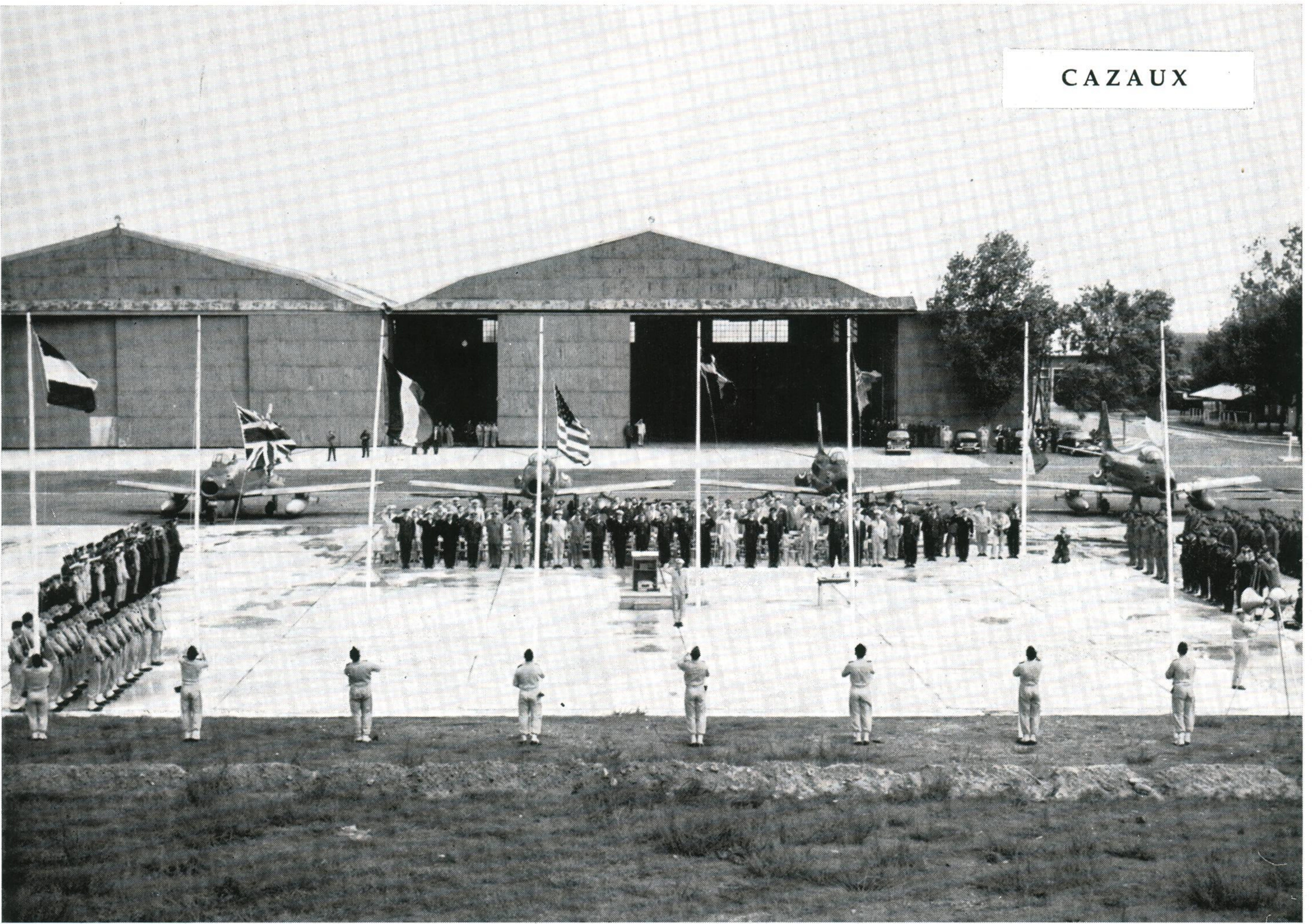


4 (F) WING (RCAF)

Schwarzwald Flieger

CAZAUX



PUBLISHED BY
4 (F) WING RCAF



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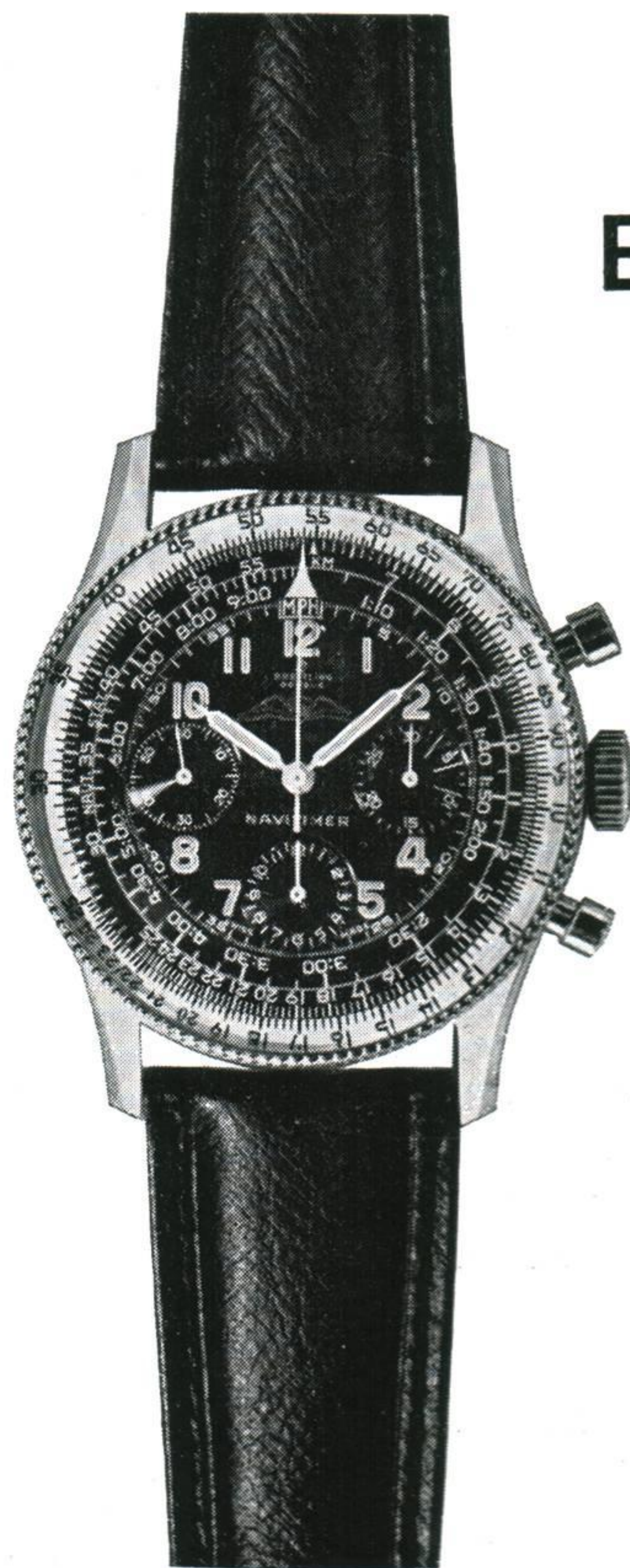
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Guynemer Trophy Shoot

"They should let you chaps keep it — you've won it three times now."

So quipped a young RAF pilot after the Canadian Air Division team had been named winners of the famed Guynemer Trophy for the third consecutive year at the 1960 air gunnery meet at Cazaux, France from 5 Sep to 17 Sep.

If any of the 36-man air and ground crew RCAF team felt the same way they said nothing. They were content in knowing that they had once again captured the European NATO air-to-air gunnery championship, this time against stiff competition offered by seven other crack teams from five countries.



Front row left to right: F/O William J. McArthur of Victoria B.C., and Auckland N.Z., F/L Richard W. Spencer of Minto N.B., F/O Alan G. McMullan of Vancouver B.C. Behind left is F/O Gerard J.G. Tremblay of Montreal P.Q., and right. F/O Neil S. Granley of Edmonton Alta.

The Guynemer Trophy meet is divided into two one-week periods, each team doing its firing during one of them.

Each of the teams fields a squad of 36 officers and airman. Five of these are pilots, the remainder forming a supporting ground crew element. Scoring is on the basis of marks registered on cine-gun and live gunnery exercises.

Each team flies three cine-gun sorties by four pilots, and then flies a similar number of live gunnery exercises. The trophy goes to the team putting up the top total.

The fifth or alternate pilot does not sit about, waiting for one of his teammates to come down with mumps. Every time that a team's four-man pilot squad taxis to the runway's end to take off on a point-scoring sortie the alternate pilot is alongside in his aircraft, ready to take-off, should a sudden unserviceability develop. The RCAF "sub" did just that this year, and he helped to keep the trophy in Canadian hands, coming through with a top score when it was badly needed.

Cine-gun sorties involve the pilots tracking another aircraft, keeping it in their sights during a stipulated interval. Not as easy as it sounds with the target plane weaving at near the speed of sound at 35,000 feet. The resultant films are screened by the judges, who accord a score depending on what shows in the cine footage.

Live gunnery sorties are flown against targets — known as banners — towed behind another jet aircraft at 25,000 feet. Measuring 30 by 6 feet, the targets are woven plastic mesh, and bullets passing through them leave holes which are later counted by the judges.

Flying during the meet's first week were teams from the RAF Fighter Command, French Air Defence Command, and the Netherlands and Danish air forces.

Top score for this first period was notched up by the RAF team, which registered 1093.5 in the cine-gun sorties and added 147 in live gunnery for a 1240.5 total.

The following Monday the RCAF team arrived from the Air Weapons Unit at Decimomannu, brown after three weeks of training under the fierce Sardinian sun. Flying with them during the meet's second week were squads from the RAF NATO-assigned elements in Germany, the French First Tactical Air Command, and the Belgian Air Force.

The Canadians had four teams to beat: the RAF Fighter Command with its first-week score of 1240.5, and the three teams flying during their period.

Monday, the day of the Canadians' arrival, was given over to briefings, administrative details, and familiarization flights over the off-shore range. On Tuesday the RCAF boys went up for their first cine-gun sorties, as did the other three squads.

On the two previous occasions when they had won the trophy, the Canadians had found themselves slightly out-scored in each case by the second-place team in the cine-gun portion of the meet, but their wide superiority in the live gunnery had pushed them far ahead in final total point standings.

This year they were again depending on their traditional ability with "hot" guns against a towed target, but things were different, and they had a tougher row to hoe.

Cine-gun scores in the meet run much higher than the live gunnery marks, most of the pilots scoring between three and four cine-gun points for each live gunnery tally.



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The "Schwarzwald-Flieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C R. W. McNair, DSO, DFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.
Editors-Flight Lieutenants W. J. Lemmex and J. C. Slauenwhite.
Assistant to the Editors — Mr. E. W. Burnside.

Advertising Manager Flight Lieutenant S. F. Brickenden
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In 1958 and 1959 the live gunnery scores were automatically doubled, to bring them closer to the cine-gun marks registered. This was to the Canadians' advantage, with their demonstrated live-gunnery ability. This year the scoring system was changed, and actual live gunnery marks were added to cine-gun scores for a final total.

As the first cine-gun marks were posted the Canadians saw themselves falling behind. Their cine-gun scoring was good — better than they had ever done before at the annual Cazaux meet — but other teams were posting extraordinary marks. The Canadians could only do their best and hope that they could stay close enough to catch up when the live gunnery began.

It was an anxious time, for a jammed camera or a dud score by any one of the pilots could drop them back too far for them to catch up during the live gunnery scoring.

On Wednesday the four teams had all flown off the last of their three cine-gun sorties and when scores were posted the Canadians were in fourth place.

The RAF Fighter Command team which had shot the previous week had rolled up 1093.5 in their cine-gun exercise, and stood in first place. In second spot came the Belgian Air Force with 1016.5, with the German-based RAF team two points behind. The RCAF total stood at 1002.7, nearly 200 points better than the Canadians had rolled up in cine-gun scoring the year before, but still only good for fourth spot.

The Canadians weren't too worried about the RAF Fighter Command team, although they technically stood in first place. They had completed their flying, and their total stood posted at 1240.5. The RCAF boys felt sure their live gunnery would pull them past this mark — barring bad luck.

They didn't know, though, what the other RAF squad and the Belgians would do with their live guns, and they both stood ahead of the Canadians.

The Canadian pilots came down from their first live gunnery sortie without making any claims. They felt they had done well, but they wanted to see the scores posted on the big official black scoreboard which was a constant centre of interest throughout the meet.

When the first live gunnery scores went up there were smiles on the faces of the Canadians. Their pilots had shot what proved to be the meet's highest single live gunnery sortie. It pulled them slightly ahead of the German-based RAF and the Belgian teams, and gave them a good chance of passing the 1240.5 score posted by the RAF Fighter Command squad of the previous week.

But both the RAF and Belgians shooting with the Canadians were scoring well with their guns, and it was still a close thing, not to be decided until the final live sortie was marked on the board.

The Canadians' mark in their second live sortie pulled them past the score registered the week before by RAF Fighter Command, and ahead of the RAF Germany and Belgian teams flying against them, but there was one more exercise to do.

When the scores of the final sortie went up it was the Canadians again — for the third time. Outscored in the cine-gun portion of the meet, their live gunnery had pulled it out for them, and they were in first place by 100 points.

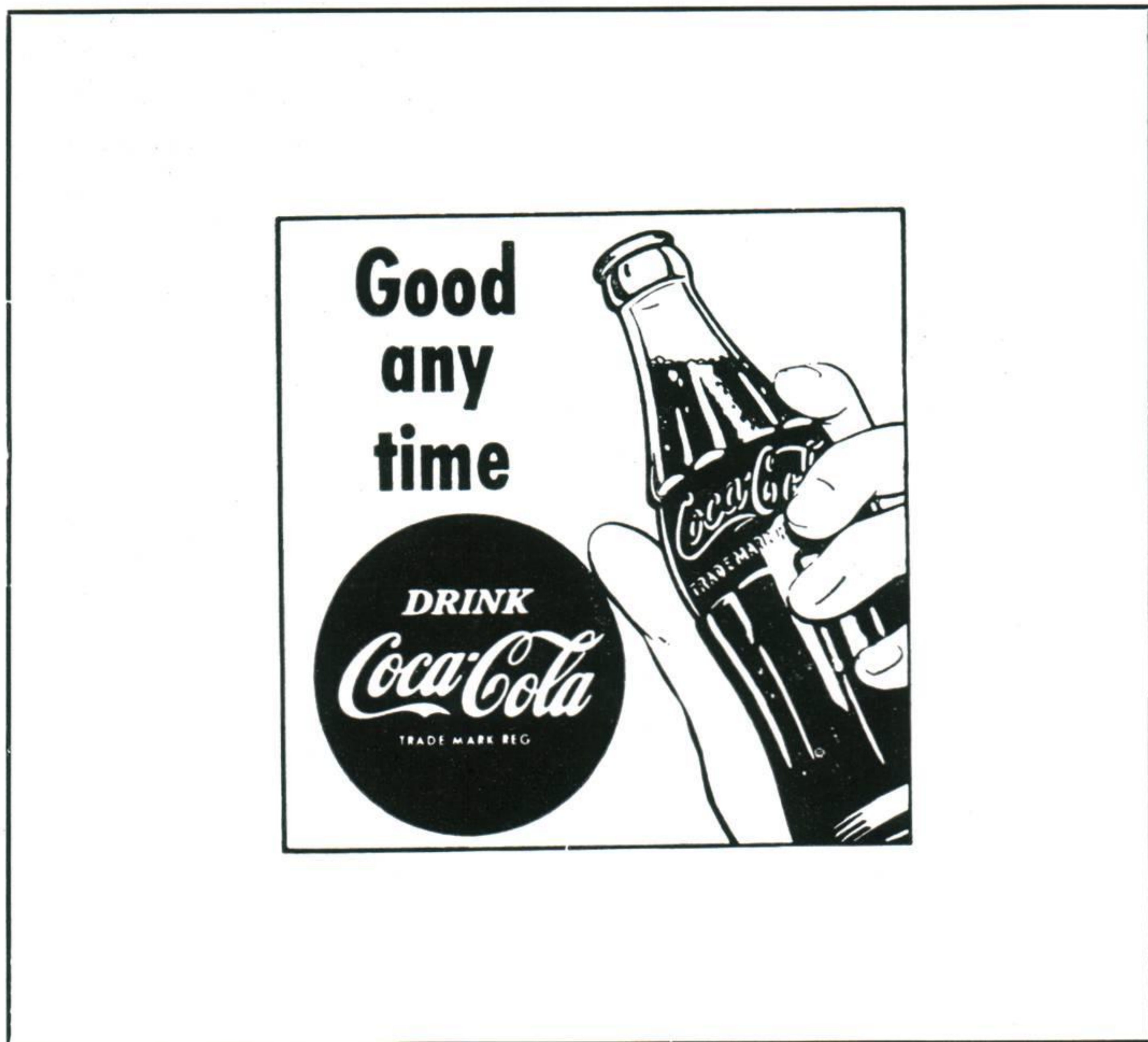
The RCAF boys had rolled up 1397.7, second spot going to the RAF flyers from Germany, with 1257.8. In third place came the RAF Fighter Command, whose 1240.5 stood up just enough to nose out the Belgians with 1234.5.

In addition, the Canadians had come up with the first and second top individual scorers. F/O Alan McMullan, a 22-year-old Sabre pilot from Vancouver, who flies with 427 (Lion) Squadron, 3 Fighter Wing, Zweibrücken, Germany, scored 355.3 points and was the meet's high scorer. On his heels came F/O William McArthur, 26, a member of 422 (Tomahawk) Squadron, 4 Fighter Wing, Baden-Soellingen, Germany, with 352.5 points. A young New Zealander from Auckland, who joined the RCAF in 1956 and who married a Victoria, B.C., girl, F/O McArthur was the only Canadian pilot "repeater" from last year's Guynemer Trophy team.

Third place individual honours were taken by one of the Belgians, Adj. Francois Bedart, who shot 344.6 for his squad.

Other members of the RCAF flying team were F/L Richard Spencer, 28, of Minto, N.B., from 430 (Silver Falcon) Squadron, 2 Fighter Wing, Grostenquin, France; F/O Gerard Tremblay, 26, of Montreal, from 439 (Sabre Tooth Tiger) Squadron, 1 Fighter Wing, Marville, France; and F/O Neil Granley, 23, of Edmonton, from 444 (Cobra) Squadron, 4 Fighter Wing.

Formal presentation of the Guynemer Trophy was made on Saturday, the day following the final results, in a colourful ceremony at the Cazaux air base.



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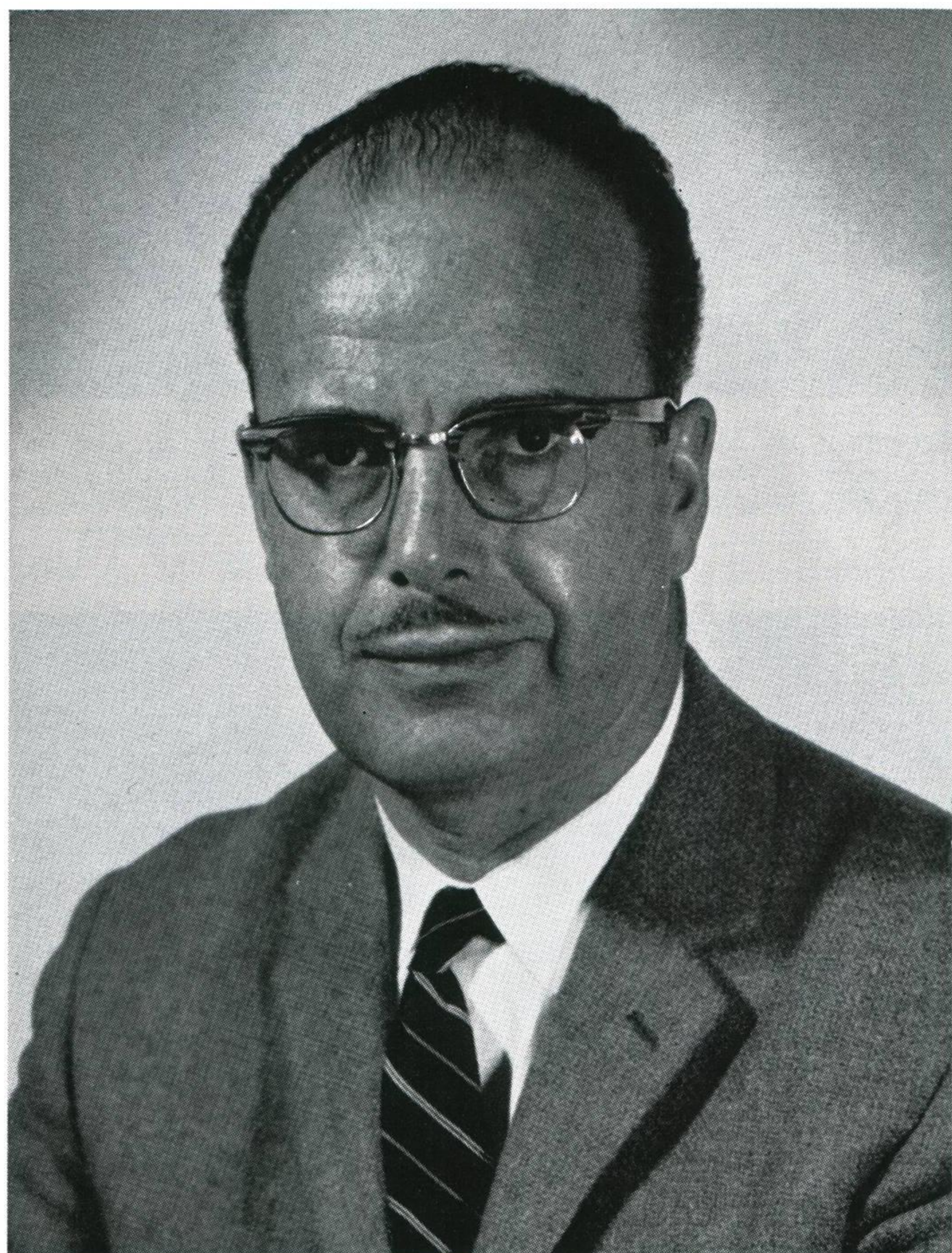


MERCEDES-BENZ

Rhine Valley Park School

Rhine Valley Park School began its seventh school year on September sixth with a record of students and teaching staff. For 1960-61 school term there are seven hundred and ninety-four registered students, with a teaching staff of forty-three. The base school which consists of converted barrack blocks house kindergarden to grade three with a total of four hundred and two children, the remaining three hundred and ninety-two grades four to thirteen attend Rhine Valley Park School in the PMQ area.

A very successful year is anticipated under the capable leadership of Mr. Perry, principal and Mr. Proctor vice-principal, both newcomers to 4 (F) Wing.



Mr. C. W. Perry is the new Principal of Rhine Valley Park School. Mr. Perry appears to be an excellent choice as our DND school Principal for in addition to having ample teaching experience he has also had service experience with the Canadian Army.

Mr. Perry graduated from the University of Toronto with a Bachelor of Arts degree and later took post-graduate work receiving his Bachelor of Education. His positions have included that of science teacher in Junior High School, Principal of South Preparatory School, member of English department of Forest Hill Collegiate, 1953-55 Vice Principal Royal York Collegiate, and 1955-60 Principal.

His Army service began in 1942 with the Royal Canadian Corps of Signals where he attained the rank of Captain. He served in England and Western Europe.

Mr. Perry is married to the former Helen Noble of Toronto. The Perrys have three children — Joy, age 16, John, age 13, and Ross age 10.



Mr. GW Proctor, the new Vice-Principal of Rhine Valley Park School, calls Winnipeg his home.

Mr. Proctor is a graduate of the University of Manitoba where he received a Bachelor of Arts Degree with Honors in English and History. He has a total of nine years teaching experience with the Winnipeg School Division in Junior and Senior grades.

Mr. Proctor enlisted in the RCAF in April, 1941 as a Radar Technician. He served overseas with 76 RAF Wing from October 1941 to September 1945. He was commissioned with the rank of FO in 1944.

Mr. Proctor is married to the former Alexis Plant of Deloraine, Manitoba. The Proctors have four children; Jim 14, Brian 10, Beverley 8 and Judy 9 mos.

Seventeen teachers of last years teaching staff have returned for this term: Miss J. Lawson, Miss Y. Rose, Miss R. Byrtus, Mr. R. Forneri, Miss G. Page, Miss M. Whalley, Miss I. Warkentine, Miss J. Irvine, Miss J. Weicker, Miss L. Raymond, Miss Y. Brunelle, Miss I. Buckles, Miss D. Coons, Miss L. Fortin, Miss Y. Mercereau, Mr. D. McKillop and Miss D. Rogers.

New Teachers

Miss M.A. Aldred was educated at Moose Jaw Teachers' College;
taught in Radville Unit, Sask. last year;
this year teaches Kindergarten.

Mr. F. Alexandruk was educated at the University of Alberta;
taught in Bruderheim, Alberta last year;
this year teaches Grade 8.



Back row, L to R, N. Krelaty, D. McKillop, W. Turchan, R. Forneri, J. Bergeron, D. Marion, G. Metivier, F. Alexandruk, B. Gallant, A. Gilies. Middle Row, L to R, J. Wheeler, R. Kara, J. Sutton, G. Stock, I. Buckles, Y. Rose, R. Byrtus, D. Rogers, R. Woodburn, D. MacDonald, D. Coons. Front Row, L to R, G. Laird, L. Fortin, S. Mann, C.W. Perry, Principal, G.W. Proctor, Vice-Principal, Y. Mercereau, R. Chute.



Back Row, L to R, J. Lawson, M. Aldred, G. Page, V. Darling, M. Whalley, J. Weicker, Y. Brunelle, L. Raymond. Front Row, L to R, I. Warkentin, B. Ross, V. Hocesvar, E. Wudke, B. Ryer, V. Metcalf, J. Irvine.

Mr. J.L. Bergeron was educated at the University of Manitoba and at St. Boniface College; taught in East St. Paul, Winnipeg last year; this year teaches high school French.

Miss R.M. Chute was educated at Woostock Collegiate, at the University of Western, Ont., and at London Teachers' College; taught in Thorhold, Ont. last year; this year teaches Grade 7.

Miss V.G. Darling was educated at Vancouver Teachers' College; taught in Prince George, B.C. last year; this year teaches Grade 1.

Mr. A.B. Gallant was educated at St. Patrick's College and at the University of Ottawa; taught in Kapuskasing, Ont. last year; this year teaches high school French and Latin.

Mr. J.D. Gillies was educated at London Teachers' College, at the University of Western, Ont., and at the University of Toronto; taught in London, Ont. last year; this year teaches Grade 7.

Miss V. A. Hocevar was educated at London Teachers' College; taught in Amherstburg, Ont. last year; this year teaches Grade 2.

Mr. N. Krelaty was educated at the University of Manitoba; taught at the RCAF Rivers Camp school, Man. last year; this year teaches high school chemistry and physics.

Miss C. Laird was educated at the University of Western, Ont.; taught in Northern Secondary School, Toronto, Ont. last year; this year teaches high school commercial subjects.

Miss D. L. MacDonald was educated at Dalhousie University and at Acadia University; taught in Wolfville, N.S. last year; this year teaches high school English, history and geography.

Miss S. M. Mann was educated at McMaster University, Hamilton, Ont.; taught in Hamilton last year; this year teaches Grade 4.

Mr. D.G. Marion was educated at Strathcona High School, Edmonton, and at the University of Alberta; taught in Eastwood Junior High School, Edmonton last year; this year teaches high school science, mathematics and zoology.

Miss V.E. Metcalfe was educated at Stratford Teachers' College, Ont.; taught at Guelph, Ont. last year; this year teaches Grade 1.

Mr. J. G. Metivier was educated at the University of Ottawa; taught at Cornwall Classical College, Ont. last year; this year teaches Grade 8.

Miss B. Ross was educated at North Bay Teachers' College; taught at Cody School, Sault Ste. Marie last year; this year teaches Grade 3.

Miss P. B. Ryer was educated at Nova Scotia Normal College; taught at the RCAF Station, Senneterre, Que. last year; this year teaches Grade 2.

Miss G.E. Stock was educated at the University of Waterloo, Ont.; taught in 1 (F) Air Division, Metz last year; this year teaches girls' physical education.

Miss P.J. Sutton was educated at the University of B.C.; taught at Dawson Creek, B.C. last year; this year teaches Grade 7.

Mr. W.J. Turchan was educated at the University of Western, Ont.; taught at South Carleton High School, Richmond, Ont. last year; this year teaches boys' physical education.

Miss J. M. Wheeler was educated at Ottawa Teachers' College; taught at the RCAF Station, Rockliffe, Ont. last year; this year teaches Grade 6.

Miss R.E.L. Woodburn was educated at McDonald College, Queen's University, Kingston, Middlebury Language School U.S.A., University of New York; taught at 1 (F) Air Div. HQ., Metz, France, last year; this year French Conversation Grd. 3-5.

Miss E.E. Wudke was educated at Moose Jaw Teachers' College and taught last year at Yorkton Public School; this year teaches Grade 2.



Pictured above is the 1960-61 class of the 4 (F) Wing Nursery School. This years teacher, Mrs. RM Clark has an Alberta and Saskatchewan teaching certificate. She has a total of ten years teaching experience including two years kindergarden at RCAF Station Cold Lake. A very successful

year is anticipated for the four year old tots under the capable leadership of Mrs. Clark.

EDITOR'S NOTE: Coach Frank Clair of the Ottawa Rough Riders should interview the young lad on the extreme right for a possible contract in 1975.

Canadian News

WILL BUILD BOMARCK GEAR HERE

John L. Burns, president of the Radio Corporation of America, said the RCA Victor Co. Ltd. of Canada has taken on a \$2,000,000 order for an electronic detection and control system which is part of the North American aerial defence. He said the system for which RCA Victor will build equipment "involves the automatic transmission of information to interceptor planes and Bomarc missiles. RCA's Canadian company will produce the critically important security-sealed circuits".

CANADA DELAYS ON PLANE SWAP

United States authorities are gradually losing hope of cementing a multi-million dollar military plane swap with Canada. They emphasize there will be no big cargo plane purchases in Canada if the deal doesn't go through. In the midst of modernizing its huge military transport fleet, the US Air force has expressed willingness to acquire about 35 or 40 of the CL-44 planes produced at the Montreal Canadair plant for some \$155,000,000, providing the RCAF purchases about 65 of the US McDonnell F-101 twin engined jets for about \$100,000,000.

ENEMY PLANES TEST US

While Toronto slept, US bombers probed Canada's defences to see whether we could be devastated by a Russian nuclear attack. Three hundred Strategic Air Command jet bombers zeroed in on pre-determined North American targets during the six hour Exercise Sky Shield—the biggest mock war in history. But the targets and routes were kept secret so that actual Russian planes couldn't sneak in during the manoeuvre. Canadian Air Marshal C. Roy Slemon was deputy-commander of the exercise, which was centred at NORAD headquarters in Colorado Springs. Air Vice Marshal WR MacBrien directed the north-eastern command of US and Canadian interceptors from St. Hubert Que. Canada's CF-100 interceptors were outclassed by just about every other plane in the war games. All US planes were supersonic flying at speeds up to 1,500 mph.

BATTLE OF BRITAIN — 20th ANNIVERSARY

One of the largest bodies of RCAF personnel ever to parade in Ottawa assembled on Parliament Hill recently to join in the national observance of the 20th anniversary of the Battle of Britain in honour of the famous "few" who fought and died in the air battle to save Britain in the dark days of 1940.

The parade consisted of four Air Force bands and more than 1400 members of the RCAF and the RCAF Association.

During the ceremony, jet aircraft of the RCAF, including the famed Golden Hawks aerobatic team, dipped low over

the Peace Tower in salute while two of the most famous Battle of Britain aircraft, the Spitfire and the Hurricane, stood motionless on the Hill below.

Following the wreath-laying ceremony and the playing of the National Anthem, the parade moved to Chalmers United Church and St. Joseph's Church where special commemorative services were held.

The Battle of Britain had special significance for the RCAF. It was the Force's baptism of fire when No. 1 Squadron of the RCAF (later designated 401) flew into action against the enemy near London, won its first victories and suffered its first casualties.

Another fighter squadron, No. 242 of the RCAF and composed of Canadian pilots, also won for the RCAF and Canada great distinction during the prolonged air battle.

During the two-and-half month battle which began in mid-July 47 Canadian officers and men gave their lives.

STARFIGHTER TEST FLIGHT SUCCESSFUL

A prototype of Canada's CF-104 Starfighter made a successful test at Palmdale, Calif., near Burbank, the RCAF announced. The air force said it was advised of the flight by Lockheed Aircraft Company, the plane's makers. The CF-104 is to be produced under Lockheed License by Canadair Limited of Montreal for overseas squadrons of the RCAF. It will replace the F-86 Sabre jets now in use. The prototype was aloft over the Southern California Desert for 43 minutes. The prototype will flight-test the fire control and flight control systems of the aircraft, designed to fly at twice the speed of sound.

GERMAN CITY GIVES PLAQUE TO RCAF OFFICER

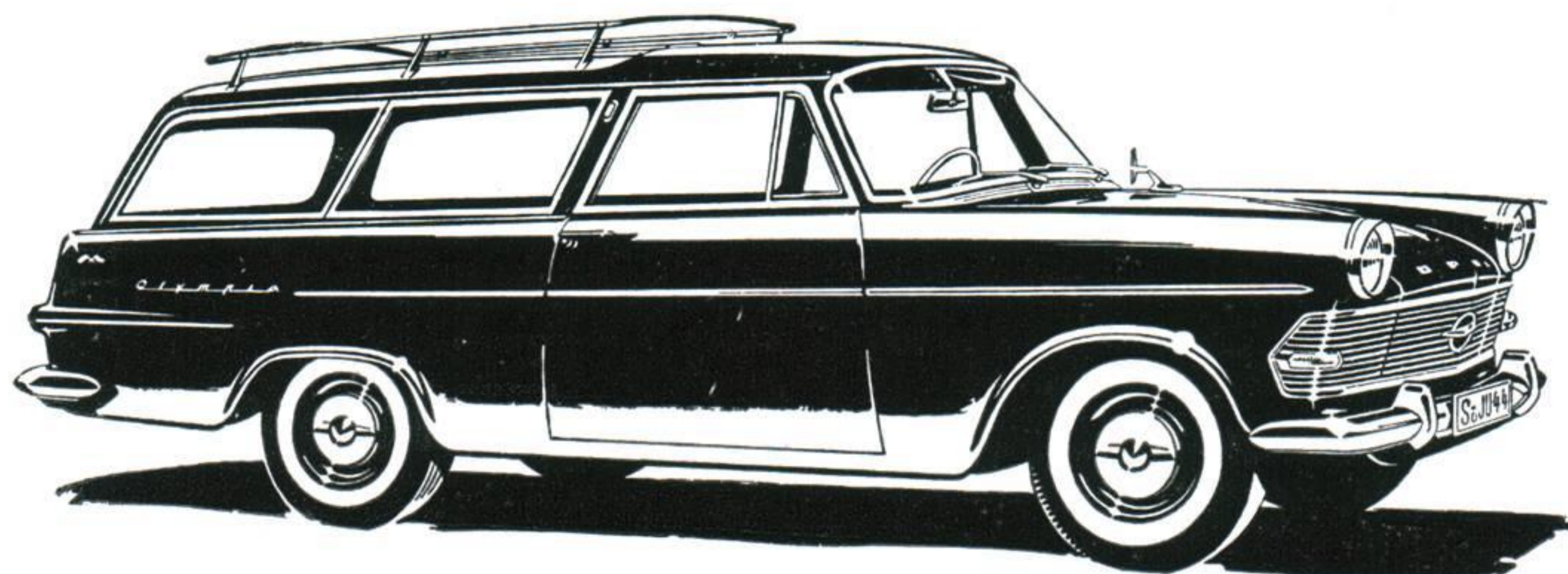
Wing Commander Kenneth Handley, 41, of London, has been awarded a bronze plaque by the City of Zweibrücken for his part 'in developing Canadian-German friendship, RCAF Air Division officials announced. The presentation was made by the burgermeister of nearby Zweibrücken, who paid tribute to the excellent relationship between the personnel of the Canadian air base and the people of Zweibrücken, and to the part played by Wing Cmdr. Handley in the wing's community relations program.

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Auf Wiedersehen



F/L WA Yager, Engineering Officer with 419 Sqn returns to Canada for retirement in October after having served in the RCAF since May 1937.

F/L Yager, better known to his many friends as "Al", joined the RCAF as an AETech and has been employed in numerous phases of service life. His aircraft experiences has been varied and covered many types including Seaplanes, Flying boats, Ski planes and high speed jets of our present force. For two years, 1939-41 he was employed on such types as the Oxford, Anson, Harvard and Lockheed. In 1941 his aircraft servicing was interrupted by a tour of instructing at the Aeronautical Engineering School, and then as Airman-ship Specialists at TCHQ examination board. After taking the AE Course and receiving a commission, he was again transferred to TCHQ as trade test officer until being posted overseas in 1944.

F/L Yager returned to Canada in 1946, was reverted to the rank of WO2 on R. Day and spent the next five years in groundcrew training positions with 400 Auxiliary Sqn Toronto and Technical Training School at Camp Borden.

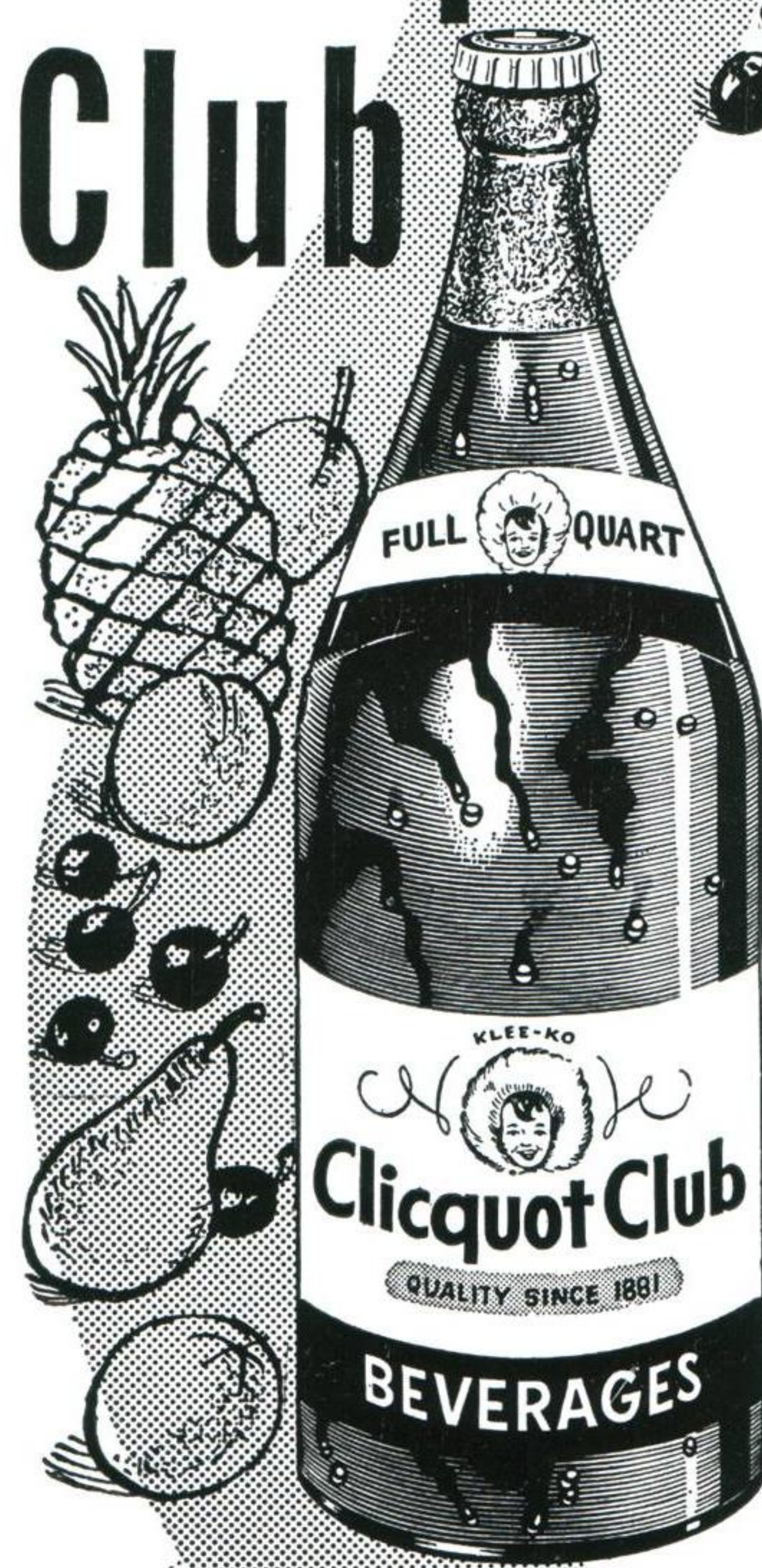
"Al" was commissioned in 1951 and was employed in ADC units at London (420 Aux Sqn on Mustangs) and in 1955 was transferred to Cold Lake CF100 (OTU).

In July 1957 he joined 419 Sqn at North Bay as Engineering Officer and accompanied the squadron on its Ferry Flight through Goose Bay, Ireland and to its new home at 4 (F) Wing.

"Al", was married to Doris Roberts of Toronto in 1944. They have four children: Mary 14, Donald 12, Susan 8 and John 6. "Al" and his family have had a memorable and educational experience touring Europe (by Buick and Caravan) and to all reports have thoroughly enjoyed life in the area, especially in Baden, the PX and of course the odd Gasthaus.

The Fliieger staff, on behalf of 4 (F) Wing extend to F/L Yager and family all the best of success in new ventures in civilian life.

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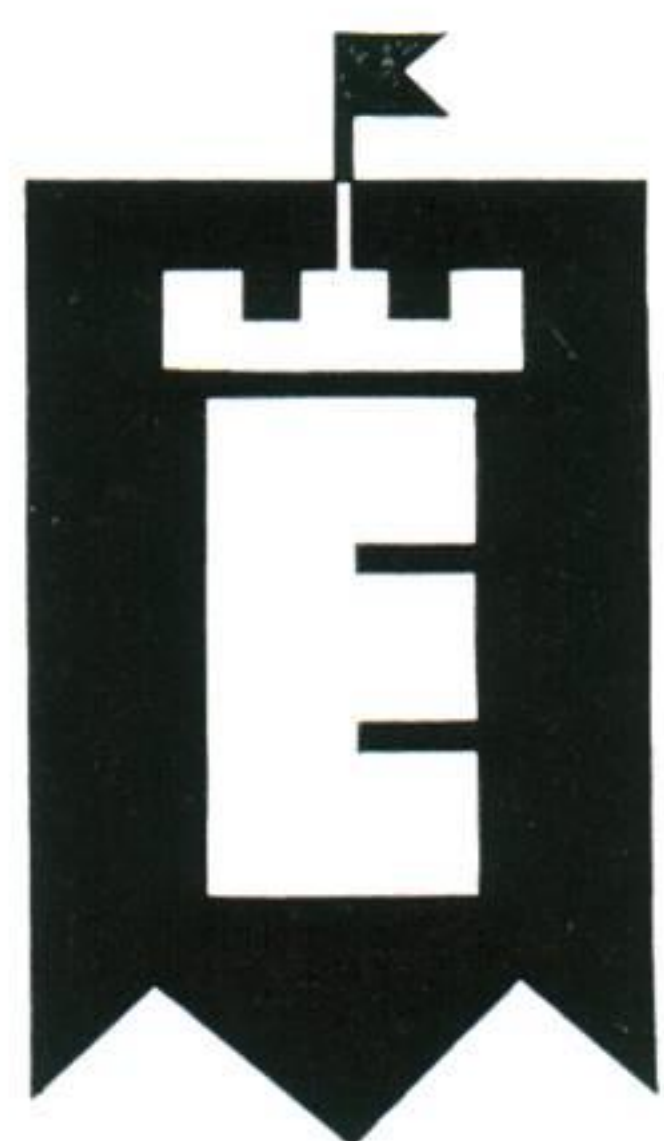
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Recommended Library Reading

SCIENCE AS HISTORY — HEINZ GARTMANN

If man can design a rocket-ship that can attain the speed of light, then according to Dr. Eugen Saenger, time can be vanquished. For example, a hypothetical journey round the universe at this speed would take 41.9 years. When the rocket returned, 3000 million earth years would have passed, although the crew would be only 40 years older.

In 1851 an American bishop declared emphatically that "Men will never fly, because flying is reserved for the angels". The bishop's name was Wright, and he had two sons, Orville and Wilbur.

When Stephenson applied to parliament for permission to build a railway between Liverpool and Manchester, he was told that the breakneck speed of 10 miles per hour would cause the passengers to lose their reason.

These are isolated bits of information used by Heinz Gartman in his book to represent different stages in man's struggle for progress. In 335 pages, he succeeds amazingly in describing all the scientific and technical discoveries of the last two centuries.

A BREATH OF FRENCH AIR — H. E. BATES

In this book, Pop Larkin and his handsome family of seven, all born without benefit of clergy, step outside their rural paradise for an excursion into another world. Armed with plenty of tax-free cash, their Rolls-Royce, and little French, they take their first holiday abroad. Their intensely English but wholly unconventional reactions to life in France, especially its ideas on love and food, are in that same vein of slapstick that delighted readers of "The Darling Buds of May".

THE LEAF AND THE FLAME — MARGARET PARTON

Margaret Parton, an American newspaper correspondent, lived in India for five years. This delightful book is a recollection, through a diary kept for the better part of a year, of the highlights of her experience there.

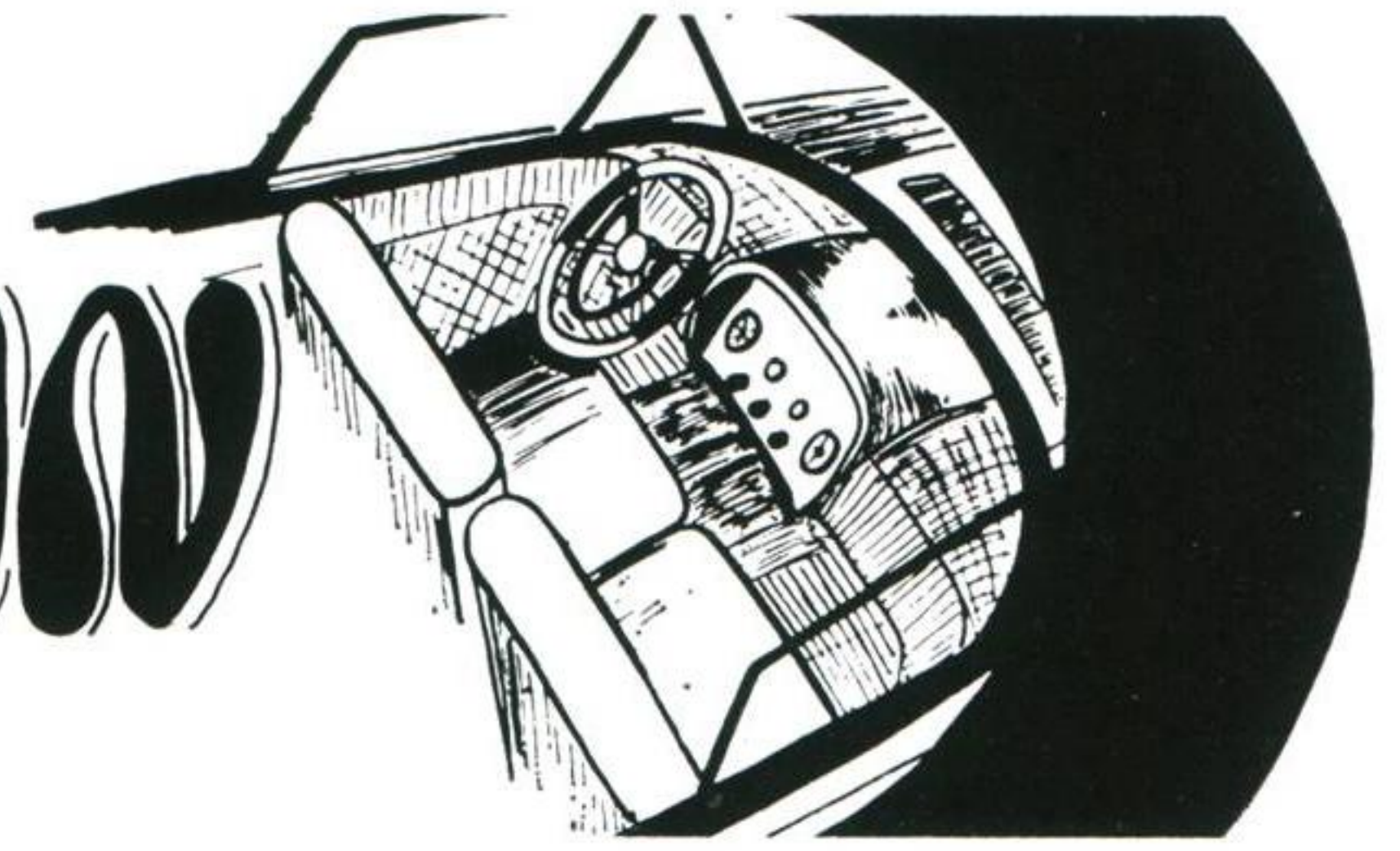
India today is a unique and sometimes paradoxical mixture of the traditional and the modern. Miss Parton, who travelled extensively from Calcutta and Delhi to the remote borders of Tibet, and the mountains of Kashmir, reveals this complex civilization through anecdote, interview, and personal reflection.

There are lively pictures of the crowded bazaars, of Calcutta, with its heat, dirt, and cruelty, of the fantastic colour and confusion of Hindu religious ceremonies at Benares, and many other unforgettable scenes. There are people of every kind: holy men, forlorn British tea-planters, wild Tibetan muleteers, and brilliant young students. Everywhere the spirit and influence of Gandhi make themselves felt, and the author gives a fresh, personal evaluation of this great leader whose name is now a legend.

THE WINTHROP WOMAN — ANYA SETON

This book is a novel based on a solid framework of fact. All these characters are real and the story has been built up from original documents, excerpts from some of which have been included. It is the story, set partly in the Old World and partly in the New, of a real, indomitable woman who lived in the first half of the seventeenth century. Elizabeth Winthrop was a natural rebel against the Puritan code of her time, and even to the present day, many of her descendants have a vague feeling they should be ashamed of her. She was a woman who lived through almost every daunting experience a woman can face, who won a long, hard fight for peace and freedom and an established home.

THE STEERING COLUMN



YOUR SAFETY ZONE IS INSIDE YOUR HEAD

A person must have a high degree of physical and mental fitness in order to drive an automobile safely, skillfully, and considerately of other road users. Yes, other road users! There is no such thing as an isolated human being, and the sooner we get rid of our attitude of indifference the sooner our accident rate will improve. We must learn to share the road with others. Statistics show that most accidents are caused by ignorance, carelessness, selfishness and impatience all of which can be prevented.

In all driving activities a person's muscular system must be in good condition, for when driving the movement of the limbs exercising control of the automobile must be sure and accurate. Frequently a driver in order to avoid an accident must make split second decisions. Thus good vision, good hearing and a good standard of health, all have an essential bearing on the power of concentration so necessary in present day driving. With the aid of vision, hearing, general fitness and the power to concentrate a driver is able to exercise good judgement, which is the ability to distinguish between right and wrong, good and bad, safe and unsafe.

Our reactions to happenings seen and heard take place in the brain, which is the centre of control of all thought and action. A driver's "reaction time" is very important in driving. It may be defined as the time that passes between the moment a driver observes the need for action and the moment he takes that action.

The action may be to:

Change the course of travel by steering, go faster by accelerating, go slower by braking.

"Reaction time" is of major importance when applied to braking. A driver should be capable of reacting to an emergency stop by braking in $\frac{2}{3}$ of a second. In this period, i. e. the period elapsing from seeing the need to stop, to the time the foot brake is applied hard, the automobile will have travelled a considerable distance. This travelled distance or danger zone can vary in three ways:

- the speed of the automobile,
- the physical and mental condition of the driver and
- the degree of concentration the driver is giving to his driving.

For the average driver, i. e. one not suffering from fatigue, illness, undue worry or the effects of alcohol, who is travelling at a speed of 50 miles an hour it means his automobile has covered a distance of approximately 50 feet. Example:

50 miles an hour is equal to 73 feet per second,
reaction time $\frac{2}{3}$ of a second, hence $73 \times \frac{2}{3}$ equals 48.66 feet, roughly three car lengths!

However, this is with the factor $\frac{2}{3}$ of a second, which is the desired capability of a driver. Under simple driving conditions, when the driver is watching for a signal to stop, the average braking reaction time is found to be around $\frac{3}{4}$ of a second.



Do you know the effects your general health has on your driving? Some small part of a car can bend or break or lose its adjustment and ruin the performance of the whole machine. A driver is much like that, he gives a more satisfactory performance when all his parts are in first class condition and working together smoothly. A driver complains bitterly when vital parts like the carburator, generator or brakes of a car are not working properly. It would be interesting if the car could complain of the driver whose "parts" are out of order! Physical fitness means the working together of sound body organs. In such a condition one is at his best. He is efficient, his thinking is clear, his reactions are steady. His driving is much more likely to be reliable. Illness, such as influenza, poisoning, fevers and infections can reduce or even destroy one's ability to drive well. Even minor troubles, such as worry, headaches, indigestion, a sore throat or a throbbing tooth can be distracting and affect one's driving ability. Many experiments have been made on the affect of alcoholic beverages. These studies show that alcohol decreases alertness and efficiency. It may decrease self-consciousness and at the same time, increase confidence and feeling of ease and of relaxation. It destroys fear of consequences. Usual cautions are thrown to the wind. Habit systems become disorganized. Alcohol is not a stimulant, it is a depressant. It affects the higher brain centres which control voluntary behaviour and the emotions. Its use can completely disqualify a driver. No one in poor health, distracted, worried or under the influence of intoxicants should be driving an automobile. If it is absolutely necessary to drive under such circumstances, only greatly reduced speed and exceptional caution can in any way help make up for the driver's poor condition. People who refuse to think about safety are setting the stage for tragedy.

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Fire Prevention

Fire Prevention Week is once more upon us, and your Fire Department has a full week of activities planned to emphasize the need for fire prevention and to bring the message to all, young and old "DONT GIVE FIRE A PLACE TO START". This week by proclamation of the President of the United States and the Governor General of Canada the full calendar week including 9 October each year, the anniversary of the Great Chicago Fire of Oct. 1871. This observation began in 1911 as Fire Prevention Day but in 1922, acting upon the recommendations of the Fire Chiefs Association, the week including 9 Oct. was proclaimed Fire Prevention Week in Canada and the United States for the first time.

The purpose of this week is to bring to the public mind the need for fire prevention and to act as a springboard for the annual fire prevention programme.



If we are to succeed in the prevention of fire, we must know something about it, here are some "Facts about Fire".

Fire is so familiar that it scarcely needs definition, we are impressed by it's extraordinary usefulness and it's extraordinary dangers from infancy. It is the basis of practically all forms of manufacture and transportation, it has affected our every way of life, from our ability to inhabit cold areas to, in some extent our racial inheritances. Fire has brought us from the trees and caves to our modern civilization, in historic times there has been no record of peoples or tribes, even of the most backward who have no knowledge of fire. Truly Man is not man until he possesses fire.

The word fire however has a dual meaning, we associate it with, comfort, good foods well cooked, pleasant living conditions, but it is also a cry of stark terror in every language in the world. Here is the reason for this:

Every year in Canada and the United States:

- 558,000 Dwellings burned
- 76,000 Factories burned
- 73,000 Stores, Theatres, and Amusement Halls Burned
- 65,000 Barns and Outbuildings Burned
- 4,200 Churches Burned
- 4,000 Schools Burned

Every day in Canada and the United States:

- Fire Kills 31 People
- Fire Ravages 1,525 Homes
- Fire Destroys 11 Churches
- Fire Damages 4 Hospitals
- Fire Scathes 4 Schools

Every 45 Minutes in Canada and the United States:

Fire KILLS "ONE HUMAN BEING"

Every 15 Seconds in Canada and the United States:

Fire Breaks out somewhere.

The annual record of about 600,000 fires and 6,000 fatalities in the States and Canada each year is pathetic, and the most

tragic part of it is that this death and destruction is for the most part avoidable. The cause of these home fires is no great mystery; cigarette butts, frayed electric cords, overloaded or over fused circuits, accumulated rubbish, youngsters and matches.

Failure to follow the simplest rules of fire safety cause a goodly number of fire deaths each year, smoking in bed, careless use of flammable liquids, leaving small children unattended.

Another major failure in most families is that no thought has ever been given to plan for a fire emergency, escape from different rooms, or even escape routes from the house. Never has a drill been held to ensure that the very old or the very young can get out alone.

For as long as fires and fire deaths are accepted as regrettable accidents progress will be slow. When people recognize them as the results of neglect and carelessness, the rules of fire safety will be learned and heeded.

FIRES ARE NOT ACCIDENTS THEY ARE CAUSED, THEY ARE "CRIMES OF CARELESSNESS".

What about our Children? How do they fare? One quarter of the fire deaths 1,200 per year are children. This is particularly tragic as they need and should have our protection. They are certainly in no way responsible, not even if they light the fire themselves. We are responsible, because we can stop these tragedies if and when we face the responsibility that is ours.

WHAT CAN BE DONE? This is up to you —

Here are some pointers that will help you make our community safe for all,

For Your Children

Each month almost a hundred children die in fires, because their parents left them unattended or in the care of Baby Sitters to young or not competent to cope with a Fire Emergency! This is the shocking conclusion of a study by the National Fire Protective Association. If you would protect your children from fire at home, follow these simple precautions:

- 1 Keep young children, two and under, in constant sight and mind.
- 2 Teach older children how to use and respect fire, and strongly emphasize that matches are not playthings.
- 3 Keep your home free from fire hazards by regular checkups, your fire department will help you find and recognize these hazards.
- 4 Train children of all ages how to get out of the house to safety from every room, and be sure that they are drilled in the use of the routes.
- 5 Make sure that "Baby Sitters" have specific instructions in case of fire. These to include orders to get the children out of the house the instant smoke or gas is noted, the escape routes from each room, and how to get in touch with the fire department, parents, doctor and police.
- 6 Make sure that your "Baby Sitter" is more a Sitter than a Baby, an adult should be hired if and when possible.

Preplanning counts, if our country were suddenly involved in a war and there were no plans for defence, the ultimate outcome could be foretold with little difficulty, so with your home, when fire strikes, have a plan for your defence. The National Fire Protective Association states that "More than 8 out of 10 lives taken by home fires each year could be saved if people planned ahead for fire emergencies". Make sure that every one knows what to do and where to go in the event of fire at home and then hold drills so that your family will react to a fire situation almost automatically. Here are some pointers, your own home layout will show you more;

1 Figure out escape routes from each room, if possible 2 or more.

2 Remember that closed doors will hold back flame and smoke allowing more time for escape.

3 For upper floor escape use any Porches, ladders, or trees for escape routes. If none are available, close the door behind you and wait for the fire department. Only as a last resort jump, wait and protect yourself with blankets etc.

4 Pick an outside assembly point for your family and be sure that every member knows the rule "ONCE OUT STAY OUT".

5 Know the location of the nearest fire alarm box and it's operation.

6 Practice this plan by holding drills in your own home, the payoff for this trouble may be the life of a loved one.

We cannot emphasize the need for fire drills too strongly. Panic is a greater killer than fire. When you visit the local cinema, note when you take your seat the fire escape routes and if they are needed, walk, don't run to the nearest exit and get well clear of the building. Your children are protected at school by well planned drills, so why not do them at home and make your fire protection adequate for the entire time, home or school.

This departments is committed to several tasks within the Air Force. The first being Fire Prevention and secondly Fire Fighting. We don't like fire fighting: It is messy, hard work, and the cost is far too high. Invariably, someone hurt or killed, the cost in dollars is very high for no return, so — "Protect yourself from fire by helping us to prevent it".

THE TIME TO STOP FIRE IS BEFORE IT STARTS

At this point you may well ask, if we must prevent fire,

WHAT DO THE FIRE FIGHTERS DO? We managed to keep pretty busy, during the past year we have:

Inspected for fire hazards — every building on the unit and auxiliary units at least 12 times.

This has entailed the inspection of nearly 600 fire extinguishers 12 times (7,200 extinguishers).

Inspected some 200 fire extinguishers on vehicles monthly. Fire safety checks on all refueling tenders 12 times (about 1200 extinguishers).

Provided a manned fire fighting vehicle 24 hours a day for the year. Given fire prevention instruction to personnel from every section on the unit.

Our second consideration is of course Crash Protection:

For this we have a 1000 pound extinguisher mounted on a Ford truck chassis as our first line vehicle. This vehicle is manned by 4 fire fighters, trained in crash fire fighting and rescue 24 hours a day. To follow up and support this we have 2 foam crash tenders, capable of producing some 14,000 gallons of foam for crash fire fighting.



A chat on fire prevention and a short demonstration for the Local Girl Guides during a visit to the fire hall.

These vehicles are also manned by fully trained and competent fire fighters.

And for Structural Fire Fighting:

One of the finest of fire fighting vehicles, a Bickle Seagrave pumper equipped to pump 800 gallons of water per minute through the main pump at about 150 pounds pressure streams to 1000 pounds pressure.

Lastly of course we have for your protection:

A staff of well trained capable Fire Fighters, each of whom is concerned with your safety. We are kept busy as you can see from the foregoing. In addition to the above we have; responded to 89 emergency stand-by calls for aircraft, 13 fire alarms and 15 false fire prevention week.



Pictured here is Sgt Scott, and LAC's May, Gionet and Muisse packing toys for distribution for Christmas last year.

We also feel that we are a part of the community of Rhine Valley Park, and that we have something to contribute to your well being and that of our German neighbours. During the year we have played host to several of the local fire departments and have deployed our fire fighting equipment to assist when the call came from local Villages, and towns. Young people take up some of our time as well. We have had the privilege of training, for their Firemans badge, several boys from the local Scout Troops and the local Girl Guide Association. Visits from the Cubs are fairly common and always a pleasure. Our toy drive last year netted several hundred items that were repaired and repainted by the men of this department for the under privileged children in this area, we are grateful for your assistance and generosity in this drive and hope for even better this year.

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Presents "Inn for Trouble"

A first rate British comedy starring Peggy Mount and David Kossoff. Inspired by a popular TV series, it deals with a Cockney family's problems during the take-over of a country pub.!

October-November Attractions

Sun. 16th. & Mon. 17th. Oct. "UP PERISCOPE" starring James Garner, Edmond O'Brien and Andra Martin. A WarnerScope and Technicolor naval war melodrama, unfolded in the Pacific, describing friction among officers and crew of a U.S. Submarine. (U)

Tues. 18th. "IN LOVE AND WAR" a CinemaScope, Eastman Color melodrama starring Robert Wagner, Dana Wynter and Jeffrey Hunter. The story follows the fortunes during World War II of three U.S. Marines drawn from different walks of life. (A)

Wed. 19th. "THE JOURNEY" starring Deborah Kerr and Yul Brynner is a MetroScope and Technicolor political and romantic melodrama cross-sectioning a group of people stranded on the Red-menaced Austro-Hungarian border. (A)

Thurs. 20th. & Fri. 21st. "INN FOR TROUBLE" A first class British comedy that is described more fully above.

Sat. 22nd. Children's Matinee. "LARAMIE KID" starring Tom Tyler is a western plus a Charlie Chase comedy "YOU SAID A HATFUL".

Sun. 23rd. & Mon. 24th. "L'IL ABNER" starring Peter Palmer, Leslie Parrish and Howard St. John is a VistaVision and Technicolor hillbilly musical, based on the popular cartoon strip, telling how locals prevent their "home town" from being used for atomic tests. (U)

Tues. 25th. & Wed. 26th. "THE FLESH AND THE FIENDS" stars Peter Cushing, June Laverick and Donald Pleasence in a Dyaliscope spine-chiller set in nineteenth-century Edinburgh, vividly recording sinister activities of Doctor Knox, the notorious anatomist, and his evil body-snatcers. (X) Adults Only.

Thur. 27th. & Fri. 28th. "IN THE NICK" starring Anthony Newley, Anne Aubrey and James Booth in a CinemaScope "prison" burlesque telling how a psychiatrist mends the ways of a tough guy and his mob. (U)

Sat. 29th. Children's Matinee. "VENGEANCE" starring Buster Crabbe plus a travel film "TIMELESS TEMAIR".

Sun. 30th. & Mon. 31st. "TARZAN THE MAGNIFICENT" starring Gordon Scott, Anthony Quayle and Sara Shane

is a Technicolor action melodrama telling how Tarzan, the muscular African "jungle boy", overcomes formidable obstacles while rounding up a murderer. (U)

Tues. 1st. & Wed. 2nd. Nov. "THE CITY JUNGLE" starring Paul Newman, Barbara Rush and Alexis Smith. A gripping melodrama concerning a young lawyer's bitter struggle to keep his place in Philadelphia's class conscious and unscrupulous "upper crust". (A)

Thur. 3rd. "THE NAKED AND THE DEAD" starring Aldo Ray, Cliff Robertson and Barbara Nichols is a RKO* Scope-Technicolor World War II melodrama freely based on Norman Mailer's sensational best-seller. (A)

Fri. 4th. "THE LAST TRAIN FROM GUNHILL" stars Kirk Douglas, Anthony Quinn and Carolyn Jones. A Vista Vision-Technicolor outdoor melodrama it vividly describes a battle between a forthright marshal and a ruthless cattle baron over the latter's killer son. (A)

Sat. 5th. Children's Matinee. "1 1/2 Hrs of selected films and shorts."

Sun. 6th. & Mon. 7th. "WHO WAS THAT LADY" starring Tony Curtis, Janet Leigh and Dean Martin is a haywire romantic comedy concerning a handsome professor who gets in a pickle when he poses as an FBI agent to hoodwink his suspicious wife. (U)

Tues. 8th. "A PRIVATES AFFAIR" is a CinemaScope-Eastman Color American Service comedy featuring Barry Coe, Christine Carere and Gary Crosby. It concerns three draftees who are spotted by a TV talent scout, yet have difficulty in "making" the air. (U)

Wed. 9th. & Thur. 10th. "THE TRIALS OF OSCAR WILDE" starring Peter Finch, Yvonne Mitchell and John Fraser is a biographical-trial melodrama presented in super Technirama and Technicolor and deals with the homosexual forays of Oscar Wilde, wit and playwright. (X) Adults Only.

Fri. 11th. "THE NAVY LARK" starring Cecil Parker, Ronald Shiner and Leslie Phillips is a CinemaScope Service comedy showing how happy-go-lucky sailors fox brass-hat's attempt to make their island station redundant. (U)

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Corporals & Aircraftsmen Mess Dinner

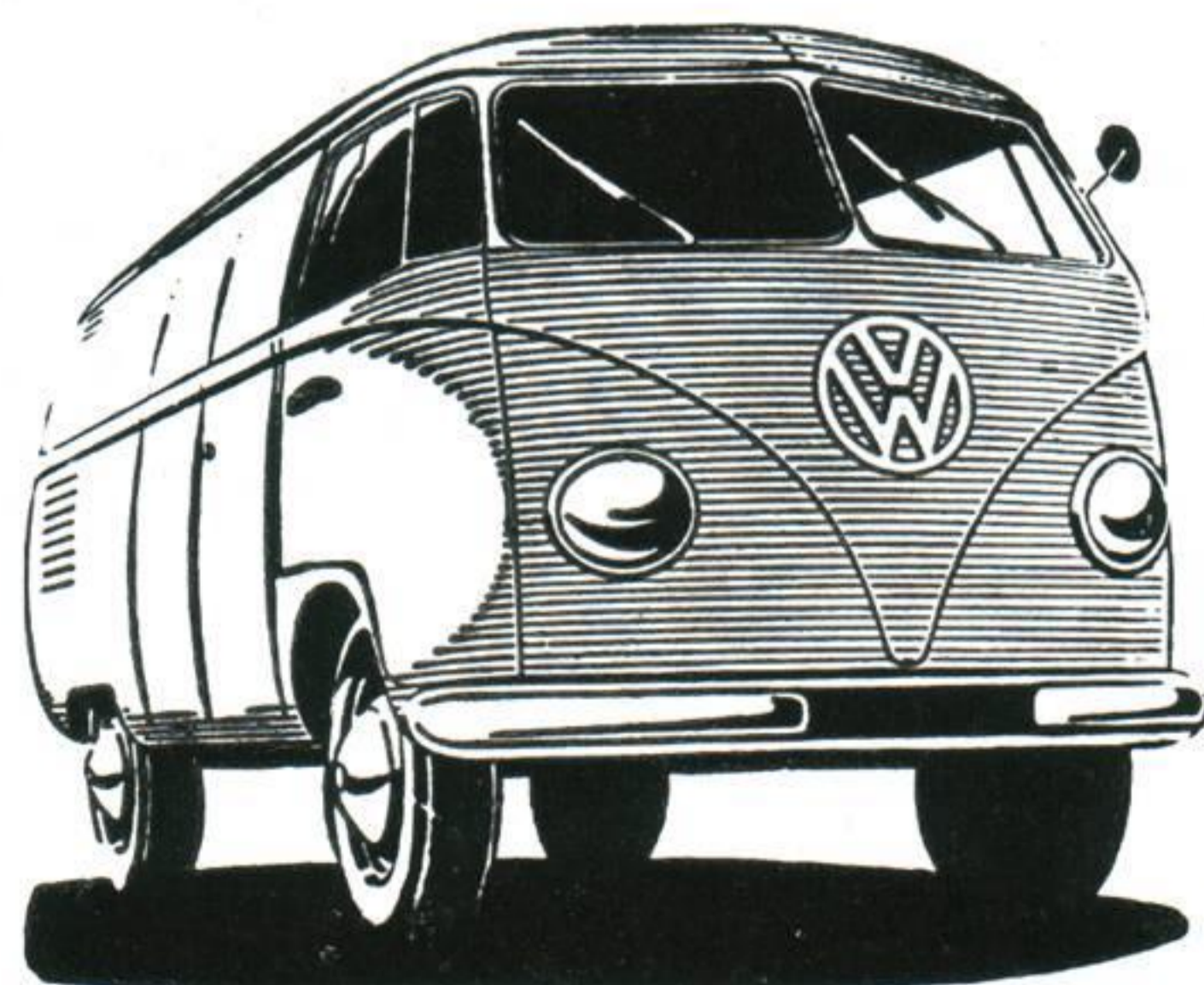


G/C Leduc, guest of honour

Friday 16th September was the first time that a combined corporals and aircraftsmen mess dinner had been held on this station. Cocktails were served in the sergeants mess from 18.30 – 19.00 hrs, and then, led by pipers from 1 (F) Wing guests were seated and an excellent repast followed together with choice wines. The toast to the Queen was then called by the PMC of the airmens club, LAC J. Syme. After, the guest of honour Group Captain Leduc enthralled all with a remarkably engaging address. The commanding officer later spoke a few words to the company and the guests were then invited to a floor show at the station theatre. The evening was enjoyed immensely by all and was a definite success. A similar dinner is to be held in the near future for those who could not attend this function.

Guests of the dinner included:

Group Captain Leduc, 1 Air Division guest of honour,
 Group Captain McNair, commanding officer 4 (F) Wing,
 Wing Commander Hale C.Ad.O.
 Wing Commander Markham C.T.S.O.

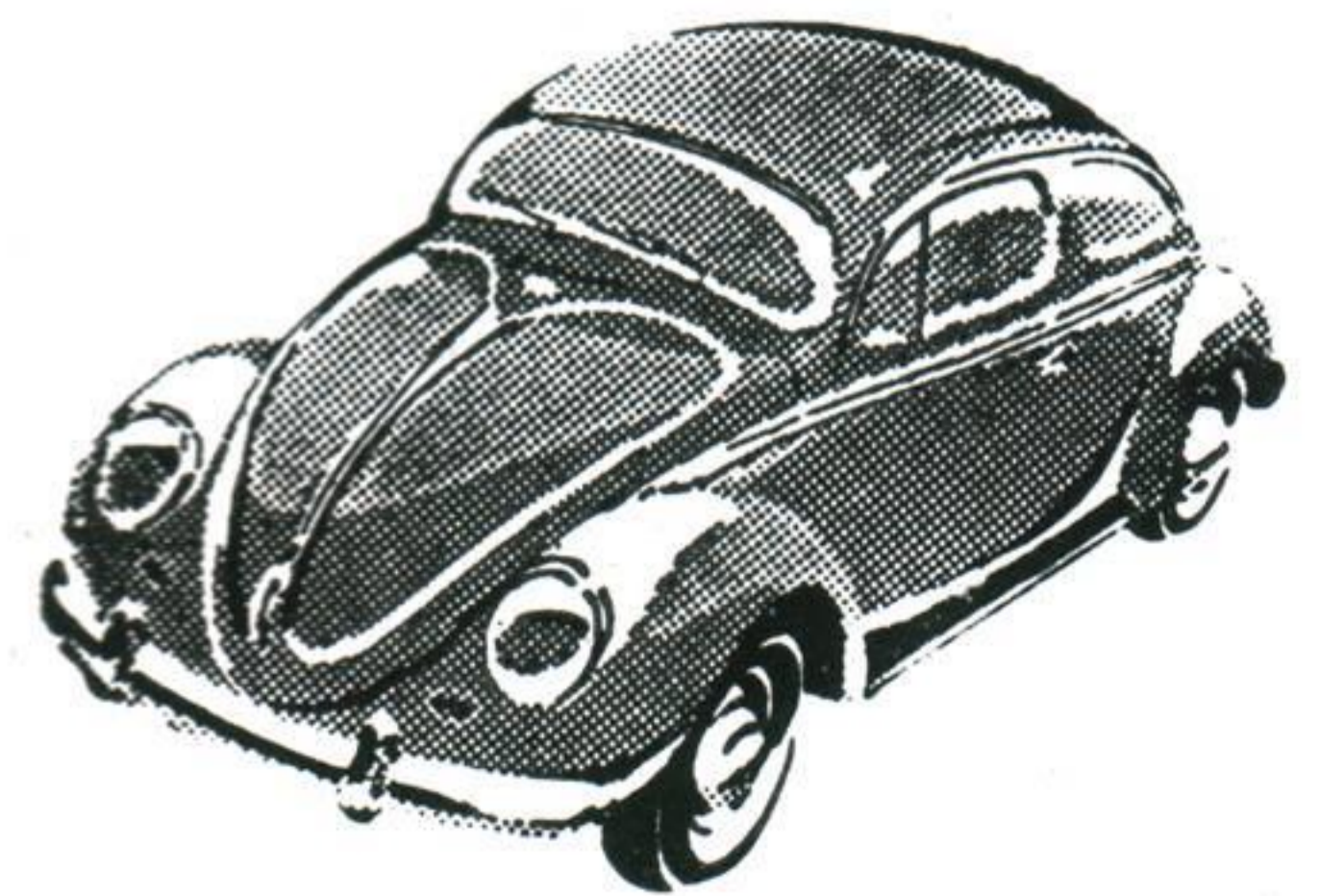


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4 (F) Wing Truck Roadeo

The wing's annual Safe and Skilled Driving Competition (ROADEO) activities began early in September. The field course was set up and all eligible contestants were given an opportunity to get in a few practice runs before the actual competition started. To be an eligible competitor a driver had to have a 12 months accident free record. This included private motor cars as well as service vehicles.



Winning contestants from left to right: Cpl Frost, LAC Coughlin, LAC Materi, Herr Aelzenberger and Herr F. Ernst.

On the afternoon of 9th of September a preliminary contest was held and all drivers eligible and wishing to compete were allowed one run. The tally at the end of the day showed a total of 17 MSE service and 7 MSE civilian drivers had competed. From this competition the ten top service and three top civilian drivers were selected to compete in a full dress roadeo competition which was held on the 15th of September. The participants showing the greatest skill in the preliminary competition were:

Lac E A Coughlin, Lac A G Lugg, Lac D G Wilkie, Lac W A Glen, Lac P Materi, Cpl W E Frost, Lac A R Hawkins, Lac S B Anderson, Cpl A Haaheim, Lac M Rustulka, Herr A Friedmann, Herr F Ernst and Herr E Aelzenberger.

After a good deal of preparation on the part of both the contestants and the co-ordinator the final competition got under way on the morning of 15 Sep. The morning was mainly taken up with a series of written and practical examinations on subjects associated with the trucking industry. These tests were designed to test a driver's ability to operate a vehicle in a safe, courteous and efficient manner and consisted of:

- Driving information — knowledge of safe driving rules and practices.
- Trucking industry — general knowledge of the trucking industry and the part that trucks play in the Canadian economy.
- Fire fighting — knowledge of what steps should be followed in the event a vehicle or its load becomes involved in a fire.
- First aid — knowledge of the preliminary treatment necessary to sustain life and prevent aggravation of an injury in the event of an accident.
- Equipment defects — practical knowledge of truck and equipment. Here the contestant's ability and method of spotting mechanical defects are judged.
- Appearance — This is the last test in the series and in many ways the most trying for the contestants since it concerns his personal turnout. It is divided into five parts: personal cleanliness, care of wearing apparel, personality, politeness and courtesy and physique.

The civilian drivers competing in the competition were slightly more fortunate than the service drivers in that they escaped the very stiff written examinations. This was due



View of the Serpentine test consisting of three sets of drums through which the vehicle must pass forwards and backwards.

mainly to the language problem and the lack of getting the instructions translated into Deutsch. However, the field course and practical tests were the same.

The actual driving commenced shortly after 1300 hrs and the average running time for the field course was just over six minutes. This is deemed quite good, considering that the lay out of the course was entirely different from that used for practicing and the preliminary competition; also the fact that a Mercedes Truck, which is inclined to be hard to get into reverse, was used. The outcome of this keen competition produced the following winners:

Service Personnel

Cpl W E Frost first, Lac E A Coughlin second, Lac P Materi third.

Civilian Personnel

Herr F Ernst first, Herr E Aelzenberger second

The three service personnel will represent 4 (F) Wing at the Air Div Competition at 2 (F) Wing on the 6th and 7th Oct.

The finale to the day's activities was held in the Mixed Lounge with the presentation of Trophies and Prizes to the winning contestants by W/C Markham. The prizes were compliments of the local automotive trade merchants. We wish to thank W/C Markham who gave his time to help make the competition a success, and the Officers and Senior NCO's who officiated as Judges. Last but not least to F/O Nursey (MSEO) who acted as Roadeo Master and the MSE Section NOC's Airman and Civilian Personnel who helped organize and arrange this year's Roadeo.



Measurements being taken at the finishing line by Sgt Benesko with F/L Talbot marking the score.

Sports and RECREATION

TICKETS FOR RAIDERS GAMES

A new system of ticket distribution for all home games of the 4 (F) Wing Raiders will be in operation for the 1960-61 season. As capacity crowds are expected for most if not all games the following policy will be in effect:

Reserved Seats

There will be an advance sale of approximately 500 reserved seats. These can be purchased only by 4 (F) Wing personnel (including DND civilians) and their dependents at the Recreation centre office up until the day previous to the game. On the day of the game any reserved seats not sold will go on sale to the general public at the Arena Ticket office approximately one hour before game time.

It should be noted that the reserved seats comprise the two centre sections on the east side plus all rinkside seats.

General Admission

These tickets will be on sale in the Rec Centre Office up to the day previous to the game, and then will revert to the Arena Ticket Office and placed on sale one hour before game time.

Purchasers of these tickets may sit in the end sections of the east side or the standing room areas.

HOCKEY SEASON APPROACHING FAST

As the morning fog creeps in more frequently over our flugplatz it brings with it certain signs of the times, not the least of which is a flurry of activity in and about our Ice Palace. By the time this is read it is expected the carpenters and painters will have completed their touching up, the ice will be in, and we trust the biggest and bestest hockey season for all will be underway.

Other years have seen a widespread enthusiasm for hockey at 4 Fighter Wing and this year should be no exception. Planning has been going on throughout the summer months to have a balanced program featuring the maximum amount of participation for both service personnel and dependents. Heading the list will be the 4 (F) Wing Raiders, our Wing Team, who will operate on a season basis. This team, reportedly stronger than last year when they completed a short, successful season, will play approximately twenty home games mainly on Saturday nights beginning in mid-October. Negotiations are now taking place for games with many of the best Senior A clubs in Europe, along with the station teams from the other Air Div units.

It is expected that the Inter-section Hockey League will operate with six to eight teams. Players with the Raiders will not be eligible to play in this League.

In addition a 4 team Inter-Mess League is in the throes of being organized.

More time will be allotted this year for Little League and Dependents hockey and skating.

Appointments to the various hockey executive positions have been as follows:

Chairman of Hockey — S/L Garnet Giles
Manager, Wing Team — F/L Bill Jupp
Business Manager, Wing Team — F/L Paul Hayes
Coach, Wing Team — F/O Del Kelsey
Trainer, Wing Team — Cpl. Vic Yakowchuk
Rink Manager — Sgt. John Pardoux.

AIR DIV TENNIS TOURNAMENT

The annual Air Division Tennis Tournament was held at 4 (F) Wing on 17 and 18 Sep. The tournament soon turned into a duel between 3 (F) Wing and 4 (F) Wing for the team championship with the Zweibrucken players finally winning out in what was a very close fight. For 4 (F) Wing F/O Thomas repeated his previous years victory by taking the New Singles, and our Ladies Doubles team of F/O Ann-Marie Belanger and Miss Georgina Page copped a brilliant performance by winning in this bracket. The strong 3 (F) Wing team, however, led by LAC Ramsay and CPL McCondick, were victorious in the Ladies Singles, Mens Doubles, and Mixed Doubles, which brought them the major share of the silverware.

Winners in each bracket were as follows:

Mens Singles: F/O Thomas 4 (F) Wing

Ladies Singles: Cpl. McCondick 3 (F) Wing

Mens Doubles: LAC Ramsay — LAC Lewis 3 (F) Wing

Ladies Doubles: F/O Belanger — Miss Page 4 (F) Wing

Mixed Doubles: LAC Ramsay — Cpl. McCondick 3 (F) Wing

AIR DIVISION "QUARTERLY" SKEET SHOOT

The Air Division quarterly skeet shoot was held on Sep 10th and 11th at 4 (F) Wing. Although keen competition was supplied by the best sharpshooters from all the wings and No. 1 Air Div HQ., 4 Wing came through with a number of major wins and a couple of near misses.

The high-light of the shoot for 4 Wing came when their "B" team consisting of F/L Fallis, Cpl Naughton, F/L Coup-land, Cpl. Arneil and Lac McWhirter, came through with a decisive win with a score of 118 to beat out their nearest competitor, "2" (F) Wing, by 3 birds.

Other notable wins went to Sgt. Walton who took the bacon home in "A" class with a score of 97 + 100 and Lac Ringrose who took "D" Class runner-up with a solid score of 96 + 100. By a remarkable stroke of good fortune, only minutes before the shoot began Lac Ringrose and Sgt. Walton teamed up for the "A" team 2 Man competition and came up with a runners-up win with a combined score of 193 + 200. Cpl. Naughton and Lac McWhirter, entered in the "B" team 2 man competition, took runner-up with a combined score of 180 + 200.

Although the Top Gun trophy was won by No. 1 Air Div's F/L Lind with a fine score of 98 + 100, it is felt that this particular cup is not too far from home as F/L Lind is an old 4 Winger Mooseman. Top Gun runner-up was won by A/C Gilchrist with the score 98 + 100 (fatally involved in a Top Gun shoot-off with F/L Lind). The "A" team 2 man trophy was won by A/C Gilchrist and F/L Lind with a combined score of 196 + 200.

3 (F) Wing took the "A" team trophy with a score of 469 + 500 but how close can you get — 4 (F) Wing's "A" team consisting of Lac Ringrose, F/L Holdershaw, Cpl. Johannessen, Sgt. Walton and W/C Hale was breathing on their heels with a total of 468 + 500 targets busted. Better luck next time men.

However, even more important than the scores, high or low, made by the individual shooters, was the sportsmanship and comradeship enjoyed by all throughout the tournament. So until next time. — Good Shooting.



Dear Son and Heir

Your Ma worried and fretted until her ulser began to act up. I tried to tell her the reason we hadn't heard from you was because you were busy, and if anything serious was wrong we would hear from one of Mr. Diefenbaker's men. Doc Masters, you remember him, the one who removed your tonsils. Well, he gave Ma some thick white liquid that looks something like cream. He thinks she will recover in time to help with the potato digging. Ma shook well before taking this medicine but got tired of this and for the last half bottle she didn't shake. Hope old Doc doesn't find out.

Things have been quiet in this here neck of the woods especially since the election for Mayor. His Worship, Mayor Hogshead was re-elected by a big majority over his only opponent, a Lord Barnstorm from England.

Mayor Hogshead believes his success was due mostly to his plan for Civil Defense a la Hogs Hollow. He figgered Horace had a lot to do with his re-appointment because of the job he did as guard commander and him telling about infiltration at RCAF Stn Huegelsheim. So Elmer, His Honour made Horace road boss for the piece of road from Crooks Corner to the bottom of the hill by our lower pasture. Now Horace is doing engineering work just like that new fellow you told me reported to your CE section. Right now he is building bridges, quite an operation seeing that Horace doesn't have an Operation section like at Huegelsheim. He has to put those long tin pipes under the road so water from the low places can run off. Last week Horace had his men (He's the Boss) dig a ditch for one of these pipes but he forgot to get the pipe. Traffic was held up for hours until he got some plank to cover the ditch.

Horace makes big money at this new job, he gets ninety cents an hour. Guess all government paid people get big money. Horace told Ma he would buy her a new TV if he could find enough low places to put bridges. Ma misses Yogi Bear and such since our TV burnt.

Well Elmer, take care and don't forget to write. You know how your Ma worries.

Your Pa.



Speed Kills

Slow Down

Dear Folks

Sorry to hear Ma worked up her ulser but I have a good excuse for not writing.

In this here airforce they have the idea if you are too long in Huegelsheim you get what they call "rusty", probably from so much rain. Guess it really means you might get careless and put the right bolt in the wrong hole or vice versa and cause a serious accident, like the time the wheel came off the wheel barrow and the handle rammed in Pa's stomach.

Well, to overcome this rusty stage they deployed us to some place several K's away (this is the same as a mile but shorter than our country mile) and make us stay there for several days. I can't mention the name of this place because one of them big English fellows who wears a star on his tunic told me and my pal Eddie (that's the fellow where I stayed over Easter) that this place is Confidential, that means we can't talk about it.

Well we were at this Confidential place, and I guess all the cooks went to some sunny place on vacation cause all we had to eat was from boxes. I think they are called "C" rations. After three days with a little sunshine the rust must have worn off because we were sent back to our own base.

Last week I went to the show, "Two Way Stretch", and before it ended a "two-ringer", that's a Flight Lieutenant, called in a big voice, "everyone report to their section". With K in New York and not getting a very warm reception I thought this was for real.

Our Sergeant put me on guard below the back gate. He told me to guard the fence. I can't figger out why the CO wanted the fence guarded because it couldn't to anyplace, and anyway who would want it.

We did this guard duty for several days. Quite often someone yelled over the loud speaker "Red", I don't think they found him though cause this went on and on.

There were so many people on our base that they had to be fed at all hours and were sleeping in offices, bunkers and any place where there was cover. The funniest thing happened, guess the heat went off in headquarters building cause all the wheels went to work in operations bunker. A bunker from the outside looks like a big mole hill, like the one's Pa use to show us in the garden.

I think things here are back to normal cause the operations bunker has been vacated and the economy people go home at night.

The fellows that live off the base are called, "economy people" because it is cheaper and they don't have so much money to pay high rent.

I have to study for an examination which will be written on 12 October. If I pass I get a raise in pay, and because of a plan, I will need lots of money in the near future. Will tell you about it next month.

Your Son and Heir
Elmer



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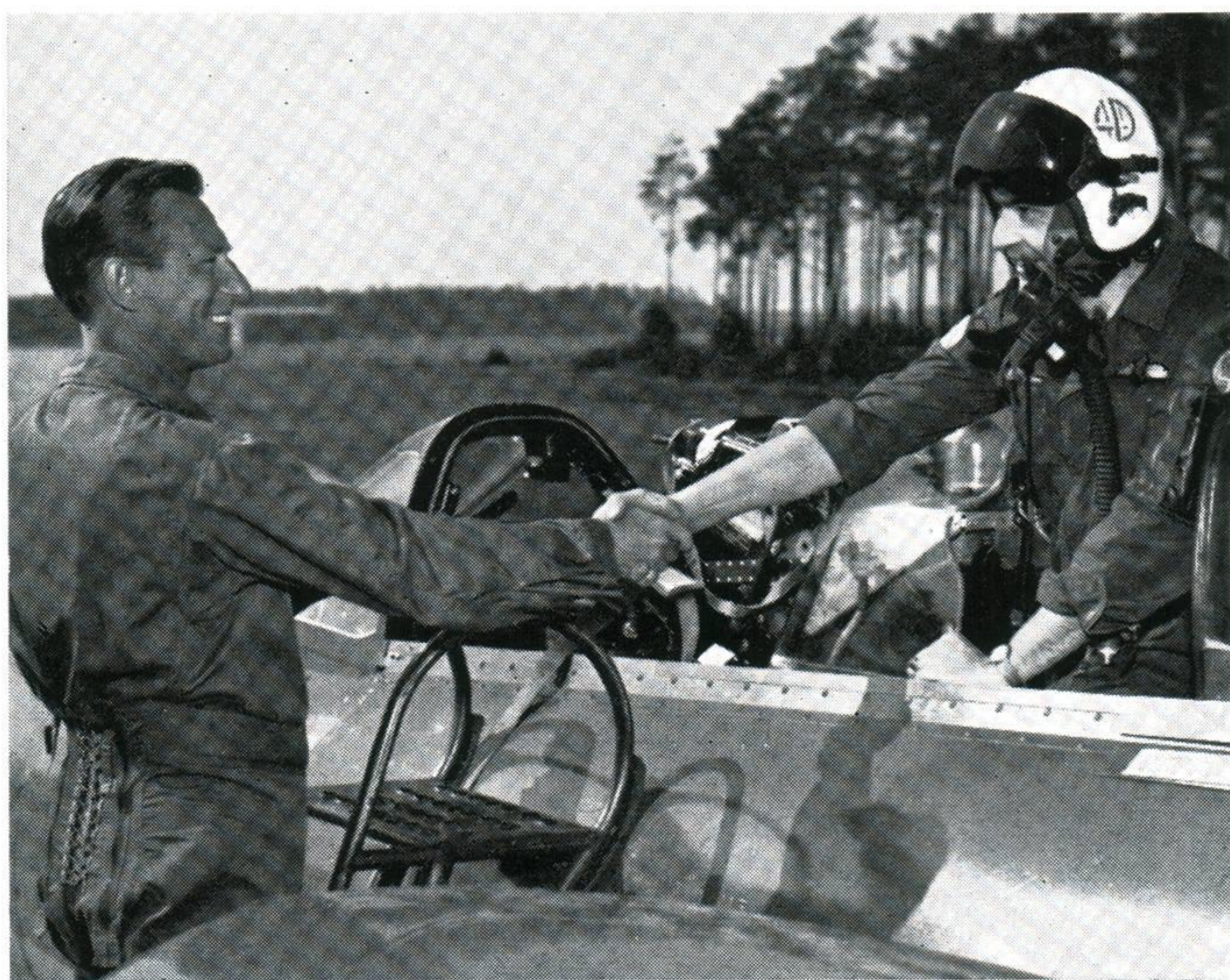
419



SQN

The 419 dispersal was the scene of a rather historic little ceremony last month when G/C McNair congratulated F/O Siemens on attaining his one thousandth hour on the CF100. Racking up 1000 hours on the clunk is no mean achievement at the best of times, but the way Ed had to do it made it all the more remarkable. Ed was one of the original dozen crews making up the squadron when it was reactivated at North Bay in 1954. When posted in 1957 he was still a few hours short of the magic total, and several months later, the squadron moved to Europe. Ed decided to renew acquaintances with the Moosemen on his leave this summer however, even though it meant a trip from RCAF Stn Sydney, Nova Scotia to 4 Wing. When it was learned that he needed less than three hours to make a thousand, he was quickly scheduled for a couple of trips. The accompanying picture shows our commanding officer congratulating Ed on his achievement.

Sad to say the Moosemen's entry in the flag football league hasn't fared too well so far. With but two points to show in the win column in five games, and that by default, the biggest weakness of the team seems to be a lack of scoring punch, though this may be remedied by the time the second half of the schedule rolls around. At any rate you can't count



them out yet as 419 teams have always shown their best form at playoff time.

For some three years now, 419 Squadron has enjoyed the servicing of what we feel to be the finest ground support of any squadron in Air Division. The man who more than any other single individual can take credit for this is our engineering officer F/L Al Yager. Quiet spoken and easy natured, Al has always been one of the most liked persons on the squadron. Obviously his good nature hasn't prevented him from exacting the best efforts from the ground crew with the result that the standard of excellence our service and maintenance departments has set is the envy of the other CF100 squadrons in Europe. Men like Al are hard to replace, and his coming retirement will be a great loss to the airforce as a whole as well as to the Moose squadron. As Officer Commanding 419 Squadron, it is my pleasure to thank F/L Yager on behalf of all Moosemen for his contribution to the squadron, and to extend every wish for success and happiness in his future endeavours.



F/L J. McDonald



F/O J. Desjardins

For the first time in some months we have a new crew to introduce, another pair of Johns at that. F/L John MacDonald was born in Alexandria, Ontario on February 27th 1930, and attended school there as well as at Cornwall, Ontario. Joining the service in 1951, John served his first squadron tour with 104 K Flight at St. Hubert. This was followed by three tours at Sea Island with 121 K Flight, 123 Search and Rescue Flight, and 443 Auxiliary Squadron. His last post before being cross trained to A.I. was with the AFHQ Training Flight at Uplands.

His navigator F/O John Desjardins calls Bersimis, Quebec his home. John attended Ottawa University High School for four years, and C.M.R. for one year, after which he joined the regular airforce in 1958. On emerging from the pipeline he was fortunate enough to draw a 419 posting. John so impressed the squadron with his spirit and enthusiasm that he was duly appointed "guardian of the rug".

Next month we should have some war stories from the Oktoberfest at Munich which the squadron will attend again this year.


gins & liqueurs
BOLS

444



SQN

F/O's Glen & Ellerback

The squadron held a going away party for two departing members, which turned out to be quite proper except for a couple of the SMU who couldn't quite hack it. Our newie "G" Strang, for one, had to be assisted into bed once again after sampling the Baden Wine.

Lorne and Sally Smith left us to return to the land of sunshine and snow after being at Four Wing longer than any other squadron member. Lorne, who will be employed with C.A.E., in Montreal, extends an invitation to anyone passing through to stop over for a visit.

Our other squadron member leaving the first part of October, is Bud Granley, with wife Carol and son "Elmer". Bud, one of the better pilots on the squadron and a member of this years Air Division Gunnery Team, will be missed by all. Bud is going to Penhold to prepare some more pipeline proteges, to go on to the 104, while we remain and fly the Sabre VI.

Once again we have some news for our automotive section. Cecil was concerned whether "Punch" Payne, driving his reconditioned Chevrolet would be able to negotiate the turns down from the Burg Windeck the other night, as there was a considerable amount of fog in front of his eyes. Jack Haip took delivery of a 1961 red Volkswagon the other day and so far has only driven it about ten miles as, on sight the other half of the family took over. He is now contemplating a second car. Ed Tann keeps getting his hopes up about receiving his new car but no luck yet. Keep a stiff upper lip Ed. By the time this is in print Ed and his big smile should be riding around in a shiny new red Porsche.

Welcome back to Rod Violette and Pete Davis after their combined F.W.I. and fire fighters course. We are told that they became efficient forest fire fighters while in New Brunswick.

We have no new pilots on the squadron this month but the officers extend their greetings to the new airmen who constitute a very essential part of the squadron. We know they will enjoy their tour here especially drinking the over-stressed beer.

Cecil's Choice for September

Otto is a native Canadian, born in Bracebridge Ontario and educated in Toronto.

Flight Sargent Stortz enlisted in May 1940 and has been with the Airforce since then. He started training as a pilot on the Tiger Moths, then went on to the Harvard, Battle, Hurricane and a conversion course to Mosquitoes. He was stationed in England from February 1944 until October 1945, where he flew Mosquitoes, Wellingtons, Sterlings, Dakotas,



Lancasters and Halifaxes. After the war and different postings with the R.A.F. he came back to Canada. Otto was stationed at Winnipeg, Portage and for the last six years before coming to 444 he was stationed at Gimli.

When the Flight first came over here he was roaring around in his black M. G. but soon exchanged it for a family sized Volkswagon. The Flight is married and has two daughters.

Flight Sargent Stortz is the coach of the powerful triple four football team, which no doubt in the future will be a contender for the Grey (unwashed coffee) Cup.

444 Sqn Groundcrew

Sgt. Pridding

Let's take a peek into Cecil's nest and see what has been going on for the last month. First of all we notice that an awful lot of Cecil's brood have grown up and left the nest, heading back for Canada, while a great many more are packing up and preparing to leave. A new group has been born however and have already claimed their position in the nest. The new ones haven't got their eyes open yet but they have already been named. The smallest one with the three blue stripes running down each side is Ken Lane. He is lost on the Sabre since they took the clocks out. The red headed one with the two stripes we call Red Gaudy. Gimpy Short is the one with the limp, a great volleyball player in his own right. The rest of the new group are Shorty Jobe, Brake Change Hunter and PI Connors.

If you telephone 136 in the very near future you will no longer hear the familiar "Jackson here" instead Mac the hammer will greet you with "ya what'ch want." Mac you had better turn the mic switch off before you say what you think. By the way congratulations to Cpl. Jones on just completing a very successful Crew Mans course in Camp Borden, that's the way to go JCLR.

They must have heap good "fire water" in Belgium because the Indians keep jumping the reservation and heading up there. Many braves blew their top when they were told to go the last time. Never mind braves you go and pitch your teepee in Belgium, they had to keep first class protection for the home wing.

I notice Knobbie's wife is trying to come down to her husbands mental level—she is teaching nursery school. Wasn't that a long trip for beer Frank? Did you hear about Dave and Barney during the last exercise, they went Indian. Who is the fellow that spent two days in Sardinia looking for the olive tree that grew them with the red centres.

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Telecom Tidbits

Well folks of 4 (F) Wing, it seems as though no one in our Section is literary minded so I shall try my hand at it.

Never having seen an article from Wing Telecom in the Flieger I doubt if any great number are acquainted with our section personnel. Therefore, I shall introduce the section to you and at the same time say goodbye to some of our fellow workers.

First of course is our section head – FS Jack Conrad who by the way is leaving us at the end of October. Goodbye, and good luck to you on your next station Jack. Next in line is Sgt. Dave Peters who drives a huge two tone brown car and lives in a trailer. I should mention here that he has the distinction of being the first resident of "The Maple Leaf Trailer Court". If you don't happen to know where this is you shall find it at the edge of Huegelsheim near the Wing. I understand they have a sewage system, running water and electricity (such as it is). Sgt. Peters, by the way, received his third hook just this year.

Another of our newly promoted personnel is Cpl. Mort Roddick our hard working storesman and a better storeman I've yet to come across. Mort is also our expert on car radios. Just a boost Rod, free advertising you know. Cpl. Gar Moss is probably not known to everybody on the station but who hasn't seen that beautiful 1960 red & white Impala he drives. Are you sure you're just a Corporal? What a car! Gar is also leaving us shortly – sometime in November I believe. So long and happy motoring to you and yours.

Once again going through the list of personnel I find another newly promoted man. He was in Clinton, Ontario when promotion time came around this year but he got wind of it anyway. I am speaking of Cpl. MacKinnon – I don't know what his first name is as with most Scots he is known as "Mac". Mac is a Radar Air Techs also a former ME type I understand. He and his family are one of the chosen few who live in Paradise (PMQ's to the uninitiated). We now come to our CF Corporal. Cpl. Jack Snell is a Volkswagen adherent. I must admit they are economical and dependable Jack. Jack is our chess and bridge man, quite expert a both. He is another of the Paradise dwellers. LAC Rod Gallagher is our Volvo man, having newly acquired a 1959 122 S Model. Quite happy with it too, so he tells us. Don't you like Fords, Rod? I think Rod is soured on the MB cars after having a "49" er. Rod is one of our boys who lives (?) on the economy, in Gaggenau.

Now entering the limelight and in more ways than one our section athlete. A man of sport is LAC Bert Routhier and we find him to be very staunch supporter of Canadian brand autos. Unmarried but blissfully unaware that fate is slowly catching up with him he appears quite happy. He is another of our better bridge players, occasionally making one of his bids.

LAC Stan Prime is another of the compact car friends being the owner of a Volkswagen. Did you get a new "Juice" supplier for your auto yet Stan? Stan is another of our economy minded men residing in Huegelsheim, and another of our bridge players. We find him to be a cautious steady player who likes to sit in the bush to put the other team down. A wise move at times.

LAC "Chuck" Lawson is one of our shopmen and a very good one too. Another of our economy men he resides out Rastatt way. Just what the name of his town is I can't say. Here again we have a man who seems to prefer European cars, Chuck is the proud owner of one of those very neat looking and dependable cars known as a Taunus. Chuck is our quiet man. Every section has a man of few words and Chuck is that in our section.

LAC Claude Richard, single, is our genius and also a great sports car enthusiast, although I understand he is buying a Volkswagen shortly. He is also quite a man in the field of photography. These are his two main hobbies, but he also is a good chess player.

Now we come to our musician of the section. Most of the Corporals should know Mel by sight having had him play for their Saturday night dances, up until a few months ago. LAC Prout is the proud owner of a 1955 Volkswagen which is kept spic and span and is in top running condition all the time. That's a nice little car you've got Mel but I think you'd better get it painted a different color. Mel, like Rod Gallagher is a member of our station band – both play horns. Another band member and the last in our section is LAC Ken Halbert a recent arrival. He came to us in February of this year. He is the cymbal player in the band. How easy can it get? He drives a car (?) namely a 1953 Ford but I understand it is in the garage for repairs. If my eyes aren't deceiving me I think you need all new tires Hal.

Once again we introduce a new arrival in the person of LAC Sam Goyeau who is the second resident of the "Maple Leaf Trailer Court". Sam drives a 1956 Ford station wagon, when it is running. Sam used to be our Instrument Flight man but is now our compass technician.

Huegelsheim is the residence of LAC Dave Cole another musician. Dave is a guitarist he tells us and is quite a good one at that. Dave journeys to and from in a Opel station wagon. Quite a jewel of a car Dave.

LAC Ron Summerfield came to us this month from Cold Lake. Quite a difference isn't it Ron? At present Ron is "on loan" to triple 4 Squadron. What a ridiculous statement. Whoever heard of being just on loan to a squadron. Oh, well, everybody can dream can't they! Ron only here a short time has a brand spanking new Opel and seems quite happy with his European car.

Well you've now met everybody from Telecom Maintenance. I don't think I've missed anybody, but if I have I apologize, and will introduce you next time if there is a next time.

Log Control

By LAC B. Johnston

Well here we are again after a short absence, getting pretty hard to sneak anything through the underground to the Flieger these days. Well Log Control is really bustling these days. Paul our Mod man is back after 3 weeks of Holidays in Sunny Germany, or was it all liquid Sunshine Paul? Soon after he was back he wished he had never heard of a guy named Rick Johnston, seems this character looked after the Mod section while he was away, and nothing has been so mixed up in Germany as the Mod section was, oh well Paul better luck next time. We have three new members to welcome this month, Cpl Murry Brown, LAC Carl Fletcher, and LAC Red Redden, welcome fellas hope we get your spook chains soon. Seems everyone in the Section is getting something new around the old place, cars, radios and such and of course our Chief Spook Sgt Johnny Muir was not to be left behind, soon the pitter patter of little feet around the house ay Sarge? Man this German Air sure does strange things to people, hope its not catching. Log Control now sports a new Volleyball Court, completely overhauled (9 CHECK) and would like some competition from someone, so lets go 4 Wing. Well Folks time is running out for the deadline for this issue so I will close. Ernie if you proof read this let me know the mistakes ay. See you next month Folks.

EDITOR'S NOTE: Yes, we proofread your article before publishing it and we found multi mistakes!!

PENQUIN PALACE



Pilot Officer
MIKE Mc SWIRL

The Penquin Palace, would like to welcome a "newie" this month who came to us via the pipeline from Chatham, where he was a local guide for 40 years. It seems he curled up under a T bird one cold winter's night and when some ground crew lads found him next morning, they poured him into the front cockpit and he's been going ever since. He swallowed two oxygen masks at the start, but once he learned how to keep his mouth puckered he hasn't signed an E26 in four years.

"Ole" Mike was born in the Bowery USA, but calls Hay Bay Ontario his boyhood home. He attended grade school at Tincap, Ont. and after he received his degree he started to drift. As a matter of fact, on his first night at 4 (F) Wing, he drifted up to Karlsruhe and two days later, he was still adrift. His OC had him on the carpet immediately on his return, but ole Mike was too cagey and wouldn't tell his boss any names or good locations. It's easy to see that his new friends consider him an excellent prospect for the Instrument Flight.

The editors of your Flieger interviewed Mike last Monday, and we got farther than did his OC — we got some dandy addresses from him. Later, we asked him what he thought of 4 (F) Wing in general. Ole' Mike belched a couple of times as he settled himself in a chair and replied with a big gaping grin "Great, by cracky"!

We managed to get him to reveal his hobbies. Not necessarily in order of priority they are, first, booze and second, belles over 40. We asked him how he could pursue his hobbies seeing that he only drives a rollerskate for a car, but he just grinned and belched again. Mike's ambitions are three-fold and again we are not listing them in order of priority — first, get to know Major Harrington or Capt. "Lou" Kelland, second, be editor of the Flieger, and third, become a close friend with everyone in Wing Instrument Flight including the OC.

As a parting piece of philosophy Mike figures the station should extend the boundary of the Wing to include the Grüner Baum and make it an NPF institute. XEMMEL

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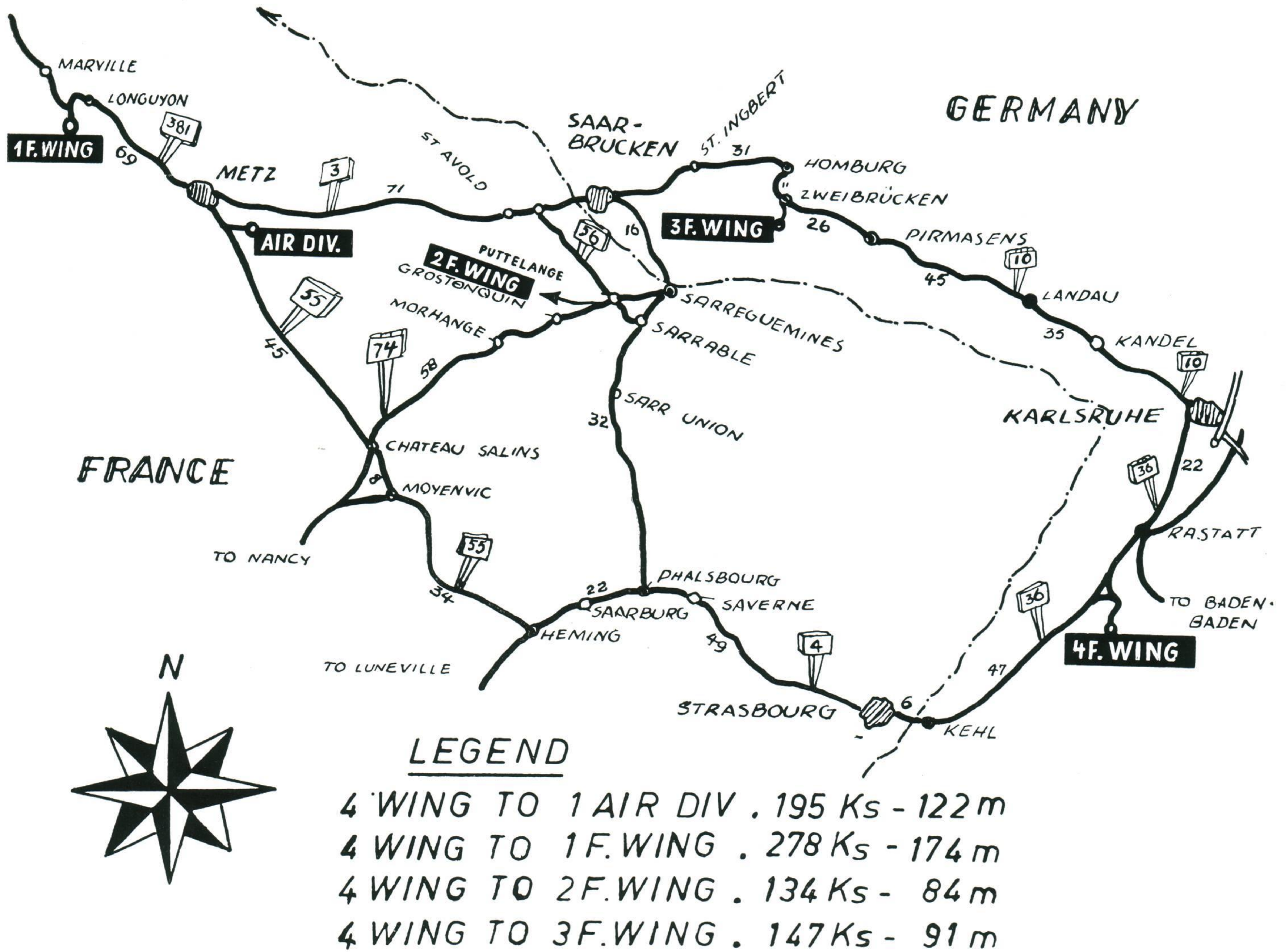
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Scouting and Sunshine

Both are world wide. Both are the prime requisite for enjoyment. Both foster good health. Both shine equally on rich and poor, and are not critical of politics or religion.

We all are acquainted with sunshine, so let's look at scouting. World Headquarters is at Ottawa Canada. Canada's system is broken down from Dominion level to provinces; from provinces to regions and districts. Each district has sections or groups; each has packs and troops. We are now to the level of our boys and as you see the Canadian foundation of Scouting is firm and well organized. The movement is well protected by laws and policies and every action of a leader is well considered by many and not the whim of any individual. Let us now look at Canadian overseas scouting.

Canadian families arrived in Europe and scouting from that day, "just grew" and this growth was so rapid the necessary organization to sustain good scouting could not keep pace. Naturally through no fault of anyone, a chaotic state developed and our boys, leaders and groups and the movement suffered. It is with much regret that we look back on scouting in Europe because many very good men devoted much to achieve so little. May our thanks to all committee members and Leaders of the past never grow dim. This year (60-61) has seen and will see great changes.

In Europe we now have "Red Patch" army and "Maple Leaf" airforce. These two districts have councils responsible to Canadian General Council and responsible for scouting in all service units overseas. Each wing has groups. Ours is the "4th Maple Leaf"; our group committee is composed of S/L Manion - Chairman: F/L Sabey - Treasurer: Sgt. King - Secretary: Sgt. Ferguson - Quarter master: F/O Hawkins - Programme Co-ordinator: F/S Arnott - Personnel Co-ordinator.

We have three packs and three troops under the capable leadership of:

Number One Troop

S.M. Blacklock, A.S.M. McNeilly, A.S.M. Vanthournout

Number Two Troop

S.M. Kelly, A.S.M. Lugg, A.S.M. Bulmer

Senior Troop

S.M. Jones

CUBS

T. Bird Packs

C.M. Grant, A.C.M. Fraser, A.C.M. Ludlow, A.C.M. Wilkie

Sabre Pack

C. M. Hamm, A.C.M. Cornielson, A.C.M. Cheese, A.C.M. Dewan

Canuck Pack

C. M. Hamm, A.C.M. Cornielson, A.C.M. Cheese,

One of the duties of the group committee is the placement of Scout and Cub masters and their assistants. It must be therefore understood there may be a shift of leaders from one section to another in order to keep a balanced form of leadership.

Maple Leaf District has F/L Ted Miller as Commissioner at its head stationed at Air Div. He in turn has an assistant at each Wing and so we have ADC (W/C) Markham.

It is to all these men we owe our thanks for the huge success and the come back scouting has made in Europe and look to the future for more developments to aid all in the "AIM" of scouting. In conclusion, may I say that if you as a parent are ever called upon for aid, let that be your way of saying "Thanks" to all those who serve in the movement, to achieve better citizenship for the men of to-morrow.

"What's the use of telling the truth

To the eager ears of a listening youth

When that same youth is standing by,

And sees you cheat or hears you lie.

Words are wonderful to give,

But youth learns by the way you live."

In case you'd wondered....

Office language often appears confusing to the uninitiated, so by way of a guide to some of the notations most fre-

quently used in the Admin Building Inner Sanctum, SGT. Brownell has prepared the following handy list of translations:

PHRASE

Note and return:
For your information and file:
Review and recommend:
For necessary action:
For your information:
Forwarded:
We should confer:
You will remember:
It is desired:
Concur:
Action is being taken:
Air Force tradition demands:
For guidance of all concerned:
You will show him every courtesy:
You are to be commended:

MEANING

Don't know what to do with this so will let you have it for a while.
Hide this away – we don't know what to do with it.
Do the dirty work so I can write "Forwarded".
It's your headache now.
Let's forget it. (I want to get rid of the thing).
Pigeon-holed in a more ornate office.
Send your corporal over to see mine.
I have forgotten, so have you.
The old man wants it.
Don't know enough about this to write anything on it.
Your letter is at the bottom of my basket.
I have just been talking to an old WO2.
Your guess is as good as mine.
His uncle is an Air Commodore.
There's a particularly dirty job coming up soon.

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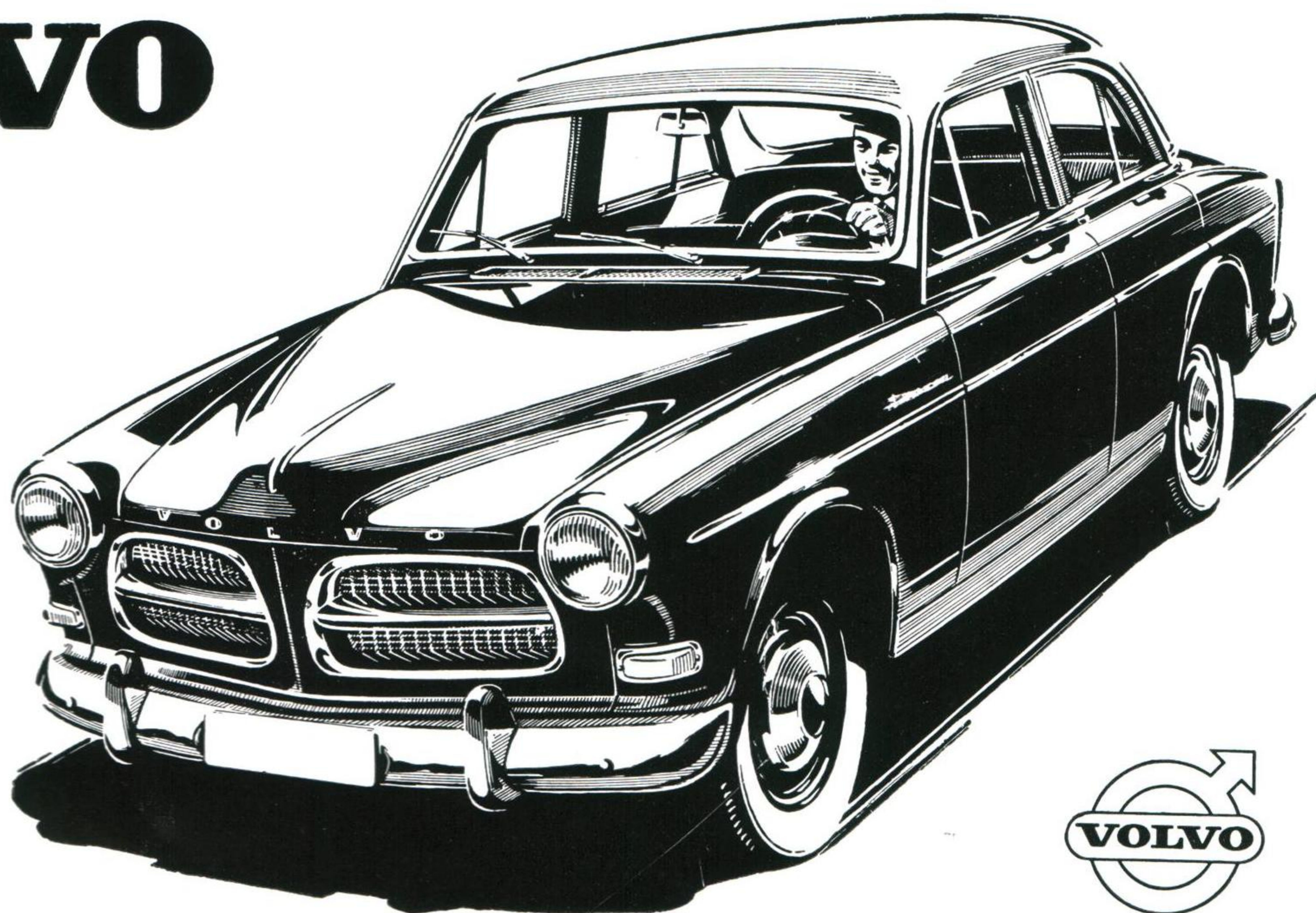
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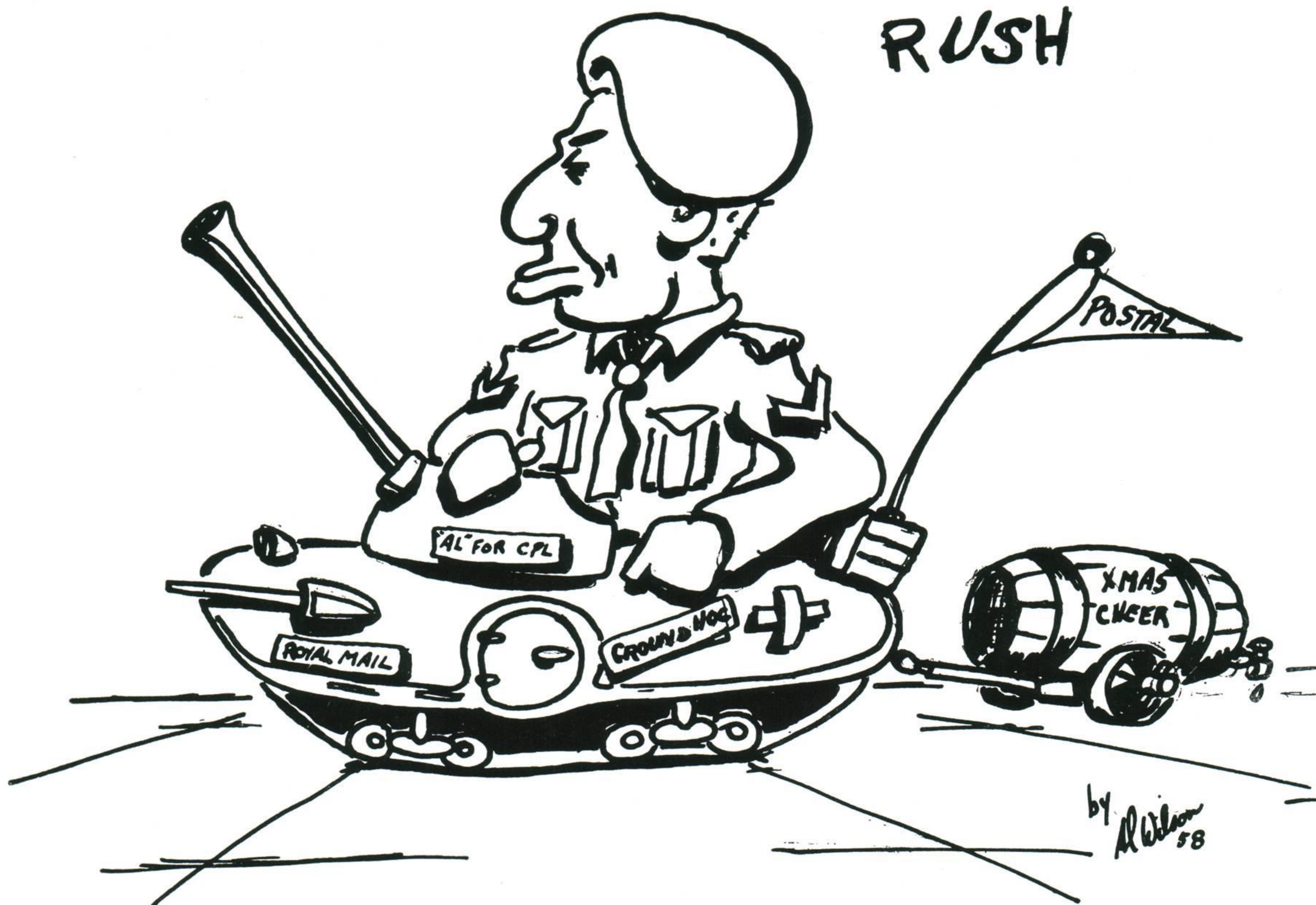
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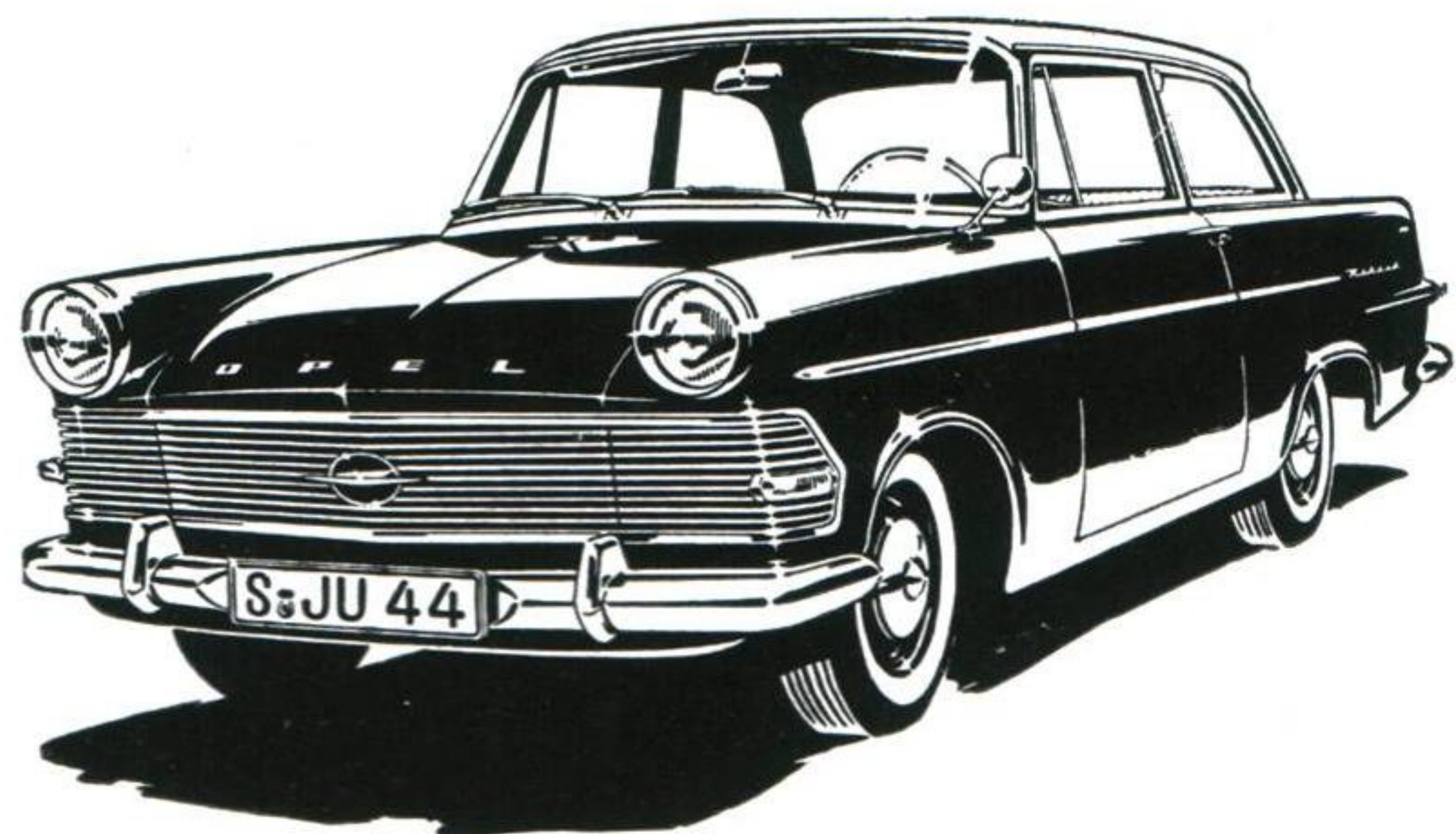
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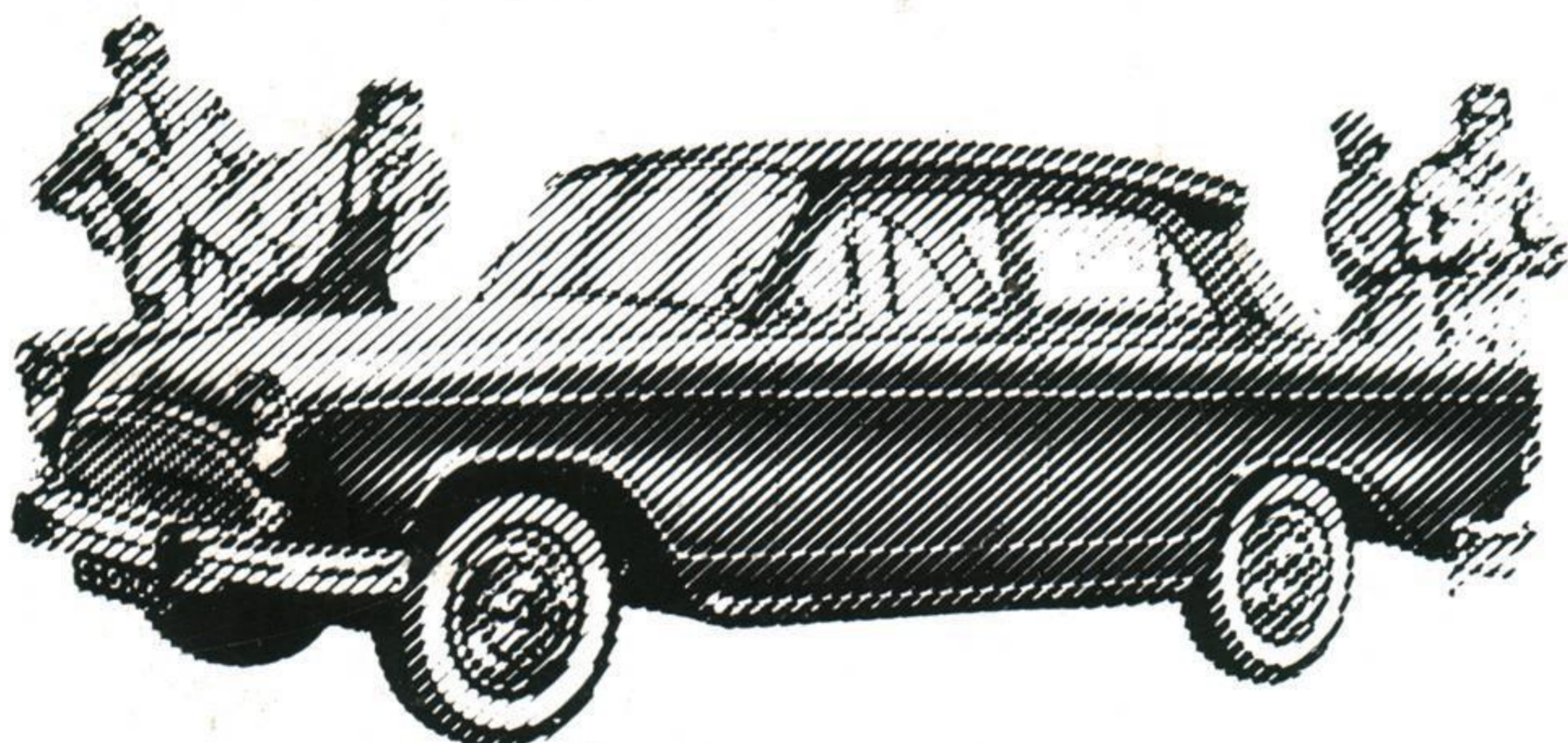
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