly to points where his troops are stationed.

PMC Accidents

In 1956 more man hours were lost to the RCAF through motor car accidents than from any other cause. 489 personnel were hospitalized, resulting in a loss of 9396 man hours. One third of the deaths of RCAF personnel in 1956 were caused by car accidents.

And get this — the number of injuries requiring hospitalization was proportionately twice as many in 1 Air Div as in Canada.

The remedy? Drive a lot more carefully in Europe than you would back home.

DEAR FOLKS

I hope everybody on that side of the ocean is keeping fit. I am doing pretty good here. I had a bad cold from stringing barbed wire in the rain, but the Medical Officer fixed me up with a bottle of stuff from the dispensary. I was supposed to take it every time I took coughing, but after I tasted it I was afraid to cough again in case I would have to take some more. It is a good cure for colds. I think he must have had a course in psychological warfare or something to have learned that trick. I heard a story about a fellow who went on sick parade one morning with sore feet, and they gave him a bottle of pills for them. He went to bed for three nights with those pills stuck between his toes, and they didn't do him a bit of good, so it is hard to know what to think. That cough medicine was good though, even better than German Schnapps.

I was visiting the Permanent Married Quarters on the station last week, and wait till I tell you about it. One of the electricians in the hangar had me to dinner, and he came to pick me up at the barracks in his car. We drove in to the place and there was a sign saying the speed limit was fifteen miles per hour. I thought it was queer because the road was pretty good, but when we got near the apartments I saw why it was that low. I've never seen so many kids around in one place in all my life, and they all looked nearly the same age. They were running back and forth across the road, riding bicycles all over, pulling each other around in wagons, and one pair was even playing marbles in the middle of the road and had another kid directing traffic around them. We passed a nice big playground, and all there was in it was a couple of sergeants playing golf. When we got to my buddy's place, he shut off the engine, breathed a sigh of relief, wiped his brow and put a little check mark on a card in his sunvisor. He told me he was keeping track of the times he got in to the place without hitting a kid or a car trying to avoid them.

I don't know how he could tell he was in the right apartment block, because they all looked the same to me. We climbed several flights of stairs, and I noticed that at each landing somebody looked out the little peep-holes they have in the doors to see who was coming up. His place was real nice inside, except that some paint came off on my raincoat when I rubbed against the wall. They told me the painters were going to come in and do them over with a new type of paint. It seems kind of funny that they wouldn't have used the proper type paint when they first built the places, but I guess it keeps people employed going around correcting all the mistakes that were made at the beginning.

After dinner, we were sitting around having a drink of German wine and I thought I could hear some good music, so I asked him if he could turn up the radio a little. He told me he didn't have the radio on, because it wasn't his week. You see they use their radios like a sort of car pool, and people who live above and below him use their sets once every three weeks with the volume turned up loud enough for the others to hear. They figure there is only one station to listen to, so there is no squabble about programs, and besides it makes the tubes last a lot longer.

His wife was telling me that these apartments are very hard to get into when you first get here. There is one couple across the hall who moved in last month and their three years is up in July. They had been waiting all this time to get in, and when their name was pulled out of the Housing Officer's hat at last, they moved in just to say they hadn't been waiting for nothing. They said a lot of people are pretty close to getting in, but now that the

(continued in preceding column)

RCAF has granted extensions to anyone that wants them, all the people who are in PMQs are taking them, and those who are living in the farm-houses and other places out on the German economy are going to have to stay there. It doesn't sound very fair to me, and I guess the guys who wrangled the extension business are living in a PMQ or something. I'm glad I'm not married. I couldn't live in some of the little villages around here.

Well, I guess I'd better say good-bye for now, or I'll have to use another letter form, and it is hard enough to fold two of them together without these post-office guys finding out, let alone trying three. Love to everybody, and say hello to the gang if you ever go past Louie's.

Your son and heir, Elmer.

THE PORSCHE

No doubt the most familiar name in Germany's automobile design circles is Dr. Ferdinand Porsche. A real pioneer in the automotive world, his first effort was an electric car known as the Porsche-Lohner Chaise, seen at the Paris World show of 1900.

It was in 1948 that the first type 356 Porsche made its appearance; it was a forerunner of the present Porsche which is now world renowned to racing and sports car enthusiasts and to the motoring public in general.

Through the kind efforts of Gerstenmaiers, the local agents in Baden-Baden and the co-operation of the Porsche company at Stuttgart Zuffenhausen, I managed to test drive a Porsche 1600 Super, and believe me it's one of the driving thrills that doesn't come too often to the small family sedan driver.

The outward appearance has not changed a great deal, the few changes being rear lights of a different design and on the 1600 series the exhaust pipes come out through the bottom of the bumper guards, thus giving increased ground clearance. The hood is released from the driver's seat by a knob and a safety catch that has to be released from outside similar to most cars. When the hood is lifted it discloses a spare wheel, a covered battery stowage, tool roll, jack etc. and a 11½ Imperial gallon gas tank, and room enough for a medium-sized suitcase.

The engine compartment hood is also released from inside the car and when lifted one sees what appears to be a Volkswagen engine, — but in looks alone! This one has almost twice the capacity of the Volks. Twin carburettors and increased compression ration give greater efficiency and flexibility and the economy is more than comparable to any other sports car.

Being short in the saddle, I found no difficulty in entering the car, and I imagine any real tall types could soon find a manoeuvre best suited to their stature.

The two bucket seats are fully adjustable, both fore and aft and have reclining backs, a boon for long distance travellers. Behind the front seats is an emergency seat that will take an additional passenger or two over short distances, a pair of small kinder or a big dog on a more permanent basis. The back of this seat folds forward to form quite a large luggage space.

Once I got in and the seat was adjusted to suit my needs, I found that the driving position was both comfortable and supporting as only bucket seats can be, and that everything was positioned for ease of operation. The gear shift on the floor by your right knee, with the normally positioned 4 forward speed box has syncromesh on all four gears, and very little lever movement is required to change gears.

The dash is well laid out, with three instruments; reading from left to right — a combination oil temperature and gas gauge, with red and green generator and oil pressure warning lights mounted in the center. The center one is a Tachometer, with the normal operating range

marked in green, and the high rpm range marked in red (this should not be exceeded for more than a few minutes). In the center of this gauge are the high beam warning light, and turn signal warning light. The gauge on the right is the speedometer complete with odometer and trip recorder. Grouped around these instruments are, from left to right: windshield wiper switch, ignition cum-starter switch, light switch, (with a dimmer switch for the panel lights), and a hand throttle with a quick release. For faster warm-up, the choke is automatic. There is a cigarette lighter, provision for a custom radio installation, a reasonable sized glove compartment and a safety handle grip for the passenger's use. The heater control is on the floor forward of the gear shift and beside each seat is an individual controlable outlet.

The cowl above the dash is padded as are the sun visors, (the passenger side one has a mirror) and the door corner posts are padded. The designers have attempted to combine safety, speed and comfort.

After an external check and a look at the controls and gauges we left Gerstenmaiers' in Baden-Baden. The factory representative, Herr Peiper, who accompanied me, drove and I was able to study all the interior layout and details of this fine piece of machinery. Out on the Autobahn and puttering along near the 100 MPH mark, I was amazed at the lack of sense of speed, until you looked out the side window.

I took over control of the car and proceeded on toward Karlsruhe at a cruising speed between 90 and 100 MPH and a maximum of 112 MPH and although the power plant let you know it was there, the noise level was never excessive. The car handled very well at these speeds, the steering being light and positive. We turned off the Autobahn and proceeded through Ettlingen to Herrenalb, then on to Gernsbach and from Gernsbach to Baden-Baden, and anyone who knows that road will tell you that it is as far from straight as you can get and as hilly a stretch as can be found in these parts.

The Porsche seemed equally at home on this type of terrain as on the Autobahn. It ate up the hills with ease and would take any corner as fast and furious as I had the nerve to try it. Never once did I have the feeling that it had the better of me, as one sometimes gets in a bigger car under similar circumstances; the Porsche would do anything you asked of it. In traffic you can take advantage of its terrific acceleration to get out in the open, and in town driving one can putter along at 30 MPH in high gear with ease.

Once you get used to the sports car style of gear shifting, I imagine some pretty startling acceleration figures could be obtained.

There are four current models of the Type 356A. The Coupe, Convertible, Hardtop, and Speedster. Each model comes in three styles, the 1600cc, the 1600cc Super and the 1500cc Carrera GS. The prices range from US $2,524 for the 1600cc Speedster, stripped of all the refinements to $4,325:00 for the 1500cc Carrera GS. The model tested, the 1600cc Super Coupe sells for $3,030:00. The Hardtops are detachable and are interchangable for convertible tops as an extra.

Technical Data. 1600cc Super

Engine Type — 4 cylinder horizontally opposed, air cooled.
Engine Size — 1582cc
Bore — 3.25 in
Stroke — 2.91 in
Compression Ratio 8.5 to 1
Maximum Power — 88 (SAE) HP at 5,000 RPM
Weight 1874 lbs; ground clearance: 6.3 inches; turning circle: 36 Ft.

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Coupe

COUPE 1600 cc	US $ 2.785.00
COUPE 1600 cc Super	US $ 3.030.00
COUPE 1500 cc Carrera GS	US $ 4.067.00

Hardtop

HARDTOP 1600 cc	US $ 2.985.00
HARDTOP 1600 cc Super	US $ 3 225.00
HARDTOP 1500 cc Carrera GS	US $ 4.245.00
Convertible-top (for all 3 types)	US $ 195.00

Speedster

SPEEDSTER 1600 cc	US $ 2.524.00
SPEEDSTER 1600 cc Super	US $ 2.764.00
SPEEDSTER 1500 cc Carrera GS	US $ 3.794.00

Convertible

CONVERTIBLE 1600 cc	US $ 3.052.00
CONVERTIBLE 1600 cc Super	US $ 3.294.00
CONVERTIBLE 1500 cc Carrera GS	US $ 4.325.00
Hardtop-roof (for all 3 types)	US $ 170.00

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The Fairey Rotodyne

Aircraft companies must make air travel superior to other forms of travel if they are to stay in business. On long distance hauls it has not been too difficult to do this because of the superiority of the aircraft in speed. On shorter hauls however the aircraft's superior speed is often nullified by the extra time required to travel from airport to city centre. In big cities like Paris, New York and London the airport — city centre journey can take over an hour, accounting for a loss of at least two hours per trip.

As it is impractical to build airports in the centre of cities a few companies have established helicopter services on short hauls in an attempt to overcome this time loss. However helicopters have their disadvantages, some of which are as follows:

Small size
Low speed
High fuel consumption
Great vibration (and therefore reduced comfort)
Inability to remain airborne in the event of engine failure
Flying restricted to contact conditions only.

The answer appears to be in having an aircraft which will act like a helicopter on take-off and landing, and like a conventional aircraft during normal flight. The Fairey Aviation Company has just accomplished this in its new "Rotodyne". This aircraft uses its rotor for take-off and does so a great deal smoother than the conventional helicopter. There is no gearing between the engines and the motor to cause heavy vibration; instead the engine pumps compressed air to the rotor tips where it is burned with kerosene in tip jet units. And if one engine fails at take-off or landing the twin engined Rotodyne can continue to hover at full weight and thus make a safe landing.

At take-off the propellors are set at zero thrust, all power being used to drive the rotor. Power is fed to the rotors until 80 knots is attained; at this speed the propellor blades are put into positive pitch and power is gradually fed to the propellors. At 100 to 110 knots the compressors are declutched, the rotor goes into auto-

rotation and forward speed is provided exclusively by the propellors as with conventional aircraft.

In cruising flight, failure of one of the turbo-prop engines does not prevent completion of the journey as the aircraft can still climb at 200 feet per min on one engine at full weight.

The Rotodyne should be an excellent aircraft for all weather operation. The fact that the speed can be reduced to a very low figure and then a vertical descent made will allow safe flights to be made in weather minima below those of fixed wing aircraft.

This new aircraft can be used as a passenger or cargo plane. It can carry a payload of 10,000 lb or 40 passengers up to 400 miles at overall speeds and costs comparable to those of fixed wing aircraft. It seems to be an ideal aircraft for inter-city transport and between areas where the overall revenue or the local economy may make the building of large airports not feasible. The saving of time on inter-city runs is well illustrated by a comparison between the times a conventional aircraft and a Rotodyne would take from the centre of London to the middle of Paris. This journey by present types of aircraft, including surface travel to and from airports and 30 mins passenger handling is $4^1/_2$ hours. The Rotodyne will reduce this to $1^3/_4$ hours.

Much has been written about a Dakota replacement. Clearly no exact replacement is possible; what is needed is something which will represent the step ahead needed in short range transport now, in the same way that the Dakota gave a great step ahead in the 1930's.

This, the Rotodyne may well provide. C.G.B.

UP TO DATE WITH TELECOM

Compiled by F/L AC Copley

While thumbing through numerous papers, purchased so that a Canadian overseas may keep abreast with the happenings in Canada, I ran across a small article that reminded me of the March issue of Up to Date with Telecom.

It appears that our French allies have also been playing with the miniature radio. Redal-France, of Paris, offers a walkie-talkie set for factories and large offices which is only 7/8 of an inch thick and weighs 100 grams. Personnel in a plant will be able to receive messages directed to them, no matter where they are. The user is called "by a discreet whistle from the machine", which he then puts to his ear, and can receive a message with a volume equal to that of a telephone.

A new electronic tube has been developed that will simultaneously display radar or television images, with identifying letters, numerals and symbols super-imposed. In use the new tube will enable an air traffic controller to see the radar "blip" of a plane, and a series of numbers, letters and symbols denoting its identity. At present this tube forms the heart of a high speed printer. One use of the printer is to take the output of a data processing system and convert it into printed information. The high speed printing is achieved by focussing the output of the tube onto a printing roller. The electrical fields that are produced attract a powder which forms letters or numbers, and these are pressed onto a paper as it passes over the rollers.

RCA has developed a new weather radar, that gives accurate local weather conditions at distances up to 150 miles. Storms will be able to be tracked more accurately. This system will have particular application in airport weather surveillance, and off-shore drilling operations where personnel are particularly conscious of weather conditions.

RCAF NEWS

RCAF Award — A trophy has been awarded to number five Communications Unit at St. Hubert, Quebec, for being the most efficient group in the Canada wide teletype network of the RCAF. The unit, one of six units that stretch from coast to coast was given the trophy after it was visited by a team of Air Force experts. It won top honors for everything ranging from Air Force procedures to ceremonial drill among operators and technical and administrative personnel.

Explosion — An explosion took place at an RCAF armaments depot at Angus, Ontario and officals say some casualties may be expected. The blast which totally destroyed a building, was followed by a fire. So far, six civilians and one airman are missing, and an air force spokesman said he feared they could be presumed dead. The cause of the explosion has not been determined yet, but an official enquiry has been launched.

RCAF Stn St Johns — The collapse of part of an arena at RCAF St. Johns, Quebec, has claimed one life. Fourteen year old David Bjurstrom died in hospital at St. Johns. His father, 38 year old Corporal Robert Bjurstrom was also injured but has been removed from the danger list. About 100 persons were in the frame building when one end and a section of the roof gave way. The CAdO at the station, Wing Commander J. H. Giguere said it was a miracle no one else was hurt. It's not known yet what caused the collapse, but it might have been the weight of snow on the roof.

Rescue — An exemplary display of service co-operation took place recently during the RCAF-Canadian Army Exercise Bulldog IV as the crew of a C-119 Flying Boxcar rescued a paratrooper of the Princess Patricia's Canadian Light Infantry regiment from possible death.

Private Gordon Parker, 20, of Meadow Lake, Sask., participating in a mass paradrop at Camp Wainwright, Alta., got into difficulties when he leaped from the aircraft. His parachute failed to open and he immediately became entangled in the static lines of the troops who had already jumped.

For more than two long minutes, Private Parker dangled below the aircraft, more than 1,200 feet above the earth.

Flying Officer Moore White, 24, of Lindsay, Ont., radio officer and dispatcher on the aircraft, leaned far out of the door of the C-119 and managed to grab one of Pte. Parker's legs. With the help of other crew members, F/O White was finally able to haul the trooper, whose eyes had been frozen shut in the frigid slipstream of the aircraft, back on board.

Returned directly to the RCAF's Namao airbase, he was admitted to the Station Hospital where he was found to be suffering from a slight case of exposure. He was later returned to barracks.

CF105 — Canada's supersonic jet interceptor, the Arrow has taken to the air for the first time. The CF 105 plane, a delta-wing craft, is designed to fly at more than 12 hundred miles an hour, but on the first test was held down to four hundred miles. In Ottawa, however, officals of the defence department said the Arrow would require three more years of development work before it would be ready for operational service with the RCAF. Much would depend, the officials said, on development work in other parts of the world on conventional aircraft.

CANADIAN NEWS

Election — In the General Election the Progressive Conservatives obtained the biggest majority in Canadian history. Party standings, with one result to come, are PCs—209; Libs —47; CCF—8; SC—0. The PC majority is 154 seats. Immediately after the results were announced Prime Minister Diefenbaker said that the government would turn its attention to solving the unemployment problem.

Cars — Prime Minister Diefenbaker has been asked what the government intends to do about United States control over American corporation subsidiaries in Canada. The question was asked in a telegram to Mr. Diefenbaker signed by George Burt, the Canadian Director of the United Auto Workers' Union. He said the union felt the Canadian people had the right to know whether Canadian laws or United States laws regulated Canadian trade. The telegram was referring to a request from Communist China for one-thousand low priced automobiles from Canada. The request was refused by both General Motors and the Ford Company of Canada. Reports said that Ford was interested at first, but cancelled the deal because of United States regulations governing trade in strategic goods with China. Mr. Burt confirmed this at the time. He said Ford could have sold the cars to China but being a Canadian subsidiary of an American company, it had to abide by American regulations.

Population — Canada's population is now just over 17 million. The bureau of statistics in Ottawa says the estimate is based almost entirely on the expected natural growth in population, that is about 30 thousand a month.

HOCKEY — Canada wears the World Hockey Crown, having triumphed at Oslo, Norway, over a hard-playing Russian team by a score of 4 to 2. The fast skating Russians had taken the lead by marking up the first goal, in the first period. But the dazzling Canadian players tied the score 1 all in the second period, and the capacity crowd of ten thousand hockey fans went wild with excitement. In the tense third period, the Canadian team, the Whitby Dunlops, put on more pressure, and fired through three more goals, two of them in the last few minutes of play. The Russians only picked up 1 more, to make the final score 4 to 2 for Canada. It was the 4th meeting between the two countries in World tournament and Olympic hockey competition. Each country has won twice.

Hotel — Montreal's newest hotel the Queen Elizabeth on Dorchester Street West, will be opened April the 15th and 16th. There will be formal lunches in the hotel on both days; a fashion show; a dance to the music of Guy Lombardo's orchestra; and a charity ball, with two orchestras, Lombardo and Denny Vaughan's. The entire 22 storey hotel will be floodlit for the occasion.

SHOULD I FORCE MY CHILD TO GO TO SUNDAY SCHOOL?

By F/L CH White, Chaplain (P)

The following was written by Mr J Edgar Hoover of the Federal Bureau of Investigation, USA:

"Shall I make my child go to Sunday School and Church? Yes! And with no further discussion about the matter. Startled? Why? How do you answer when Junior comes to breakfast on Monday morning and announces to you that he is not going to school anymore? You know! Junior goes. How do you answer when Junior comes in very much besmudged and says "I'm not going to take a bath." Junior bathes doesn't he?"

"Why all this timidity then, in the realm of his Spiritual guidance and growth? Going to let him wait and decide what church he'll go to when he's old enough? Quit your kidding! You didn't wait until you were old enough! You don't wait until he's old enough to decide whether he wants to go to school or not, to start his education. You don't wait until he's old enough to decide whether he wishes to be clean or dirty, do you? Do you wait until he's old enough to decide if he wants to take his medicine when he is sick? Do you?"

"What shall we say when Junior announces he doesn't like to go to Sunday School or to church? That's easy to answer. Just be consistent. Tell him "Junior, in our house we all go to church and Sunday School and that includes you". Your firmness and example will furnish a bridge over which youthful rebellion may travel into rich and satisfying experience in personal religious living."

"The parents of America can strike a telling blow against the forces that contribute to our juvenile deliquency if our mothers and fathers will take their children to Sunday School and to church regularly."

All that needs to be added to this article written in America is that the "cap fits" many on our airforce bases. Parents are the first and greatest teachers and examples for their children. Church-going families are happier families.

Sunday Chapel Services

0900 hrs	Holy Communion
0945 hrs	Junior Congregation (Children 9 yr and older)
1100 hrs	Divine Worship and Sermon
1100 hrs	Sunday School for children 8 yrs and under & Nursery for Babies, held in the Education & Ground Defence Building.

Do you know that:

Your library has books for every reading taste, including detective stories, westerns, good novels, romance stories etc.

Your librarian will assist you to choose a book if you wish.

There are books for the handyman and handywoman — on car repair, sewing etc.

The reading room in the library has a large number of up-to-date periodicals such as Life, Time, Liberty, and recent Canadian newspapers.

If the library does not contain the book you want, it can often be ordered for you.

The "ASTRA" Cinema presents:

THE PAJAMA GAME

The Pajama Game is a cheery Warner Color musical comedy based on the New York and London stage success. It tells of labour unrest in a pajama factory and ends happily when a comely agitator and the handsome superintendent get together and bring the two-timing boss to heel. Doris Day contributes a versatile performance in the lead and the supporting players, too, are talented and energetic. They and the directors make the most of down-to-earth humour and sentiment and see that the catchy numbers are vigorously put over.

APRIL ATTRACTIONS

Tue 15th "THE JAMES BROTHERS" starring Robert Wagner, Jeffrey Hunter and Hope Lange in a technicolor/ cinemascope western giving the lowdown on the most ruthless bandits of the early west.

Wed 16th & Thurs 17th "THE JOKER IS WILD", in which Frank Sinatra, Mitzi Gaynor and Jeanne Crain are the stars, is a Vistavision biographical drama interlaced with music. It covers the checkered career of Joe E Lewis, the American comedian, who found fame despite injuries received in a gang war and his addiction to alcohol.

Fri 18th "THE ONE THAT GOT AWAY" starring Hardy Kruger, Colin Gordon and Michael Goodliffe. A gripping and suspenseful real-life adventure melodrama dealing with the exploits of Franz von Werra, the only World War II prisoner to escape from Britain.

Sat 19th Children's Matinee — "GAY AMIGO", with Leo Carillo & Duncan Renaldo on the side of law and order in this action-packed western.

Sun 20th & Mon 21st "THE PAJAMA GAME" featuring Doris Day, John Raitt & Eddie Foy jr. This is a musical comedy adapted from the international stage hit; the story revolves around labour unrest in a pajama factory.

Tue 22nd "ROCK! ROCK! ROCK!" stars Alan Freed & his band, Tuesday Weld & Teddy Randazzo. There are many popular rock'n' roll numbers in a collegiate story that should please the younger set.

Wed 23rd & Thurs 24th "KISMET" with Howard Keel, Ann Blyth & Dolores Gray in yet another great musical extravaganza adapted from the famous international stage success. It is a tale of romance and treachery in old Bagdad.

Fri 25th "THE BIRTHDAY PRESENT" starring Tony Britton, Sylvia Syms & Geoffrey Keen in a domestic melodrama concerning a young man who runs into dire trouble through trying to smuggle a gift past the customs.

Sun 27th & Mon 28th "TIME LIMIT" starring Richard Widmark, Richard Basehart and Dolores Michaels in a gripping emotional trial melodrama describing the sifting of evidence prior to the court martial of a U. S. army major accused of treason in Korea.

Tue 29th "THE LAST WAGON" featuring Richard Widmark, Felicia Farr & Tommy Rettig in a technicolor/ cinemascope outdoor melodrama telling how a wanted murderer saves young members of a wagon train from massacre by Apaches.

Wed 30th & Thurs 1st May "THE ENEMY BELOW" starring Robert Mitchum, Curd Jurgens and Theodore Bikel in a technicolor/cinemascope adventure melodrama giving a ringside account of a ding-dong battle between the skippers of a U. S. destroyer and a U boat.

Fri 2nd May "THE NAKED TRUTH" with Terry Thomas, Peter Sellars & Peggy Mount in a hilarious crime comedy describing attacks on a scandal magazine publisher by intended victims.

News from around the world is shown during Sun/Mon and Wed/Thur shows.

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DIANA DORS

Blonde Diana Dors has had a varied career since she broke into films eleven years ago after winning an award at the London Academy of Dramatic Art. She has been in vaudeville, the real-estate business, and, — listen to this, Bruce — has bought an aeroplane and learned to fly it herself. She has proved she has brains as well as — well, see above.

STADTMITTE

By Stogy Landry

The newly elected town council held their first meeting on 5th March and the following members were elected to the different projects,

Vice Mayor	F/O Lough
Sec. Tres.	Cpl Scarbo
Sports & Playgrounds	F/S Yemchuck Cpl Wilson
Bingo Committee	F/L Thomas Cpl Cassidy
Garden Plots	FS Bailey
Publicity	Sgt P. G. Landry

The meeting was well attended and the financial statement was read. A lengthy discussion took place in regards to the garbage collection system in PMQ's on Monday mornings; it is felt by the town council members that if there were a collection on Mondays we would not have the large amount of loose papers and tin cans flying around our living area which creates a real mess especially in and around the bushes. It was decided that the contract for the pick-up of garbage and its schedule would be looked into and the subject would be brought up at the next town council meeting.

Another subject that was discussed was the requirement for a large sign at the entrance into pmq's written in English, French and German advising that no peddlers are allowed into the area unless prior permission has been granted by the Air Force Police. The procurement of this sign. is being looked into also.

It was decided to have a big CLEAN UP around our living area on the week-end of April 5th. The boy scouts and cubs together with the town council members and volunteers will carry this work out, especially in and around the bushes between the buildings. Please help your council by picking up any loose papers you may come across; it will only take you a few seconds to do this and the area will look so much better. The German Nationals keep their areas very clean; let's show them that Canadians are a clean-living nation also.

Don't forget the big town council BINGOS every second Wednesday at 20 : 30 hours held in the sports palace; $160.00 worth of merchandize plus $ 125.00 in cash and a chance on the $300.00 JACKPOT is all yours for only $1.00 per card. Our attendance has been very good and we have made many lucky players very happy with the fine selection of jewelery, electrical and photo appliances that we have for prizes.

With the warm weather just around the corner it has been noted that a lot of our little children are playing in the streets and dashing in and out of the parking areas. This is a very dangerous habit for them to form. We should impress upon our little ones the dangers involved. Meanwhile our pmc drivers must exercise more care while driving in pmq's. We don't want anyone to get hurt.

Our Boy Scout Family

by Cubmaster Al Baker

The story of Mowgli the little Indian boy who lived with a pack of wolves in far away India, is described by Rudyard Kipling in "The Jungle Books" and is the basis of the wolf story and theme used in the first part of cubbing.

Many years ago in India, a great big tiger who was lame from birth was prowling around the jungle trying to find food. Because he was lame he could not catch the kind of animals tigers like to eat, and he became very hungry and angry. Night soon came and still had he found no food. Soon Shere Khan as the tiger was called, came upon a camp where woodcutters were sleeping. The tiger thought it would be a grand thing to get a sleeping man, or, better still a fat child for his supper. So he licked his lips and began to purr softly.

He knew the law of the jungle forbids every beast to eat man except when he is killing to show his children how to kill, and then it must be done outside the hunting ground of his pack or tribe. The real reason for this is that mankilling means that sooner or later white and brown men on elephants with rifles and torches will come to hunt them; then everyone in the jungle suffers.

Shere Khan the tiger was so hungry he didn't care about "the law of the jungle" and prowled closer to the place where the woodcutters were sleeping. His purr grew

louder and louder and ended in the full throuted "Aaark" of the tiger's charge.

Then there was a howl — an untigerish howl — from Shere Khan. In his charge at the sleeping men, Shere Khan didn't watch where he put his feet and he jumped into the hot ashes of the camp-fire which was nearly out, but still very hot. As he howled and rolled about with his burned feet, the frightened woodcutters ran in every direction. One small boy ran off into the bushes to hide, and there he met a great grey wolf who nearly pounced upon him before realizing this was a man's cub.

The little naked brown boy, who could walk, stood holding onto a low branch and laughed in old father wolf's face.

Mother wolf called from their nearby cave and asked father wolf to bring this man's cub to her as she had never seen one before.

Father wolf picked him up in his mouth and dropped the little boy down with his cubs. The boy cuddled up to warm mother wolf and went to sleep. The old tiger was very angry and tried to bully the wolves into giving the boy to him for his supper.

Mother wolf let him know she intended to keep the boy and raise him with her cubs. Later mother wolf said she would call him Mowgli the frog, and the time would come when he would hunt and kill the tiger.

News Briefs

Sorry Folks — Camp arrangements have not been completed, but we hope to have some news soon on our camps for this summer.

Hope you are saving up those dollars — remember it takes quite a few — So if you would like to go to camp, you had better get thrifty. REMEMBER second star test no. 4?

We welcome three new Scouters who will be assistant Cubmasters with no. 3 Pack, assisting cubmaster Andy Wilson. They are Cpl Ted Price, Cpl Doug Pirie and Cpl Tommy Thompson. Welcome to the World Brotherhood of the Boy Scouts Association.

We still need more help — will you help? You don't need experience, just be willing to "do your best". A short course will be held 25—26 April for Cub Leaders at 2 Wing. Ladies are eligible for Cub Leaders.

Recently the Scout Troop was divided into two troops with scouter Jerry Cullen taking over as the Scoutmaster of the second Troop. We have vacancies for several assistant Scoutmasters — won't you help in the worthwhile work? Please contact F/L Massier at PMQ 26/3 or phone 131.

Girl Guides

From the first rally in London, Guiding soon spread to Canada. The first company to be formed was in St. Catherines, Ontario; it was organized by Mrs. A.H. Malcomson in November 1909, and was registered in England on January 11th, 1910. By September of the same year, companies were formed in Toronto, Moose Jaw, and in Winnipeg.

In those days very little was known in Canada of the Girl Guide movement, and the only guidance the companies had was a printed sheet containing the Guide Promise, Law and a few badge suggestions. Yet without a scheme of training the Guiders taught the Guides something of bird, animal and plant life; how to hike, swim and play scouting games. What fun those early meetings were. How the Guides poured over the few available books on Scouting and dreamed dreams of adventure like their brother Scouts. White middies or sweaters and blue pleated skirts, or dark blue denim suits were the two popular styles of early uniform, with Scout hats, haversacks and staves completing the outfit.

In 1911, a company was formed in Halifax. They were the first on record to make a novel attempt to raise funds. They obtained permission from the local city tramway to collect the fares on one route for half a day, a certain percentage being retained as the Guides share.

The year 1911 marked also the beginning of the company trail which was blazed by the Guides of the Ist Toronto Company, who held a ten day camp near the Credit River. Mothers were very doubtful about the camp and arrived almost daily to satisfy themselves as to their daughters' welfare. But in spite of terrible heat and a plague of mosquitoes, the camp, which cost each Guide $2.00, was a great success.

The first Local Committee to sponsor Guiding was formed in Toronto early in 1911, and a number of well-known women gave their patronage to the Movement.

In August 1911, Her Excellency, the Countess Grey, then in Toronto with his Excellency, Earl Grey, Governor-General of Canada, received the Local Committee and Guiders and discussed with them the desirability of a national organization under vice-regal patronage.

In the autumn the seven Toronto companies were given a meeting place in the Young Women's Christian Association Building. There the young Guiders gathered once a weekend, over tea in the kitchen, and discussed the best ways of carrying out rules, instilling Guide principals, and training Guiders.

By 1912 there were a number of companies scattered across the Dominion, and in that year the first British Columbia groups were formed in Victoria and Vancouver.

This encouraging development in the movement emphasized anew the need of Dominion organization. In October 1912, through the effort of Lady Pellatt and other Toronto women who had helped the movement, a Dominion council was formed with representatives from the Imperial Order, Daughters of the Empire, The National Council of Women, the YWCA and the Canadian Business Women's Club.

On August 12th, 1912, Lady Pellatt was appointed the first Chief Commissioner for Canada by Miss Agnes Baden-Powell (the President of the Imperial Assocation). Canadian headquarters was established in Toronto.

The Charter members of the council were: Lady Pellatt, Mrs. F. H. Torrington, Mrs H. P. Plumptre, Mrs. H. C. Parker, Miss Edith Mairs, Mrs P. L. Mason, Lady Falconer, Lady Gooderham and Mrs. H. D. Warren.

The present council is a representative body of women from all parts of the Dominion. The wife of each successive Govenor General has graciously accepted the office of Honorary President and the wife of the Lieutenant Governor that of vice-president in each province. They have always shown a very real interest in the movement in Canada, and have given great encouragement to the active workers throughout the Dominion (to be continued).

News Briefs

On February 22nd, our founder's 101st birthday, all the Brownies and Guides, were invited to an International Birthday Party in the American Girl Scouts club room at Paul Revere village, Karlsruhe.

The party consisted of; our hostesses — the American Girl Scouts and Brownies of Karlsruhe, — German Pfadfinderinnen of Baden-Baden, French Scouts of Baden-Baden and Karlsruhe, and the Canadian Girl Guides and Brownies of 4 Wing.

The program was made up of folk dancing, singing, and games from 1600hrs. to 1800hrs. Then there was one hour for eating and getting acquainted with your partner. From 1900hrs. to 2100hrs. each group put on for about a half hour, something they had done at their meetings.

We all joined hands and sang taps in our native tongue. We arrived back at 4 Wing very tired but happy.

In March, a trainer, Miss Tees, arrived from Canada and conducted a Girl Guide and Brownie training program for the leaders at all the wings and Air Div. This was a very successful event which we all appreciated.

If anyone is intersted in visiting our Guide meetings to see what we are doing or to help, they are welcome. We meet every Tuesday night at the school gym, from 1830hrs to 2030hrs. If the school is closed for any reason on a Tuesday we do not meet.

Teen-Club

The Teen-Club, which is open to all teenage students from 13 years of age and up, has been quite active in the past months. To give you some idea of its activities we must go back as far as the month of December.

No. 2 (F) Wing held an annual Xmas dance in their station gym and all the Wings were invited. The teenagers of 4 (F) Wing were all present and enjoyed themselves immensely. In this friendly atmosphere many met old friends while others made new ones. Because of this fine reception we received, the Club members are very enthusiastic about the Spring Prom on the 18th of April, at which 2 (F) Wing will be in attendance.

Through the past weeks everyone has had many enjoyable Friday nights. It has been the hope of the Committee to make these Friday get-togethers a little something special to look forward to during the week. Hence the organization of a variety night, a masquerade, a semi-formal with a buffet lunch and a skating party at which teenagers from Karlsruhe were present.

Up to date, there was a meeting of the Teen-Club members in the gym last week at which everyone aired their views. As a result, rules were made for the club and membership cards will soon be in circulation.

Now for a look into the future. In May there will be a meeting for all parents with teenage children. Here certain things will be discussed pertaining to the Club.

It is hoped there will be a good turn out, because we need your support to keep our Teen-Club running. So keep this month in mind.

Annette Reed.

Recent Arrivals via the Hospital

Sex	Date of Birth		Father & Mother
Boy	27 Jan 58	237008	LAC GW & Mrs D Barton
Girl	28 Jan 58	244053	LAC LW & Mrs M Townsen
Girl	29 Jan 58	210774	LAC DM & Mrs B McKay
Girl	30 Jan 58	219681	LAC FS & Mrs M Polley
Boy	2 Feb 58	230403	LAC R & Mrs M Dale
Boy	5 Feb 58	42574	Cpl EF & Mrs M Pflanz
Boy	11 Feb 58	233215	F/O & Mrs L Heard
Girl	12 Feb 58	14762	Cpl J & Mrs I Chandler
Boy	13 Feb 58	233404	F/O ME & Mrs E Esch
Boy	14 Feb 58	219475	Cpl S & Mrs M Bourget
Girl	19 Feb 58	218993	LAC & Mrs M LaPierre
Boy	23 Feb 58	227263	LAC J & Mrs F Webber
Girl	28 Feb 58	210527	Cpl & Mrs K Kreutz
Boy	2 Mar 58	38893	F/O P & Mrs J Wittich
Boy	3 Mar 58	45479	Cpl JS & Mrs J Tiller
Girl	4 Mar 58	17052	LAC SR & Mrs R Marcenko
Boy	5 Mar 58	392242	Cpl R & Mrs B Hatt
Girl	8 Mar 58	227626	LAC RM & Mrs G Demont
Girl	13 Mar 58	48753	Sgt B & Mrs M Hatcher
Boy	15 Mar 58	33767	F/L A & Mrs J Missio
Girl	19 Mar 58	36111	LAC D & Mrs N Watt
Boy	21 Mar 58	46677	Cpl S & Mrs E Coates
Boy	22 Mar 58	29450	LAC C & Mrs V Hawkins
Girl	27 Mar 58	235336	LAC A & Mrs D Wighton
Boy	29 Mar 58	37086	Cpl & Mrs D Blain

3,000 Sabre Hours Achieved by Ex-4 (F) Wing Pilots

Over 3,000 hours of Sabre jet flying is commemorated in the presentation of F86 Sabre models to (left to right) Squadron Leader J. B. Lawrence, CD, of Willowdale, Ont., Flight Lieutenant I. N. (Red) Macdonald of Fort William, Ont., and Flying Officer Kenneth McCrimmon, also of Willowdale. The presentation was made Feb. 21 by Peter Millet (left) of Canadair Limited, manufacturers of the Sabre, at Air Defence Command Headquarters, St. Hubert, Que., where the three officers are now serving.

Sports and RECREATION

Air Division Hockey Finals 1957—1958

The Air Div Hockey trophy for the second year came to 4 (F) Wing via the Wing Maintenance team.

This year for the first time all four wings were represented, which necessitated semi-final games between 1 and 2 Wings and 3 and 4 Wings, with 441 Squadron from 1 Wing winning their series and our own Wing Maintenance taking the other half of the series.

The semi-finals between Wing Maintenance and the 3 Wing Headquarters Team was a very close series. The first game was played at 3 Wing and our boys won by a score of 5—3. The next game was played at 4 Wing with 3 Wing coming up with a well-deserved win over 4 Wing to the score of 4—2. This put both teams with one win each and made the third game necessary to break the tie. There was a good crowd and from the opening whistle to the closing whistle it was anyone's game with both teams playing marvellous hockey. It was a scoreless game for the first fifty minutes of play and then 4 wing scored the first goal at the 11 minute mark of the third period. 3 Wing then came back 2 minutes later to tie up the game. With four minutes left in the third period Pete Chaluk on right wing picked up the puck inside his own red line and went in to score the winning goal. The 3 Wing team tried hard for the remaining four minutes to tie the game up, but to no avail. Our goalie, Johnnie Weedon, proved too much for them. This win gave us a chance at the final series against 442 Squadron from 1 Wing.

The first game was played at 4 Wing and was won by 1 Wing in overtime. The score at the end of the first period was 1—1. The second period was 1 Wing's best period as proved in the later games. The score at the end of the second was 3—1. Then in the third period Wing came out and scored one goal making it 3—2 with about four minutes to go. Al Shand received a 2 minute penalty and on returning to the ice with seconds to go he broke in and scored the tieing goal. The house came down as the fans went wild in the stands. Then in the ten minute overtime 1 Wing scored the winning goal at the 5 minute mark and gave them the game with score of 4—3.

The series then moved to 1 Wing for the final two games of the series. The Sat night game moved along on the same pattern as the first game that was played at 4 Wing. The score at the end of the first period was 1—1. Then in the second period the 1 Wing team came back and scored two goals to finish the period with a 3—1 score. In the third period Wing Maintenance came out strong and fought 441 to a standstill by scoring 3 goals. And so the second game went into overtime. Pete Chaluk came through with the fifth and winning goal and Gary Swinamer put in the sixth guaranteeing the game for 4 Wing.

The game was highlighted by Pete Chaluk who picked up 3 goals and 2 assists, and Ray Lalonde with 2 goals and 2 assists.

The third game opened up as did the third game against 3 Wing with both teams playing very good hockey. The game went back and forth. 4 Wing scored the first goal with 1 Wing tieing it up late in the first period. The second period opened up with 1 Wing scoring 2 fast goals in the first five minutes. Wing Maint fought back and picked up 1 goal finishing the second period with a score of 3—2. 4 Wing came out and played the third period well and held the edge in the play for most of the period, with credit going to the 1 Wing goalie, who made some terrific saves. With about five minutes left to play Pete Chaluk (again!) carried the puck into the corner with Al Shand breaking in front of the goal, a quick pass over and in went the tieing goal to force overtime for the third consecutive game.

The first ten minute overtime could have gone either way; both goalies must be given credit for keeping the puck out of the net and forcing the sudden death period. This period was nip and tuck to see who would score first. With only 4 seconds to go Pete Chaluk pushed in the winning goal. It took about ten seconds for the teams and fans to realize what had happened. We had scored! We had won the game and the Air Div Trophy.

The climax of the series came when the Commanding Officer from 1 Wing presented the Trophy to Ron Lenson, Captain of the Wing Maintenance team.

The goal scorers in the third game were Al Shand (1), Ron Lenson (1), Gary Swinamer (1), and Pete (Our Hero) Chaluk (1).

The next day, Monday, the team returned to 4 Wing where a parade had been organized from the gate to the Ice Palace. A great climax to a great series!

LAC J.P. Peebles

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4 (F) Wing All-Stars 1957-58

Front Row — F/L Smith (Ass't mngr) LAC McNioht, F/O Bell, LAC Weedon, Cpl McDonald, LAC Sleigh, S/L Stacey (mngr), Cpl Lukacs (coach)

Second Row — Cpl Cox (Equip), LAC Gouttreaux, Cpl Shand, F/O Longhouse, LAC Lapierre, F/O White, LAC Buffett, LAC Lalonde, Cpl Swinamer, Cpl Daigle, Cpl Reading.

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Curling

The month of March was a very busy one for the Curling Club in spite of a considerable number of defaulted games by a few skips who seem to require personal notice of exactly when they are to curl. The draws are always posted well in advance and we are sure that at least one member of the rink passes the Ice Palace at least once a week and could check the schedule if really interested.

Regular scheduled play for the season finished early in the month and was followed by a bonspiel for all rinks. There was a fine selection of prizes for the more fortunate. The silverware in the first event was won by the Sexsmith quartet with Fairbairn a close second and Fortune third. The second event was won by Vicklund's Penguins with Browning's rink second and Ernie Gorringe and his Workshop's Four taking third place. The third event was captured by Joe Austen's rink from telecom with Todoschuck's Police second and the Fire Hall four, Harvey Miller at the helm, coming in third. Good curling boys! We will see you on the ice again next year.

Left to right.
FS Jock Fairbairn, Sgt Garth Sexsmith, LAC Vic Vicklund, Sgt Chuck Browning, WO2 Joe Austen are shown with their curling prizes for the 4 Wing Bonspiel.

March 22—23 saw the Sergeants Mess take over the ice. The week-end commenced with good food and wine on Friday night and the first stone was delivered at 10 am Saturday. Amateur and pro alike put on a good show but we must make special mention of BREEZY. First time on the ice and they make him a skip. He did himself proud though, batting .500, winning his first game but losing out in the second. Sunday was rough for some of the boys as the tight schedule forced the winners to play as many as three games in succession. Now you know why so many of our stalwarts were near-cripples on Monday morning. The winners ... Sgt Patrick's rink with Sgt Acton and his helpers in second place.

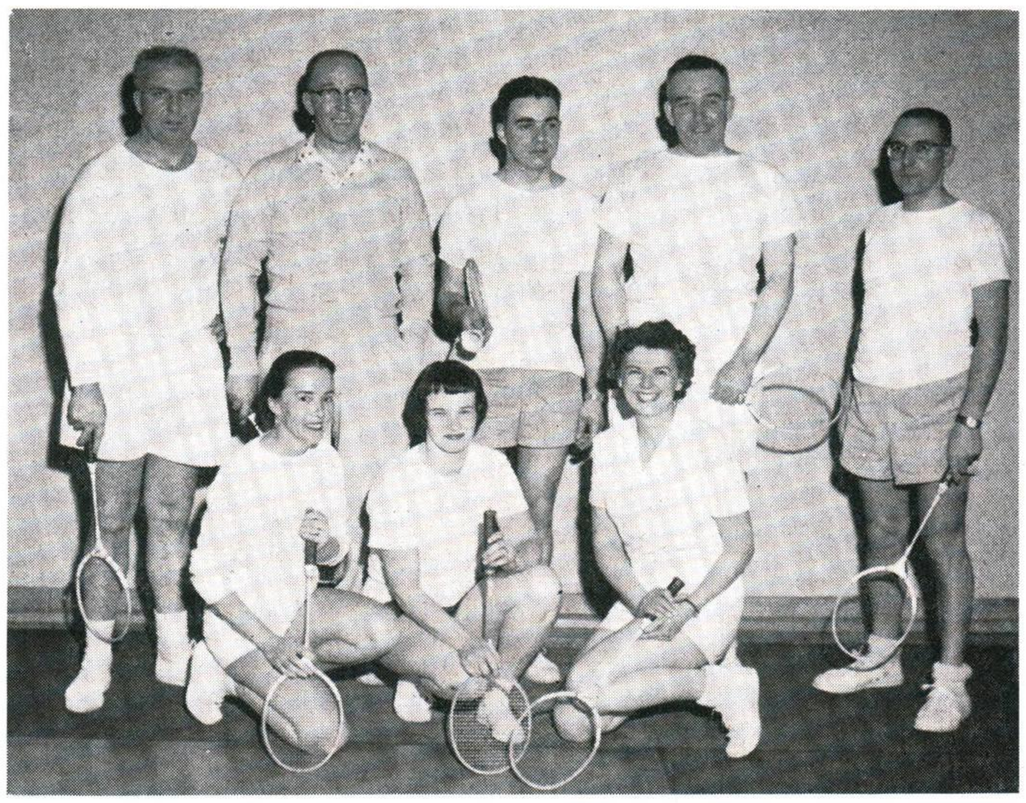
The curling ice is now the scene of the annual battle for the Seagram Trophy, emblematic of curling supremacy at 4 Wing. Early in April there will be a play-off to select the rinks to represent the Wing in the Air Division Bonspiel being held here April 12th—13th. We'll need some strong contenders this year as all other wings are determined to take the trophy home with them. Hockey will be finished so let's give our curlers a little of that support that the hockey players have had all season.

Sgt Browning, President of Curling Club

Bowling

Wednesday the 26th of March was the day of the RCAF wide wire bowling meet with men's and women's teams from all RCAF units competing. It also proved to be a black day for the men's team with all the pins being glued to the floor. Suffice to say that a team of ladies from the mixed bowling league beat the best of the men's efforts. Just what score the men actually had will forever remain unknown as their score-sheets were mysteriously missing. The women's team consisted of Mary Slaght, Paula Wilson, Grace Thompson, Shirley Deveau, and Clare MacLean. Mary Slaght had the high triple with a 643, Grace Thompson had high single with a 239 and the team as a whole had a sparkling 2893. Where the team will finish in the overall results will not be known for a while but they should be somewhere near the top. Nice going, gals.

Badminton



4 Wing entry in Air Division Badminton Tournament. Left to right. Back Row — W/C Cowan, S/L Steene, LAC Gelinas, S/L Giles, Cpl Debrule. Front Row — Mrs Huget, Mrs Miller, Mrs Steene

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Broomball

The four top teams in the Ladies' Broomball League played a single elimination tournament to determine a league champion. The undefeated Airwomen's team lost in the first round to the Officers' Wives and the Sgts' to the Cpls. Monday 24th March the Officers and Cpls clashed in the final game of the series with the Officers taking the game . . . and the championship by a score of 2—1. Nice going gals and we'll see you out next year with the brooms!

Judo Club

Once again we were fortunate enough to have the services of Mr George Chew (3rd Dan) to conduct our grading examinations. Mr Chew is a member of the Metropolitan Police, a co-founder of the London Judo Society and of international reputation. A strenuous ten hours instruction on the 22nd and 23rd of Feb preceded the grading contests which were held on the 24th. It would seem that the rigorous training schedule and strict discipline insisted upon by instructor Dick Wilson has paid off a handsome dividend inasmuch as six of our members were promoted through two grades. Denny Bond, Ken Olafson, Ken Dukeshire and Les Wright were awarded their green belt whilst Danny Danyliuk and Art Travis were awarded their orange belt. Our youngest member Paul Sims (16) was promoted to white belt.

HUDSON'S BAY

Jamaica Rum

Rums sold under the Hudson's Bay label had already become the standard of comparison in America even before the destruction of the Prince of Wales fort in Hudson's Bay and the historic escape of the Company's supply ship, the Prince Rupert, from a French war-ship in 1782

The Governor and Company of Adventurers of England Trading into Hudson's Bay
INCORPORATED 2nd MAY 1670

Touring our Flugplatz

419 SQN

Air Crew by F/O Bill Graham

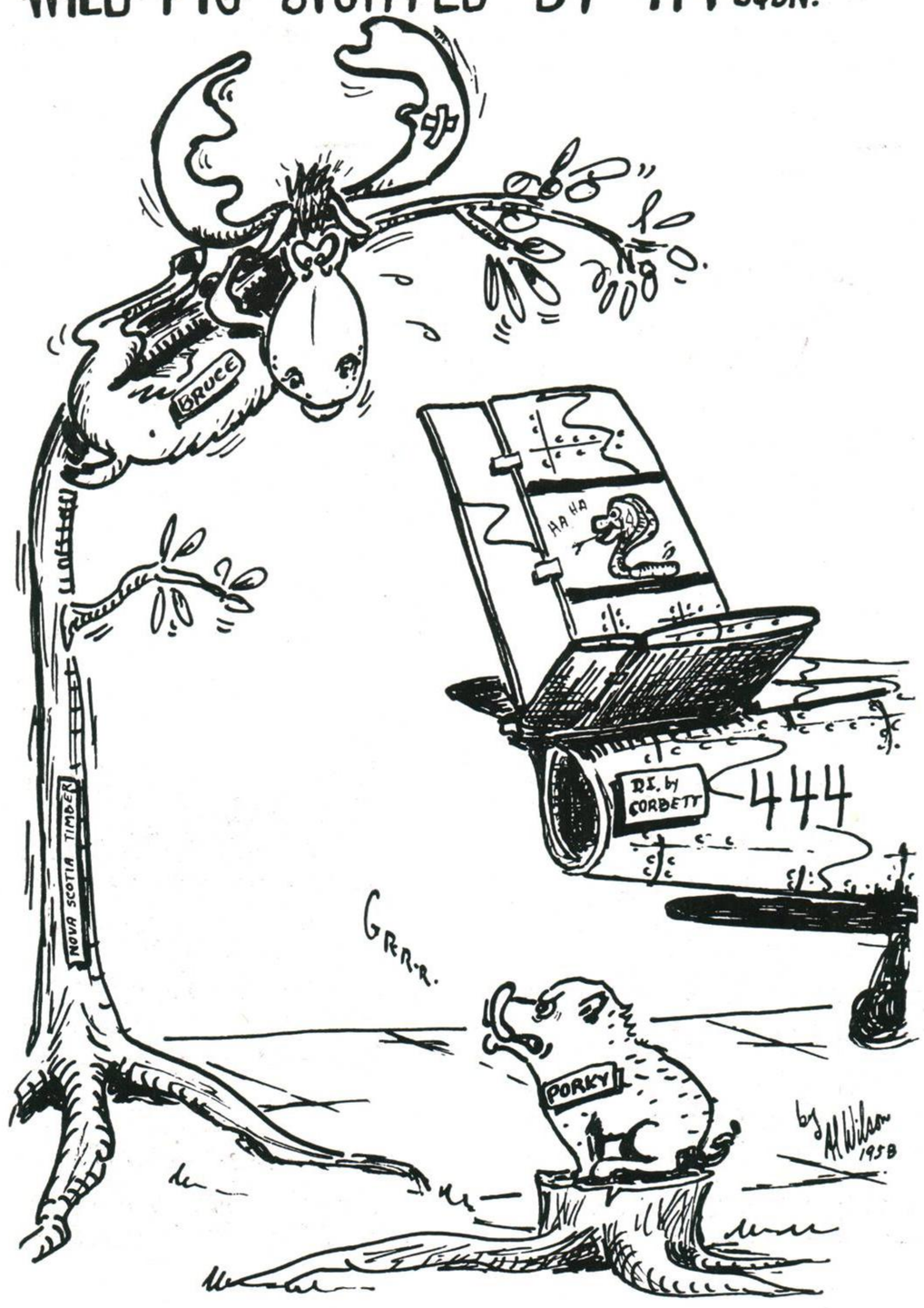
Here we are again, some with beautiful tans and others with beautiful (?) mustaches, gifts of sunny Sardinia; and once again our article begins with congratulations to Bruce's hockey team, who, upon their return, have continued their winning ways and after a torrid series with the "Hatchet Men" are in the station finals. Upon reading this, the finals will be over and the Champions will be decided, — but of what? As Wing Maintenance are Division Champs but have been eliminated in the Semis, and the fact that the Wing All-Stars won so handily over our army compatriots, this reporter suggests the title of Canadian Armed Forces Overseas Champions be it the "Mighty Moose" or Triple Four.

A new addition to the Squadron is G. G. (fans of "Peanuts" will understand) a baby boar saved from the perils of an Air Force Jet Flying Station by our own "Protznick". He has been placed in a home for orphaned animals near here for the completion of his education for adulthood. The Moose is mighty but gentle when the need be.

F/O Protz and friend

Congratulations go to F/O Ted Mills and F/O Ike Eichel who, both, by publication time, should be enjoying marital bliss.

To keep station rivalries up we include two short songs by a member of our stalwart ground crew, LAC AS Lambert.



Riegeler Bier
BRAUEREIGE-SELLSCHAFT MEYER & SÖHNE

Auf Wiedersehn Tomahawk
(To the tune of "Somebody Else is Taking my Place")

Somebody else is taking your place,
Somebody else puts you to disgrace,
You'll never match it,
You've had the hatchet
You'll have to bow out to 419,
Yes 422 has seen better days,
But 419 now owns the airways
You've been defeated
You'll be deleted
For Bruce has taken your place.

WAKE UP TRIPLE FOUR
(Tune — "Wake up little Suzie")

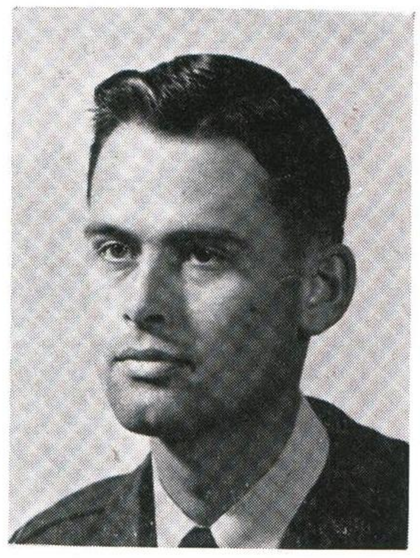
Wake up, Triple Four, Wake up,
Wake up, Triple Four, Wake up,
Your kites are all U/S
We know you couldn't care less,
It's nearly dawn and Zulu's on,
Don't leave it up to the rest,
Wake up Triple Four
Wake up Triple Four
Well what're you going to tell the CO
What're you going to tell command
What're you going to tell A. D. C.
When They get mad.

Wake up Triple Four,
Wake up Triple Four
Well command told you to be prepared by ten,
Well Triple Four looks like you goofed again
Wake up Triple Four
Wake up Triple Four,
You might as well go home.

It is unfortunate that we must announce the loss of one of our most ardent members, our piano playing deputy O. C., S/L Boucher who is moving down the line to the Operations building, replacing W/C McLeod as the neutral C Ops O. We were hoping to include his personality sketch in this issue, however, at the moment he is on an investigation at 1 Wing so-until the next issue.

Chopstick 13½

F/O "John" Lind claims he was an April Fool's joke of 1932 but was taken seriously by the citizens of Medicine Hat. After twelve years in Vauxhall, Alta schools he decided to see the world and therefore, in 1950, joined the Air Force as an AC2. After two years, an opportunity for aircrew arose, which was hastily accepted. After navigation training in Summerside, John was transferred to North Bay for the CF100 Course. Since that time he has gone through four pilots and two squadrons, W/C H. Stewart on the OTU, F/O Garret Smith on OTU and 423 Sqn., Nov 53 to Aug 54, W/C E. G. Ireland, Oct 54 to Jul 56 as a Moose and S/L L. H. Boucher since. John had the dubious honour of spending his first week at No 4 Wing in the hospital but since then things have been looking up. He is single and lives in quarters.



F/O Lind

Chopstick 14

F/O Bev Field was born at a very early age in Sibbard, Alberta, was raised and schooled in Melfort Sask and first joined the Air Force in 1942. After training he went to No 7 Bomber Reccon Squadron of Coastal Command for two years. The next year was with No 435 Squadron in the United Kingdom. After being released at the end of hostilities he travelled to Carragona Sask where he settled, and operated a garage. In 1951 he rejoined the service and went to the 129th Acceptance and Ferry Flight at Trenton for two years after which he converted to the Canuck and joined "THE" Squadron October 55. When not touring the country, he makes his residence in PMQ's with his wife Dot and their two sons David 10 and Robert 12.

Chopstick 14½

F/O "Barry" Armstrong entered the world on the 6th Jan 1935 in the town of Woking, Surrey, England. At the start of the Second World War he moved to Durban in the Union of South Africa where the first half of his education was received. In April of 50 he shifted to Bowmanville Ontario where he graduated from High School June 1954. Immediately after, he joined the Air Force, was course 5410 at No 1 A. O. S. Winnipeg and then course 20 at the O. T. U. Cold Lake where he teamed up with his pilot "BEV". He makes his home in Baden-Baden with his wife Nancy and has a very recent addition to his family in the form of a son, Conrad Philip.

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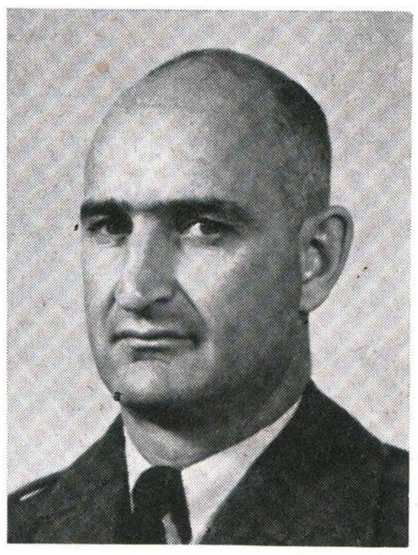
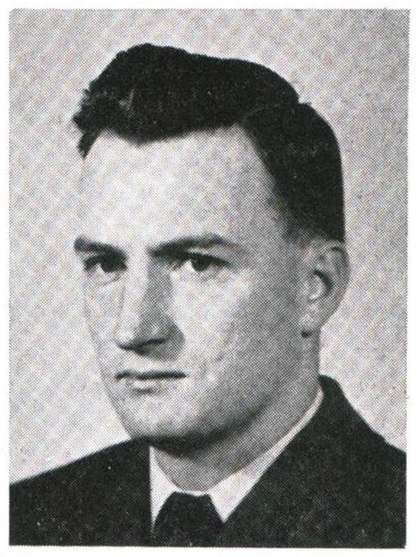


F/O Field



F/O Armstrong

419 Maintenance

By Cpl R. Peever

Another month has rolled away and here we are again with our little bits of this and that. Last month there were approximately 40 or 50 persons who had their names on a list to go to visit the Mercedes plant at Stuttgart. We were sorry to see so many take sick at the last minute as less than twenty made the trip.

Is it true that one Italian gentleman would rather read than listen to Lambert sing? Anyway don't let it worry you, because according to all the stories we have heard lately you are very good with the lyrics and a music box. For the latest dope on how the Italians raise or lower their flag check with Sgt Mucklestone. I understand there was a special presentation made in Sardinia. For further information check with F/O "Combat" Kelly.

A certain electrician has been wondering how "Yul Andrews" has been doing with his new Volkswagen, and if he has any trouble getting in and out. If you wish to know how to promote the buying of a later model car in a hurry, check with Cpl Lacroix. Also ask him if he has had any brake trouble lately. Webber just returned a short time ago from a leave in Oslo and Stockholm. He now feels very enlightened on the facts of life. Turmaine has returned from a thirty day leave during which he was married. He looks quite rough but says he has had a very bad cold.

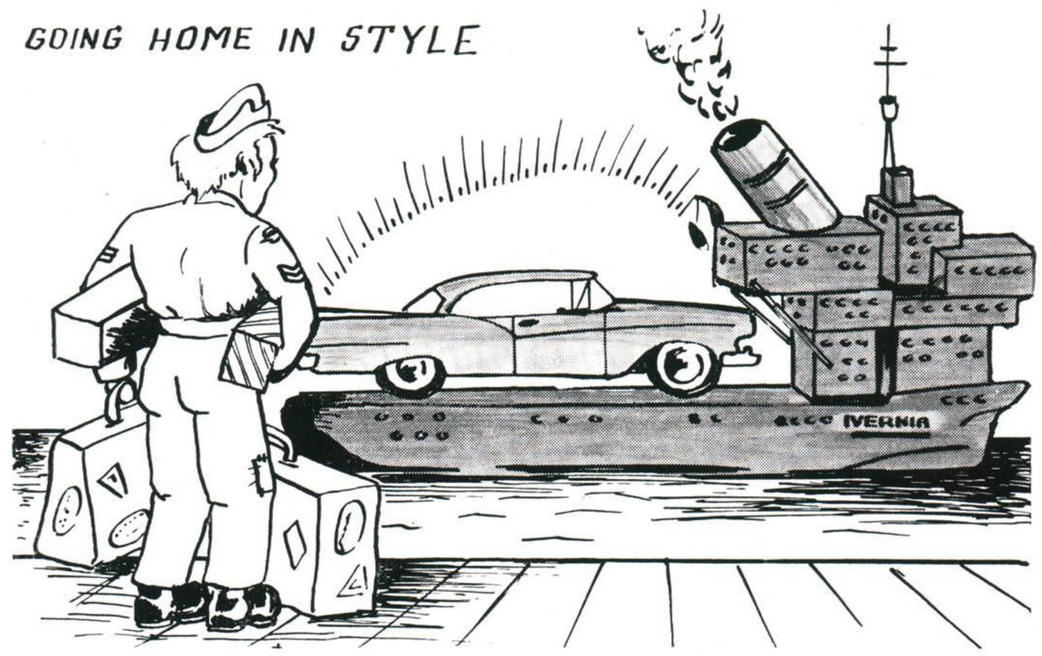
Mrs Lapierre has just had a baby girl and Mrs Hawkins a boy. The suspense on Hawkins has been very rough and he nearly wore out his shoes in floor walking. He had thought of asking for some recuperation leave.

What two systems types were confined to barracks for twelve hours for lack of sleep? Also, what airmen took a train from Karlsruhe to Rastatt and ended in Freiburg? What held up the advance party from Sardinia on their return? Is it true that Sardinia didn't agree with McMullen-? According to the latest report LAC Tiller is thinking of joining the Deutche National Work Party.

Cal has bought himself a new (1949) car!!! Cal do you find it just as good driving on the streetcar tracks as on the road? LAC Cote has also bought himself a car and a mechanic's handbook. There is a new type of car on this station which only has forward gears. For more up to date information check with Cpl Tiller. Is it true that LAC MacDonald is doing a daily D. I. on his car fenders (besides all his regular checks) since his wife started taking driving lessons. FS Bailey is away on leave at present. He didn't go too far away partly due to a minor car accident. He was in the right but none the less is now driving a three fendered car. He is also resting after his strenuous campaign as P. M. Q. Councillor.

For a good story ask Cpl Taylor how things went during his weekend tour of Orderly Cpl. He uses a system called "How to make friends and influence people".

We wish to welcome a new member to Maintenance who is Cpl Hesse from Station Bagotville. He is going to be living in the William Tell Gasthouse, and he hopes he will make it by the bar each day on the way home. Burbridge says his new position is a change from driving the Unimog every other week. The new champion curler in the Sgt's mess is Sgt Ringuette. This is also his first experience at curling.



Milt Houstdon is expecting his wife in about one month's time. I understand this may slow down his activities somewhat. Sam Small is looking for information on who the culprit is who let his pet hampster loose. So far no reward has been offered.

Our bouquet for this month goes to Wing Maintenance Electrical Section. This "thank you" comes from 419 electrical section for the work you are doing for us. According to a report overheard in Supply someone has lifted a set of CF100 brakes. I wonder what type of car they fit???

So you think you have troubles!!! You haven't heard anything yet. Just ask Cpl Young about the situation in P. M. Q.'s. Reg, I still think you should have taken that dog-catcher job. My son asked me one day "Dad what are you going to be when you grow up?"

The yearly promotions have come and gone again. To the ones who made it I say "congratulations", and I offer a towel to those who didn't. (That is after I finish with the towel myself). The lucky ones in 419 are as follows, FS Deverteuil, Cpl's Peace, Doge, Cote, Gosling, and Ferland.

At the time of this writing we have just finished a life and death hockey game with 422 which ran into a lot of overtime. 444 beware! You are next.

Dispersal Digest

By Cpl. Jim McGovern

Well, the beautiful season of spring has sprung. Back home the sap is running but the girl catches him anyhow. Here at 4 Wing, the sons of the moose are gradually recovering from their first Sardinian campaign, which was a very successful event for both aircrew and groundcrew. Those fortunate ones who have never experienced the joys of frollicking about this tropical paradise, have really missed something. May your luck hold out! The greatest joy of the Sardinia trip was getting ready to come home, and of course anyone who was fortunate enough to have been selected for the advance party for the return journey, was indeed an extremely envied person. However, things backfired a little and the advance party arrived back at 4 Wing on the third aircraft. What a revolting and embarrassing development! Cpl. Hansen is still undergoing mental torture over this one. Never mind Gerry, At least you beat the rear party!

We are led to understand that barrack inspection for 419 personnel on night shift will be held at 2am in the near future. This will enable the moonlight mechanics to have their beauty sleep in the mornings. Also, wax will be available to all residents of the barracks, even the guitar players!!!!

As we go to press, our colorful crew of puck chasers are preparing to battle it out with 444 for the Wing championship. We will long remember the second semifinal round when our boys came from behind to force over two periods of overtime, and then took the wind out of the sails of the hatchet squadron. Excitement ran high and mighty with most of our fans. Cpl "Black Jack" Gardner got so worked up at one point that a couple of our AFP's figured his happy frame of mind wasn't all because of the game. Such a nasty attitude! What else would make a guy climb up the screen behind the nets but excitement.

Promotion day has come and gone for another year. Some day, perhaps the Air Force will declare this a National Holiday like Christmas and New Year's because the festivities are certainly on a par with those of the other two great feasts. I would suggest a turkey dinner with all the trimmings and an evening of fun and laughter in the various messes, and if someone got promoted, so much the better. We had our share of promotions at 419. I wouldn't want to say the list was small, but it was misplaced early Friday morning and found under a match box. Seriously, we would like to congratulate all the lucky ones and wish them all the best

That's it for this time — Adios 'til next month.

422 Sqn

by F/O H. Jacobs

One of the past month's top news items was the arrival of a 9 pound 13 ounce baby. The proud parents were F/O & Mrs Pete Wittich and the husky chap will be named Peter Matthew. (Welcome to the "Jr". club).

Another highlight was the somewhat unannounced visit during the month of HRH Prince Phillip, Duke of Edinburg. The popular Prince, who dropped in for a short while prior to continuing his Baden-Baden visit, talked with several members of the Tomahawk Squadron and also witnessed a scramble and subsequent fly past.

The forthcoming Sardinia trip seems to be occupying a place of great importance in the squadron activities these days. We only hope that we can shoulder capably the task of bringing home the bacon, though we might need some small assistance from 444 Squadron later. (Wha hoppen Bruce?) O well, that's the way it goes. When radar does it for you results are good but when the time comes that you have to **fly** the beast, it gets tougher. Actually we must admit though that you can sure play hockey.

Latest member in the "in" basket is one F/O Pete Howe (no relation to Gordie) who with a newly acquired frau arrived to enhance the pilots' room of 422 with great stories of Chatham and JT. Seriously though, congratulations Pete on your recent marriage and we hope that Olga and yourself will have a very happy tour here at 4 Wing.

It seems that it's about time that we, like 419 Sqn, featured a personality of the month. For the April issue we thought that we would initiate a system of a personality feature so that rather than let everybody know too early in a person's overseas tour just what kind of a person he really is, we would wait until he was about ready to finish his tour and was so close to going home that we would never get charged with slander. For April we chose F/L Pete Semak, and (belatedly) F/O Shirl Peck. Maybe Shirl can pick up his Flieger copy at F. I. S.

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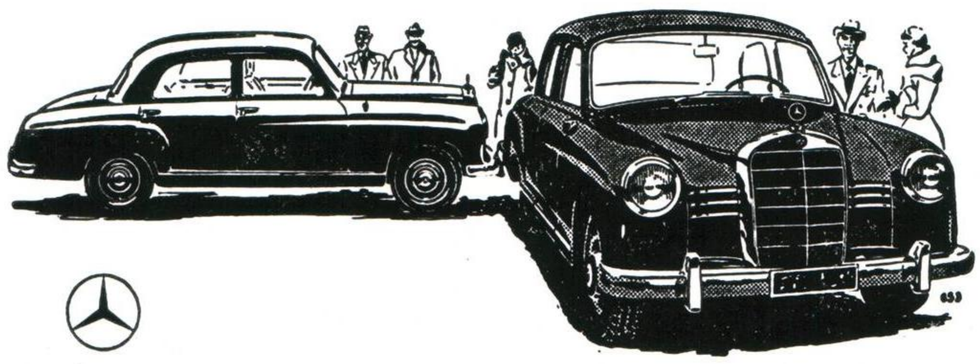

MERCEDES-BENZ

F/O Shirl Peck

F/O Shirl Peck from Kentville Nova Scotia, is no newcomer to Europe. He spent several years in France as an airman prior to remustering to aircrew. He has been on 422 strength since March 1955 and his overseas life has been a most full one. During his tour here he took leave to return to Montreal (that's where the Canadiens play) to get married. After a somewhat seasick infested boat trip from Canada he and his wife Hughette arrived back at 4 Wing and about a year later he became the proud father of a baby boy-Robert. He has played center field on the fastball team and is probably best known for his hockey ability, playing right wing on the 422 team for three consecutive years. Shirl and family are now off to FIS Trenton where he will be preparing for forthcoming trips in the rear seat of T-33's. To the Peck family we say "Auf wiedersehen", and we'll see you too at the big reunion.

F/L Pete Semak joined the ranks of the Tomahawk back in May 1955. Just prior to his overseas tour he spent several years in the back seat of a T-bird at AFS Portage la Prairie. His three year tour with 422 has been marked with several accomplishments. He logged his 1000th hour in jet aircraft several months ago, and is flight commander of B flight. Pete is probably best known for his fine photo collection and many new arrivals can thank Pete for their fine color slides, as he has spent many hours defining aperture, focal length and exposure. Pete is married and lives in PMQ's with his wife Chris and 2 daughters. Following his flying tour with 422 Pete leaves shortly for his new posting-which entails desk work near Toronto. We wish him the best of luck in his new job and hope that we'll see him at the 422 reunion later this year.

F/L Pete Semak

F/L Ernie Saunders, a former flight commander with 422 arrived back one afternoon late in March to begin a two-week business tour. It sure was nice to see "Captain" again and hear him relate stories of some far away spot called Canada. As he was a member of last year's squadron hockey team he attended what proved to be 422's last appearance on the ice this year. After a really fine battle, which entailed no less than 3 overtime periods, 419's "Moose" ended the sudden-death contest with a goal with about 30 seconds remaining in the 3rd extra period. We say "congrats" to lucky old Bruce and we'll assume that 444 will be out to reclaim their hockey crown in the finals [which they did-Ed.] "Here's to the old Snake".

That about sums up this past four weeks of squadron life — we'll be seeing you in the May issue.

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444 SQN

Another month has passed into obscurity and once more it is FL Time. Hockey-wise the fortunes of 444 have gone from the depth of despair to the height of Victory. After losing out to W/M in the round robin tournament our hockey warriors came back and scored a pair of smashing upset victories over W/M in the station semi-finals. The magnificent team effort as well as a fighting spirit carved out two well deserved victories. In every series it is usually quite easy to pick out individual stars, however in the series just completed any individual effort was definitely subordinate to the outstanding play of all concerned.

This month we again welcome to the Squadron a new eligible bachelor by the name of Dennis Paproski. I'm sure he will in no small way contribute to the already outstanding record of the Squadron.

As you read this, F/L Barry Smith, one of 444's outstanding pilots as well as the guiding light of "A" Flight, will be settled in his new job at Chatham, N.B.; for all who know Barry and his charming wife Ruth I take this opportunity to wish them good luck in their new home. 444's loss is definitely Chatham's gain.

Taking a brief leave from the Squadron at present are F/O's Bud Granley on the French Ski Course and Gord Gibson, 444's father of 7 sons, who is on the flight safety course in Canada.

While on the subject of ski courses we have back with us F/O's Jake Newlove and Scotty Wrather who apparently had a "real ball" on their respective courses. It certainly would seem that the mad Scotsman has definitely been bitten by the skiing bug as he has been spending every available minute of his spare time on the boards up in the Schwarzwald.

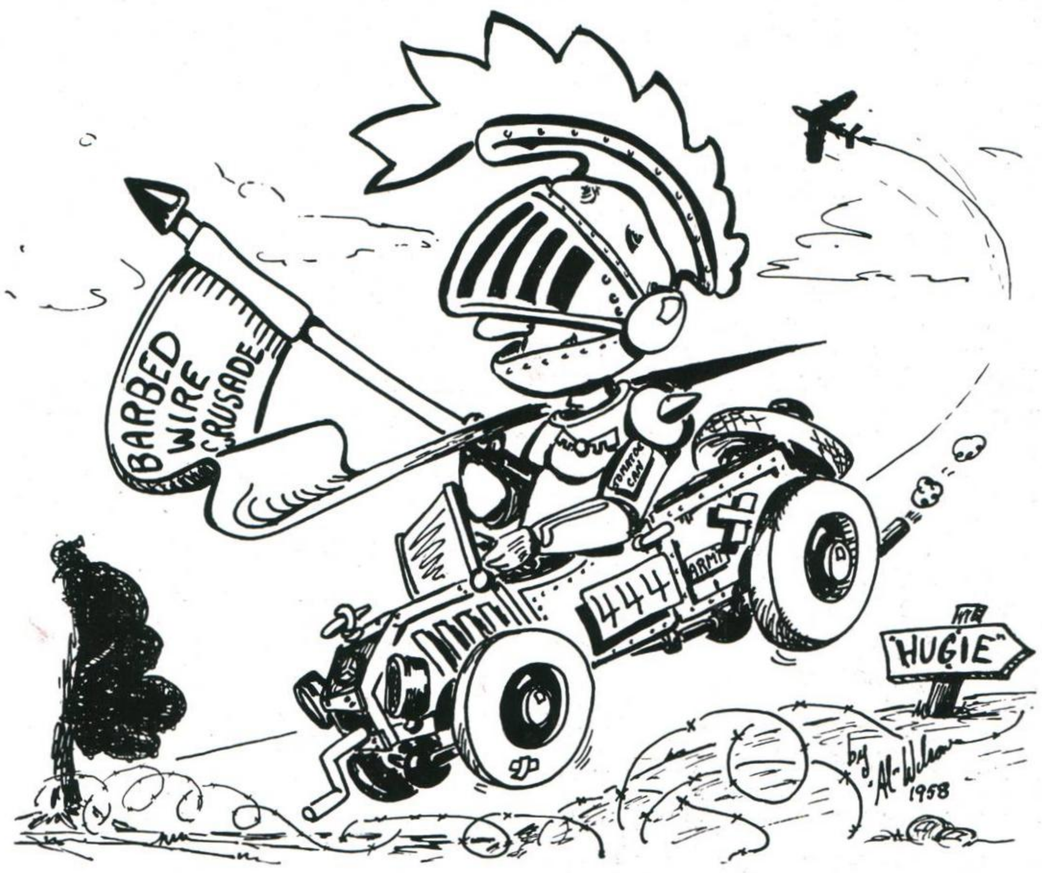
Alas! Alas! Another black day befell the Squadron on the 29th. F/O Sam Allingham, a confirmed member of the bachelor's club resigned his membership and in a clear slightly quavering voice said "I do". Joking aside — congratulations and best wishes Sam and Verlie. May your future be bright and all your troubles little ones.

Condolences to F/O Al Brown on the death of his father.

444 Groundcrew News

by Cpl "Bill" Heslop

Before we meander through the various sections of this go! go! go! Squadron we start off this issue with salutations to the following personnel. A "Well done" goes out to the four new Cpls, namely, Cpls Weston, Lamontagne, Mott and Filiol, and to Sgt Marshall whose broad grin will now become a fixture in the Sgt's Mess. Nuff said? I won't go into that crying towel routine for those of you who were disappointed. The only reasoning at this stage of the game would be- buck-up! better luck next time.



News Item — 444 Defends der Flugplatz

Our tour this month begins once again in Corbett's Coral so brace yourself.

HANGAR — Cpl Robson's crew has been blessed with the addition of a big bulk of airframe knowledge in the form of LAC Polley of "A" Flight fame. He's one guy who certainly resembles his trade. With that brush cut he's sporting around here, from the shoulders up his head resembles a reservoir with two filler necks. Now that April has come with no apparent changes in rank I guess "Zeke" will be making "Bes" do the errands for a change. Sgt Myshrall has invested in one of those Volkswagen trailers and seems quite pleased with it. Does it have a built in bar Mike? "Ted" Burrows and Sgt "Gus" Seguin are smirking at each other once again since their recent auto accident trouble has been cleared up. Cpl "Doug" Heath still baffles us as to how he can down buttermilk as though it was water. His waistline seems to be expanding so I guess the boys will have to give him the "water-pump" treatment. Sgt Wallace's wife won the big jackpot at the bingo recently and to Vic's chagrin, the cheque was in her name. LAC Speedie doesn't appear to be any "Buffalo Bill" at first sight but get him out on the firing range with an MI rifle and you'll find he's no slouch. LAC "Larry" Heard is the only electrician on the station who thought the "Primary Bus" was the means of transportation between the station and Baden-Baden.

LATE FLASHES — Apologies to Cpl Knight whose wife gave birth to a wee bundle of joy recently and this reporter omitted it from the last issue. Sgt Wallace's wife wins again. Besides the $300.00 at the station splash she

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walked away with another $100.00 at the Sgts' Mess on Saturday night. With that familiar scream echoing through the intakes of the AOG's — "Who has the key to the Tool Crib?" we now leave the panic palace and see what's new at the "flights".

"A" Flight — Cpl Edwards is back once again making an honest living. LAC Chas Harper formerly of "B" Flight is now working here, still minus that tooth. Is it true that LAC Jackson didn't want to visit the High Sierras (in Nevada) when he was back home 'cause he thought they were a Spanish couple that drank too much??? LAC Fortin is 444's answer to Elvis Presley. LAC "Frank" McNeil is certainly living it up due to all the Zulu lunches around the tent.

"B" Flight — Cpl "Jim" Baker is once again back into the fold after spending a sojourn with "A" Flight. LAC Ullman has traded his Volks for a 180 Mercedes. Cpl "Keith" Brown was noted reading his usual keen material, "MAD". That's all for this flight.

Sqn Orderly Room — Farewell to Sgt Brownell. He is now the NCO i/c Movements in the Wing Orderly Room. LAC Kisch is certainly worked up over his bowling team's progress.

Control — LAC Popiel has purchased a new Borgward and claims he's attempting to break the sound barrier with it. Sgt Caldwell, it is rumoured, is thinking quite seriously of trading his present Borgward in for a new one.

The 444 bowling teams are certainly walking away with the 5 Pin laurels this season. Get a load of this. The "Relays" of "A" are awaiting the play-offs of that league while the "Reptiles" of "B" have already wrapped up the championship. The way it looks now, if the "Relays" beat out the Cannonballs in the "A" playoffs then they will meet the Reptiles for the station championship which would be an all 444 affair.

LAC Mitchell is trying to keep the fighting 444 represented in the curling playdowns. His team plays off this afternoon (31 Mar) to see who wins the Seagram Cup. Best of luck Mitch! The question asked around the flights nowadays is "why is it that all the maintenance crews in Wing Maint hide when a 444 a/c comes in for inspection???"

The hockey team who were at the bottom of the league at one time this year are now in the station finals against 419. We've come a long way and I don't think many "fans" can deny us the championship now. The semi-finals was a well played series. We went into the affair conscious of the fact that we were playing the "Air Division Champs" namely Wing Maint. After the series was over and we emerged victorious, the only resemblance they could offer to their former title would be the "Air Division Chumps" due to the fact that only four members of the team congratulated our players. Hats off to the following Wing Maint boys who proved they are sports regardless of the outcome — Shand, Baxter, Weedon and Lalonde. Thanks to Cpl "Al" Wilson for his very effective cartoon pertaining to the local "pansies" who went down to Baden-Baden for steam-baths only to be turned away because it was ladies' day.

Welcome to LAC Griffin who joins our crew of faithful diehards from Wing Maint. Fond farewells to four popular Squadron personnel. LAC Barton is going to Uplands, LAC Stone to Greenwood, LAC Clapham to Comox and LAC Buffet to Summerside

THE JOKE BOOK —

PILOT — Pilot's relief tube unserviceable.

MAINT RECTIFICATION — Pilot's relief tube ground checked serviceable.

Armament News

by Allus Sundry

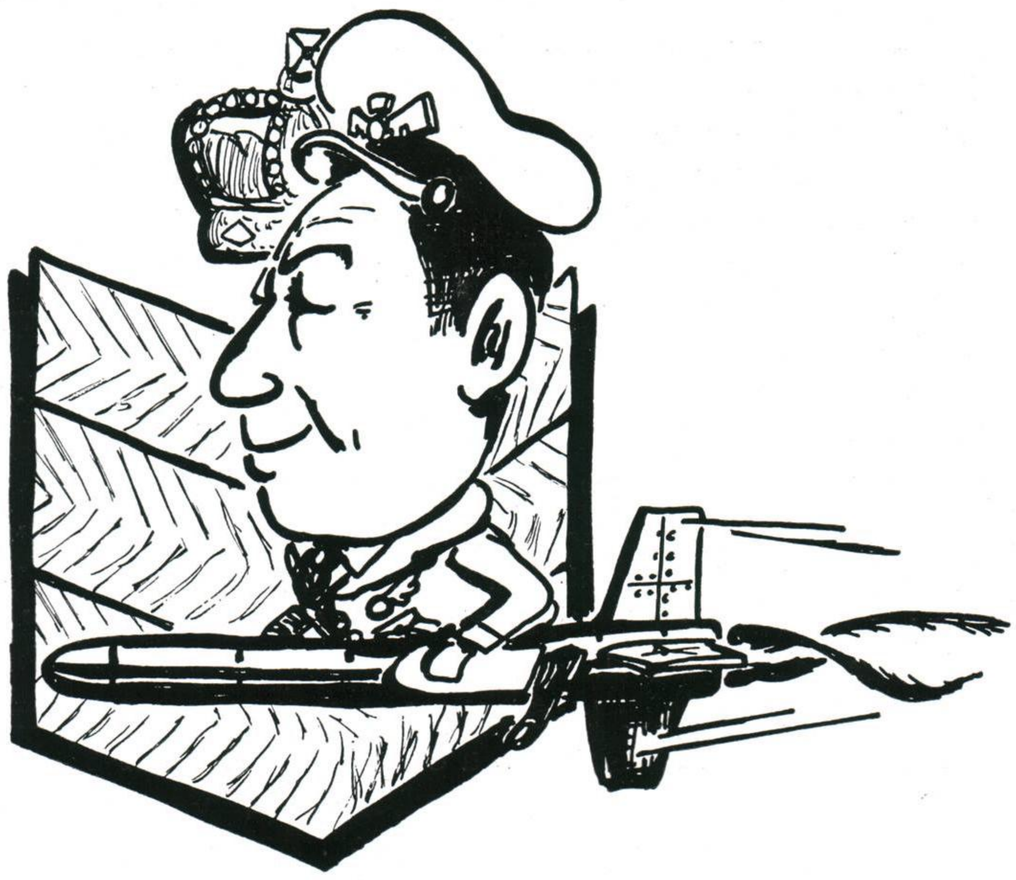
Routine and more routine is the order of the day for the fugitives of Wing Armament, with very little news being discussed, however I will attempt to enter here the few happenings of interest.

S/L Begg returned from leave to take over duties of C Tech O. In our S Arm O's position we find F/L Talbot, capably handling the controls.

"Bill" Thompson loaded up the side car of his Volkswagen and spent the remainder of his leave visiting various places of interest in Germany — In Bill's stead at the Wing we find Cpl Nyitray, who in eighteen days will be making his way to Canada and thence to North Bay (the Promised Land). The best of everything at your new Station, Steve.

Ron Tanner and "Mink" Martin are spending their leave (or a portion of it) at Berchtesgaden.

The biggest news of all is from Systems where we find Murray (Flying Officer to-be) Reid, still dazedly contemplating the future of commissioned life. All here in Wing extend their congratulations, sir, and wish you every success in the future.



On his way

LAC Gottraux went to Oslo, Norway, to witness the Canada-Russia hockey game — incidentally, won by Canada. (Gil assures us that for holiday pleasure Norway is exceeded by none.)?

"Duke" Dukeshire was admitted to hospital, our only casualty this month — hope that your stay will be short, Duke.

LAC Carey is smiling at last. In May he will retire from the luxury of living on the economy and take up residence in PMQs.

Steve (on the broom) Waller and his teammates have placed second in the curling bonspiel held by the NCO's Mess last week.

I will now close this article to contemplate the best method of killing mosquitoes when or if spring ever arrives at 4 (F) Wing. More news next month.

Notes from Wing Maintenance

By LAC J. P. Peebles

Hockey has died a gracious death this year for us. At time of writing it is in its last death throws for the season.

We in Wing Maint are very proud of our team as they fought their way through the semi-Finals with 3 (F) Wing, into the finals against 1 (F) Wing, who in their semi-finals knocked out 2 (F) Wing.

I can't put into words the exact feeling that was expressed at 1 Wing on the memorable Sunday night when the team won the Air Div trophy and again brought it back to 4 Wing.

All those who saw the game and saw the winning goal go in can honestly say that in losing, 1 Wing is as good a Champion as 4 Wing.

The 1 Wing team of 441 Sqn put up a great battle in an effort to take the cup from our team but with 4 seconds to go in the second overtime period, Pete Chaluk put in the winning goal.

Congratulations go from all of us here at Wing Maint to all the hockey team for a good job well done.

For a run down on the complete series read the sports section; yours truly has an article there.

With a second place finish in the regular league play, a win in the double round robin, winning the Air Div trophy, — heck who wants more hockey! We proved we could beat them once, so!

We wish to welcome to the fold a new arrival to our section in the form of LAC Parkins CP, who came to us from RCAF Station Summerside. He is employed in the Inst section. He claims his home is in St John Newfoundland — so it falls in a pattern his nick name follows suit.

The unexpected happened or was it the expected? Joe Richard's Frau had a baby girl on the 1 March at 4 (F) Wing, — also reported in at 6 lbs 6 oz; the name of the little tyke is Theresa Josephine. Congratulations, Joe the cigars were lovely.

It appears there is a person who during any normal working day goes into the tool crib and continually annoys the lad there. It has been brought to our attention because the boy in the tool crib is a very nervous type who works hard all day; his condition is very frail. He requests that we ask everyone to quit calling him names and annoying him, and to treat him especially with respect due to his rank and status!

Promotions are out again for another year, so our congratulations go out to the following personnel:

To FS	
Sgt Mohr RE	AETech 4
To Sgt	
Cpl Ferland H	ETech (A) 3
Cpl Olynyk A	AETech 3
Cpl Porter WJ	AETech 3
To Cpl	
LAC Barr LR	ETech (A)
LAC Ward HJ	SETech
LAC Tremblay JM	MTech
LAC Card	C1kTyp

Well, with a hearty hi-ho we wish everyone better luck next time.

Wounded in Battle — Sgt "Benny" Bennett, practising shinny with the Sgt's Mess Hockey Club.

Retirements — LAW Alice Stutt has become a permanent housewife.

We hear that "Ollie" Olafson, at time of writing is still waiting. Poor "Ollie", never mind, think of your Frau.

Well with fair regards, I say "goodbye" for another month, if you got this far I thank you for reading the article.

Accounts Section

LAC Vaughn Brenton

They (i. e. those that were unlucky, and there were many) lined up early in the morning to weep their few tears on the office crying towel and then crept silently back to their desks for another year of hopeful (?) waiting; but to Fred LeBlanc who made the grade to Cpl. we offer our congratulations. Bowling has ended for another year and the Kash Sacks went down to defeat to the Reptiles from 444 in the first round of the finals. It was a very sucessful year and as Team Captain I want to thank the other members of the team — Lena, Belle, Len, Fred and Rocket for their wonderful support through the year. March ended the leave year and it was a rush to see who could get in a few days — Barb Heslop and Gary Hanson travelled to Berchtesgaden (but not together), Paul Walker, Fred Gotell and Joan Steele took in Garmisch, Len Payne didn't get by the "Trees" but we understand he had a "ball" and Sgt Lee rested in PMQ's after the tedious hockey season. We welcome Mrs Moss to our staff as the SAO's secretary and LAC Syme from Bagotville to Supply Accts. We didn't have to say "good-bye" to one body last month but April will be different-just ask Jean and Barbara . . . Now that hockey is over we are all wondering what Ada and Pop will do with their spare time. By far they are the Wing's best sport fans. No parties or anything to report but soon with all the fine weather we can expect the usual Rhine parties etc. Aye Joan? . . . One final curious note—why were all the cars headed in the direction of Baden after last month's Flieger came out?

Telecom Gen

by Cpl E. Sherwood

Would love to hold this article over until the 1st April (apt date for promotion; — who got fooled this time?). Maybe I can creep into F/L Burt's "IN" tray and add some congrats as an addendum. — Can I please, Sir, — Please, mm? (Never know when your PA will go kaput, — and you may miss a parade cancellation or something).

Well, first let's give hearty congrats to all you Telecom Sports for your whole-hearted support at Volleyball, Broomball and Bowling, — it was very difficult to choose teams from the teeming multitudes who turned out. — Thanks again, — well done. At the risk of making my name as popular as a string-tie in the Kurhaus, I offer — a big bouquet of orchids to you few sporty participants from Bldg 9 and Com Ground, — and a sour lemon to you disinterested types from Com Air and GCA Techs. — There's a Ball season in the offing, — redeem yourselves men, — get in the act. If you can't or won't play, — then get in there and root for your Section. Think it over.

Now, if that doesn't go down too well (wonder why I said "if") then I apologize. — But the intention is good.

See that Marcenko bears the TA brunt again (see sketch), — hope your pupils assimilate your gen Bob and get a 100% pass this time. Bit rough on Jerry Loehr, — gets all wed up and then "volunteers" for Duty Tech; — 'Twas a good reception Jerry, — Al Remphrey really enjoyed the bit he saw. MacLean finally sorted out his Pontiac Puzzle, — some sweat, eh Mac? — better than watching Deutsch TV or playing crib, do you think? Sgt Ernie Kinzel and crew rate a para for that antenna, — quite a difference, — guess those Squirrel cages are well named, — Squirrelly. F/O Stewart there? — No, he's on leave. No, — he was on leave last week, — but you said he was off next week — I give up.

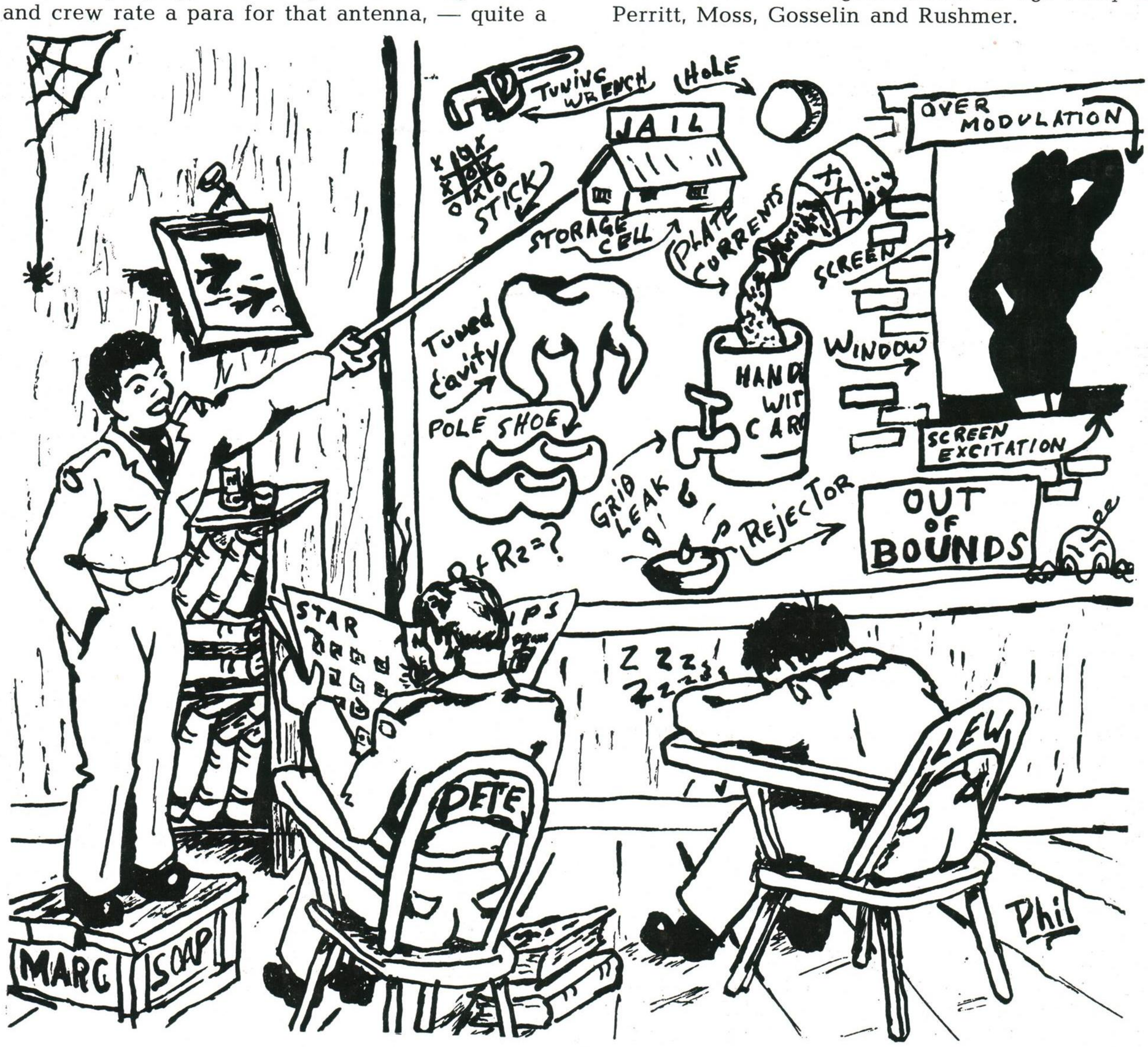
Roll out the welcome mat this month for Moss and Walach to Comm Air, — Hill to GCA, — LAW Gunther to PBX, — er yes, — LAW Gunther to PBX (word comes from the Inner Sanctum that she is worthy of two welcomes. Welcome, welcome). Glad to have Sgt MO Warner and Doug Donahue back from that dreary hinterland, Gross Stinkin, they went there on missionary duties (similar to Morneau) purely to spread the Comm gospel to the natives.

The team of Austen, Niessner, McGillivray and Eastlake did fine work at the Curling Bonspiel by placing 1st in the 3rd event, — this is obviously a married man's game as they picked up blankets as prizes, companion set to the alarm clock no doubt, — eh Joe?

Oh yes, — welcome to Amanda Louise Marcenko, the little lambda. Congratulations to the newlyweds Cpl and Mrs (nee Loewen) Love, (this event was, you remember, forecast by our sports editor a couple of months ago). Loyd Larson's new 180D is certainly something but these vehicles should come complete with ear plugs (I'm not nice).

Must dry up now or the Editor may have to cut one or two Squadron pages or a bier advert or Something, — bier advert? — bier? — reminds me, see you in the Club and we'll talk about how our Hockey team just scraped home against M.E. 12—0 (yuk yuk).

Late flash: — congratulations to Sgt Fosty and Cpls Perritt, Moss, Gosselin and Rushmer.



. . . Marcenko bears the TA brunt again . . .

CPL'S CLUB

by Cpl Bob Atkins

We didn't submit an article last month but this is due to an unfortunate incident which happens once every year. Cpl Harry "All Weather" Ennis decided that he needed a rest and therefore submitted a Leave Form. As Manager of the Cpl's Club Hockey Team, Harry journeyed up to Oslo to scout the talent which participated in the World Hockey Tournament. Two weeks later, our hero returned, minus his glasses and a mouth full of stitches plus some wierd story of playing Goal for Canada in that crucial third period.

Speaking of tales of woe, Cpl Don "Gibby" Gibson misplaced his nice shiny Wellingtons at a recent party and ended up walking around with two left shoes for three days with a slight "List to port".

Cpl Dan Marshall has a smile on his face these days. Could it be there is a new female addition to the Club?

If you are contemplating a diet please take a first glance at our two baby Hippo's. These two gentlemen never worry about diets. There isn't any sense to it when you can register two-hundred with either foot on the scales. No initials mentioned but if you happen to see Cpl Gerry Hagans and Cpl McGreary blushing while they are reading this then you will know who I mean. George is the proud owner of a new Chev convertible. He sold his big red lemmm — I mean Mercury to some poor unsuspecting chap with a two week guarantee that the motor would fall out. I must say it runs a lot quieter now but it's still running George.

To end the Month we must say congratulations to Cpl's Gerry McKay and Dan Marshall and all their little friends who were promoted to Sgt and also say welcome to all the new Cpl's who made the grade and to the ones who didn't we suggest that they go to Supply and get issued with crying towels as they have some new ones in stock. The Club was so crowded on promotion night that Harry's faithful Bar stool was torn from its moorings and shifted down around "S" gate. Oh well! next year we'll hire Yankee Stadium.

Soellingen Sally Reports

By Laurie Morris

Every month comes the time of the deadline for the Flieger, and as I phone different personnel for their article I forget to remind myself of mine, and so a day before deadline I'm approached very cautiously by my chief who with a casual smile says in a determined voice "Soellingen Sally, Laurie, by tomorrow morning!". And so with the "couché du soleil" I begin my task of searching for news, but to no avail; an hour goes by, two, and then like a flash my pen begins to write like magic. As it writes it describes as much as it can the activities of the airwomen; if mistakes are done or news is left out do not blame the writer, but the pen.

Promotion has come and gone, but its quick breeze has left us a memento of its visit. One of our airwomen, Shirley Peritt received the honour of becoming a cpl, and to be the only airwoman at 4 (F) Wing to be part of the promotion list. Shirley has been on the station for quite some time, and no other person deserves her hooks as much as she did. I take this opportunity to wish you, Shirley all the best not only from me, but from all the airwomen at this wing.

Cpl Harden is the proud owner of a new 1958 Borgward; it's quite the car. The only thing wrong about that car, Laurie, is that it makes ours look like a honey wagon.

Irma Lowen is now a member of the airwomen who have left their freedom to become housewives. The last I heard from her was that she was very happy, — no wonder she married Mr. Love! Talking about lucky people who give away their freedom, a few other airwomen will do so in the very near future. Fran has decided to become a part of the Army — the Mail Corp that is —, and Al decided that the army was no good without the Air Force so he decided to marry Fran. So, ladies and gentleman, as we all know the services must stick together. Ethel (Pete) is now the proud owner of a beautiful diamond ring, given to her by some Frenchman not from France but Ontario (huh!); they intend getting married sometime in May or June. Pete says June but Don has decided that it would be better in May. Tune in next month for the answer to this debate.

In March we had a going-away party for F/L Finch, a surprise one at that. Quite a few were present, and everyone seemed to enjoy the evening. A skit was done by Cpl Monkton (as F/L Finch) with Betty, Fran, Low, Audrey as themselves; it was very good and if I may say, hilarious.

One week in March I was disturbed from my work by a small tap on the window and lifting my head, I beheld a young airwoman wearing a smile of pride, and with a wink she indicated with her finger a prop, which was sown perfectly on her sleeve. So now, Johnie you are a veteran; we move over and leave a place for you; welcome to the old troops.

Phil is slowly recovering; I don't know whether it's from the fall, or the Knight in Shining Armour. Helen, this Sat afternoon is over at the Lounge baking cakes and making fudge. I still say, airmen, if you are in need of a good wife, contact this column.

Welcome to Cpl Mior & to AW1 Gunther (Wally); Cpl Mior was transferred from 5 Air Div. After a little bit of confusion and taking a few detours, she finally arrived at this Wing. We hope the weather agrees with you, and we promise you April showers. Wally is on TD from Air Div, and arrived to replace Scotty (Scotty is on course at Air Div). Wally is a wizard at the German dialogue and has the knack of mixing her working dates up.

Now for the last minute bulletin; Gil finally invested in an almost brand new Volkswagen and with the car comes a sponge, with compliments of Sputnik. So now, Gil, you are now ready for departure to the moon, Sputnik & a Volkswagen is all that you need.

Though we won't be able to attend the Easter parade in New York, we will be able (weather permitting) to promenade in Hugelsheim. By the time this comes out Trade Board will be over (thank goodness) but to the Cpl's we remind them that May is the month, not for weddings but for Qualifying Exams. A belated Happy Easter to everyone, and a reminder that soon it will be warm enough for weiner roast at the Rhine.

A quiet evening at the Club

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