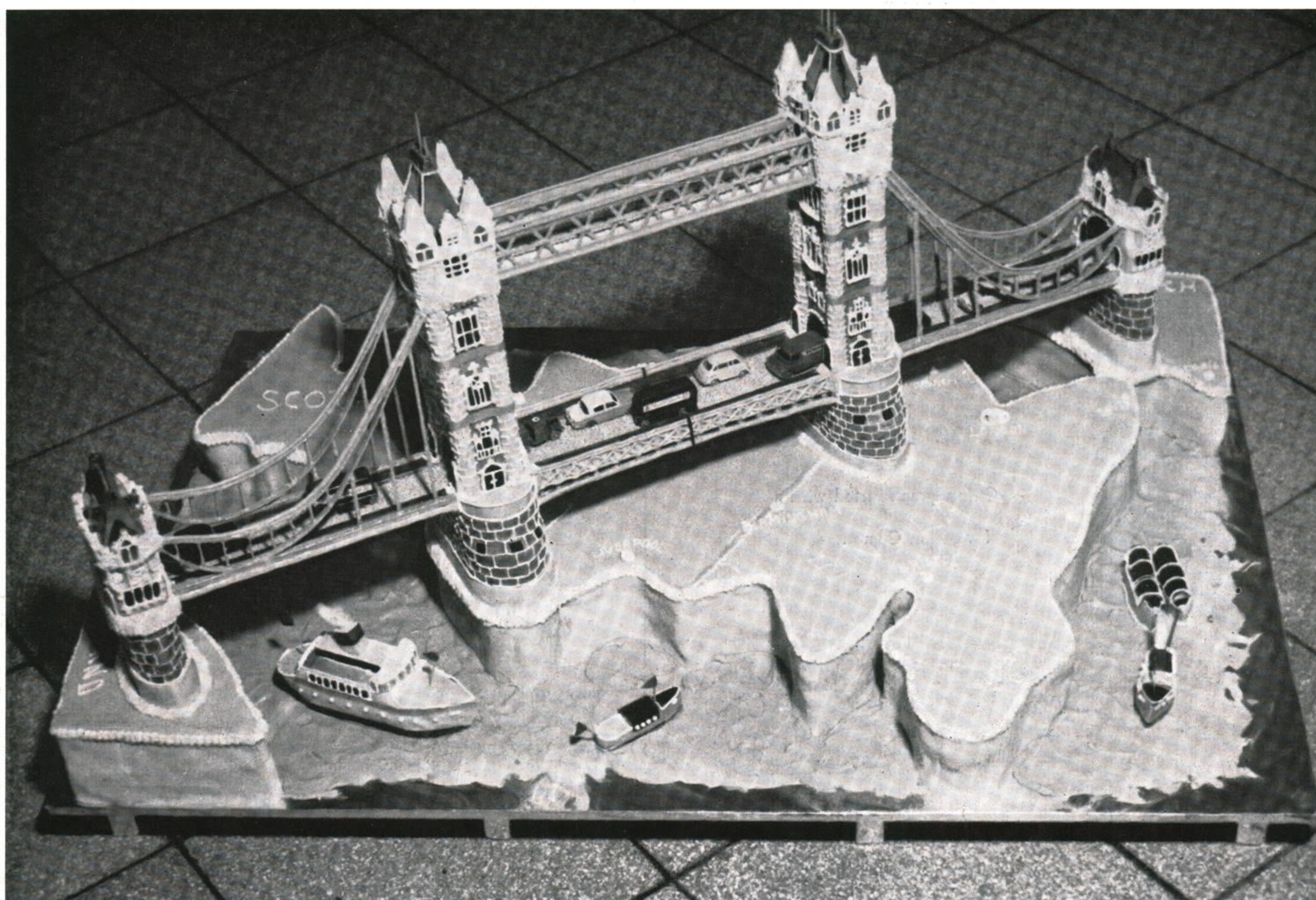


4 (F) WING (RCAF)

Schwarzwald Flieger



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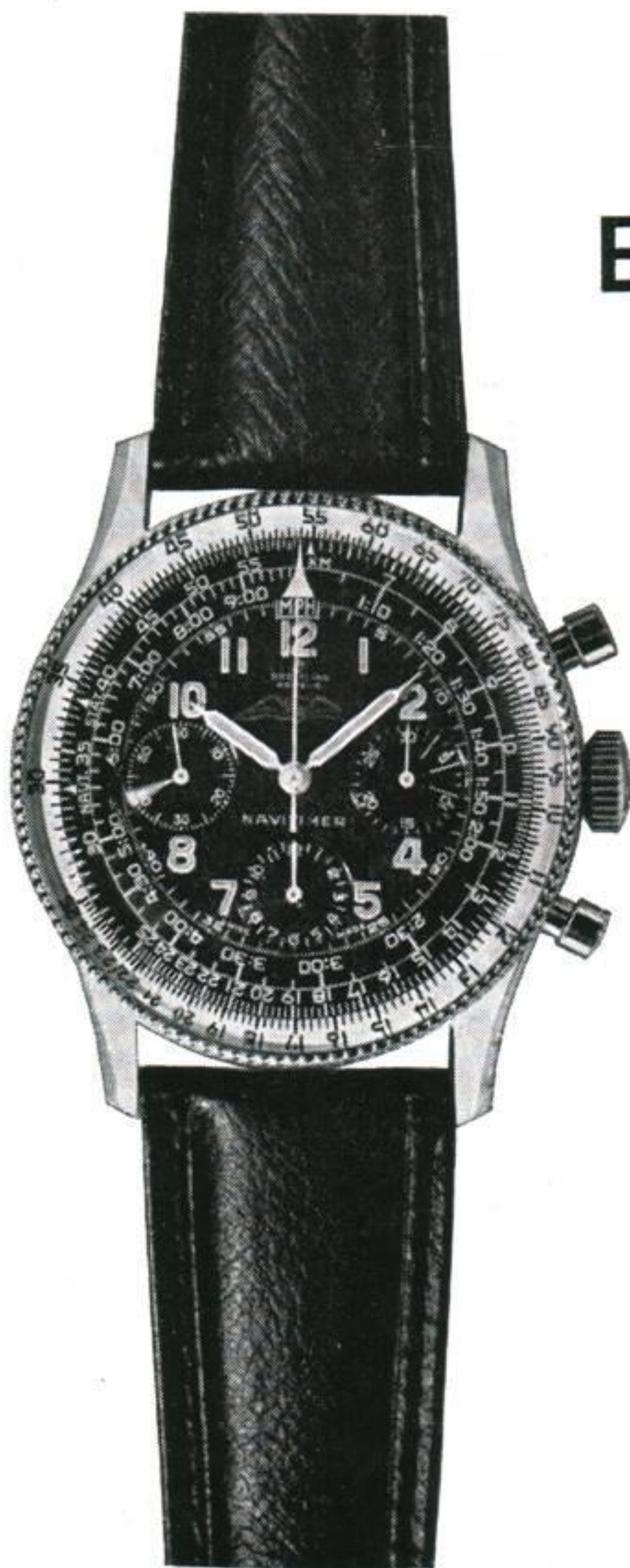
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Cover Picture

The cake pictured here was a portion of 4 (F) Wing entry in the annual food display recently held at the Kurhaus in Baden. This magnificent cake was prepared at the Officer's Mess. The Airmen's Mess also contributed attractive displays which carried many favourable comments.

The Baden newspaper, Badisches Tagblatt has this to say about 4 (F) Wing entries: "Magnificent was the share of the Officers Mess RCAF 4 (F) Wing Soellingen." Besides platters of wonderfully decorated delicacies, the most beautiful display was the English Isles made of cake, marzipan and icing sugar, and on top of this was the Tower Bridge of London made of icing sugar."

Fact and Fiction

Considerable publicity and discussion has resulted from the showing of the film "On the Beach" based on the novel by the late Nevil Shute. Presumably as a result of nuclear war, radioactive fallout would cause a gradual elimination of the human race.

This film certainly emphasises the risks of fallout but as General Huebner, head of New York State Civil Defence Commission has truly said: "On the Beach" overlooks the fact that defence against radioactive fallout is not only possible but relatively simple; and that, actually, few people need die from this aspect of nuclear blast." He adds "that the movie — also lacks scientific basis for some of its motions of radioactive phenomena. The radioactive elements released by nuclear explosions are, for the most part, short lived and do not drift in deadly potency for months.

In other words, both the novel and the film are scientific fiction though unfortunately their effect could be harmful if readers or members of the audience implicitly believed the theory on which the story is built up. It appears that some viewers have come away this belief and it is for this reason that this article is submitted.

There have been so many theories written about nuclear weapons effects, that it is little wonder people are confused and unfortunately are apt to believe something which is so vividly portrayed as the film "On the Beach".

We must believe scientific facts, and for an easily comprehended summary of this subject I can direct your attention to an article written by Stewart Alsop in the Oct 60 issue of the Readers Digest. He, like General Huebner, points out the two assumptions No 1 is that there is no protection against radioactivity. And secondly that radioactive fallout remains lethal indefinitely.

A nuclear war would not be pleasant. It would in fact involve men, women, and children throughout the world. But to quote Mr. Alsop "At a rough guess, in case of a nuclear exchange between the United States and the Soviet Union, the average citizen would run about the same risk as a combat infantryman in Europe in the last war. But after all, in the past a great many people have accepted that degree of risk where liberty was at stake" unquote.

I'm the Boss's Boss

I don't have to say that my Grandmother died
If I want to turn out for the Giants
My Boss won't grumble, my Boss won't chide,
I've got it down to a science!
I don't have to faint, or resort to tears,
Or use my feminine wiles
They can't fire me — for the past two years
I've been keeping the office files.

Yes, I have a system that's all my own,
And it can't be explained and it can't be shown
I file by number, I file by letter,
I file by ways that are ten times better,
I file by subject, I file by date,
I file by City, I file by State,
I shun the Trite, and I scorn conventions
My filling system has four dimensions.

I've got the names of the firm's officials
Neatly arranged by their middle initials;
Customer's letters I've filed instead
By the colour and size of their letter head.
I pay no attention to underlining
And seldom get down to the person signing
And for anything I consider extraneous
I've three whole drawers labelled "Miscellaneous".

Oh, they can't fire me 'though I'm usually late
And I lunch from eleven till two,
And I leave at four if I have a date;
There's nothing that they can do!
Or if I forget to come down at all
They've got to take it smiling,
I've got them back up against the wall,
For I do all the filing.
I'm the indispensable employee,
They can't take a step without me,
And it costs them a raise and half-day free
Every time they attempt to flout me.
So they can't fire me, no matter how cross
No matter how mean and riling
I'm the Secretary — I'm the Boss's Boss
For I take care of the filing.



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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. Advertising Manager Flight Lieutenant S. F. Brickenden. Assistant to the Editors — Mr. E. W. Burnside. Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

Hither and Yon

by W. J. Xemmel

What to do on a three day weekend? One spot we can recommend for interesting sightseeing is the city of Nurnberg. Adolf Hitler so loved this city that he referred to it as "Meine Stadt" and, for once, we can agree with him — it is indeed a proud and historic place.

Nurnberg, Bavaria is approximately 180 miles from 4 (F) Wing. The best route appears to be via Schwabisch Hall and Ansbach — the roads are good and the scenery excellent. Take the autobahn from here to where it ends at a town called Weinsberg, which is about five miles past the Heilbronn cut-off. Take highway 39 until it joins up with route 14, just this side of Schwabisch Hall. Route 14 will then take you direct to Nurnberg.

The U. S. Army Hotel in downtown Nurnberg is fairly easy to find as it is quite close to the main railroad station. It is a large building of recent design and the rooms are large, bright, and with all the modern conveniences. If you are a family of four, the hotel can give you a suite of two rooms with adjoining door, so you can check on the kids without going out into the corridor. The price for the two rooms per night is extremely reasonable and is well within the weekend budget of all RCAF personnel.

Tickets for a city bus tour may be purchased at the main desk for five DM's per adult and 2.50 DM's per child. The bus leaves from a spot quite close to the hotel at 1000 hrs on Sunday mornings. The tour takes a little over two hours and



Home of Albrecht Durer. First public building to be restored after WWII.

touches most of the principal landmarks. Our guide was an English speaking Nurnberger, who seemed to enjoy the tour equally as well as the tourists.

Nurnberg, with a present population of 500,000 has a history dating back close to 1000 years. It was, and still is, an important centre of trade and industry. If you will look at a 50 DM note, you will see a portrait of a Nurnberg merchant circa 17th century which was painted by Nurnberg's famous artist, Albrecht Durer (Probably best known to Canadians as the painter of "The Praying Hands").

The city depicted on the front of the 100 DM note is, of course, that of Nurnberg. To figure prominently on the face of the nation's bank notes is graphic proof of the city's commercial importance.

Although the city successfully resisted all attacks during the Middle Ages by robber barons and invading clans, it failed to save itself against the modern weapons used in the 20th Century. As a result of aerial bombing 90 percent of Nurnberg lay in ruins at the end of the 1939-45 war. The past 15 years have shown a tremendous rebirth of the city, but even today large, weed filled craters throughout centre town show what can and did happen when a metropolis is subjected to carpet bombing.

All historical buildings have been or will be rebuilt to their pre-war images. Included in this are the three great walls which protected Nurnberg for centuries. When the builders' memories failed they referred back to old paintings and etchings to ensure that duplication was perfect. It is an interesting sight to see clean, new sandstone blocks interlocked with the old along the miles of walls and turrets. No doubt it would have been easy for officials of the city to say "Let's forget the past, and build everything modern" but this is where Europeans differ from North Americans — they treat age and tradition with pride and respect.

The two hour tour ends up in a little market square opposite a very old Bavarian Catholic Church called Frauenkirche. As the church clock peals the last note of twelve noon two small doors at each side of the clock open up and the onlooking children both young and old, are witness to performing mechanical figures. It is an interesting spectacle which apparently draws crowds of tourists throughout the year.

One "must" in which most Canadians will be interested in visiting is the gigantic Congress Hall and its adjacent Soldiers' Field. Both were born of the fertile brain of Adolf Hitler and both now are as bleak and barren as the freedom and justice which came from them during his time. Neither spot is on your conducted tour from the hotel so it will be necessary for you to drive your own car and keep asking directions.

The Congress Hall is a huge building patterned after the Colliseum in Rome. Upon its completion (which did not take place) it was to be a monumental meeting place for members of the Nazi party.

One story has it that representatives of all the conquered nations were to meet there after the war, presumably to learn firsthand what destiny had in store for them. One can just imagine Winston S. Churchill striding through the front portals, grabbing Adolf's hand, and growling "Wie gehts". The building, unfortunately for the tourist, is completely fenced, and entry to the grounds and the structure is forbidden.

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Mechanical clock at the Frauenkircke in Nurnberg.

Soldiers' Field is a fantastic and grandiose piece of architecture. It is completely accessible to everyone and is well worth the visit. Reduced to simple terms it is an immense podium built in the late 1930's under Hitler's direction where he could stand and review his troops or harangue assembled throngs. The tribunal or podium is about as long as a city block and is constructed of solid white granite. It is distinctively Roman in design with large pillars along the top and from which long series of steps lead to the ground. Directly in the centre of the tribunal is a dais raised some 50 feet from the pavement below. Behind the dais are two huge bronze doors through which Hitler would appear at the appropriate moment and then descend down a short flight of steps to the dais. Spreading out from the tribunal is a grass area about the size of six football fields. During our visit there two little girls were playing with a tiny kitten on the very spot where the mighty one once stood and spoke words that shook the world. Our only thought while watching the children play was the famous expression of Robbie Burns, "The best laid plans of mice and men sae often gang astray."

So ended our tour of Nurnberg. However, if your feet aren't too swollen, your eyes not too tired, and if the kids go to sleep early, then we suggest you walk down the street from the hotel on Sunday evening and visit Nurnberg's famous Mautkeller. This is a beer hall similar to the Hofbrauhaus in Munich where you may enjoy good German pretzels and washing them down with large litre glasses of frothy Nurnberg dew.

For your return trip to 4 (F) Wing, we suggest you try a different route which takes you through typical Bavarian countryside and interesting towns. This is via route 2, which passes through Roth, Weissenberg, Donauworth and Gunzburg. Here you can enter the Autobahn just east of the Ulm cut-off.

Another city is checked off our travel list and a few more items are added to our scrap book. For those 4 Wingers who want to get rolling on long weekends, Nurnberg is a recommended spot. Why don't you see for yourself?

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FLIGHT SIMULATOR

By F/O J.B. Smith



BACK ROW: Ken Brose, F/O Howard, F/O Wansbrough, F/S Johnston, Rudy Steinhubl, F/O Smith, Al Brown.
FRONT ROW: Cpl Glen, Cpl McDonald, Lac Olson, Cpl Stroud, Lac Carruthers, Cpl Wood.

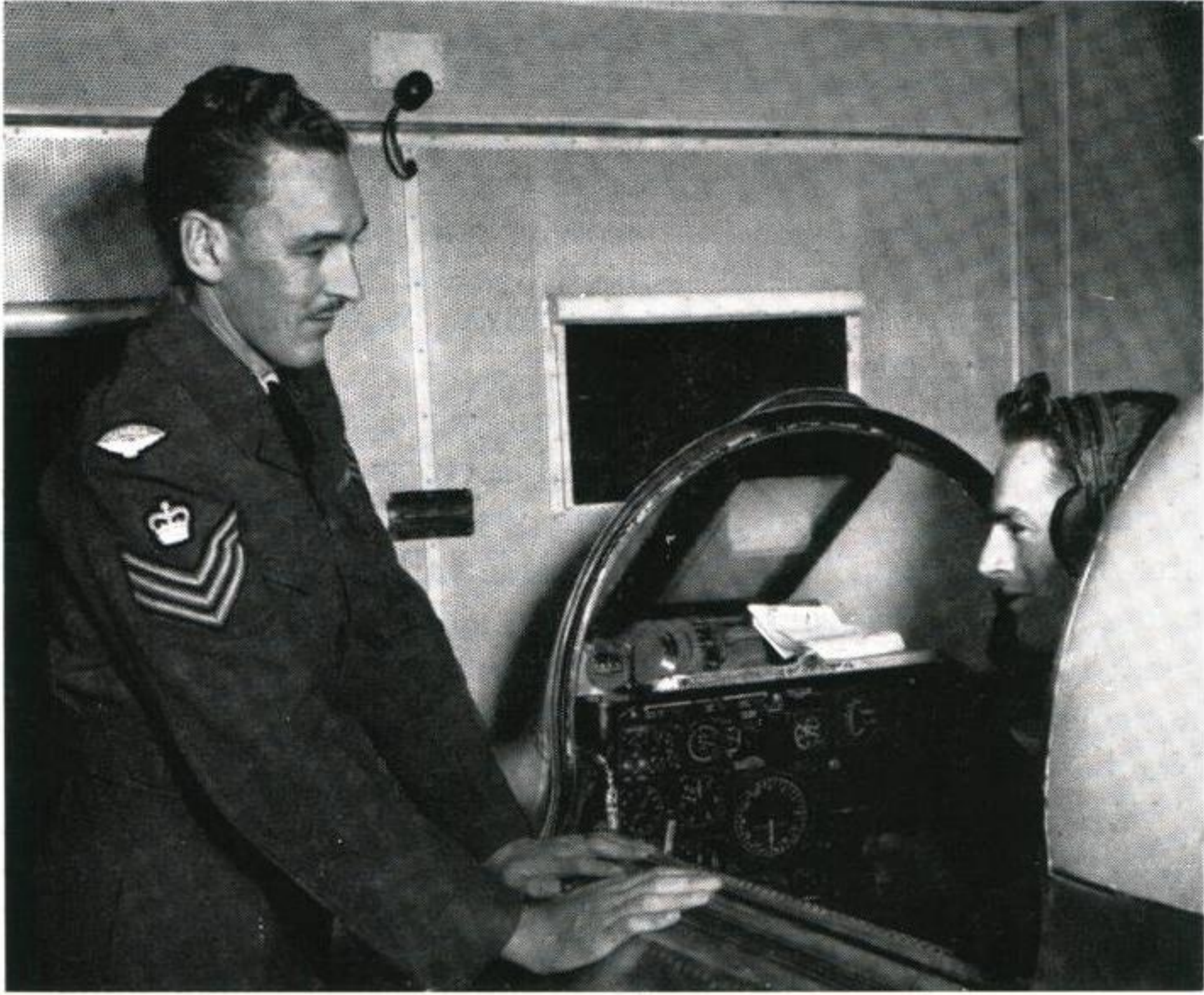
Next to the Operations Building, where some imposing sections reside, Flight Safety, Met, and Wing Instrument Flight, of which we are a part, is a not so imposing building in stature, but no less important, we feel, from the training standpoint. Air Division is here for two purposes, to defend, and to train pilots and crews to defend, the continent of Europe. Our role at the simulator has to do with the second of these purposes, training.

When a CF-100 crew, or F-86 pilot arrives at 4 Wing, he is barely prepared to cope with the complexities of flying in Europe, in a relatively new aircraft. Even the old-timers need constant training to maintain the high standard that brings so much pride, and so many trophies to 4 Wing, and Air Division.

Let's look more closely at our part of this training. Many are familiar with the old Link Trainer. At London and now Centralia, these noble machines are still used to determine if a recruit will be selected as a pilot or navigator. Those who fell out the open door when the machine assumed the 30 degree bank position were chosen as navigators, and those who were prepared, and hung on to the baseball bat that served as a control column, were selected as pilots. In these machines a pilot could see that he was in a bank, climb or dive, for he merely looked over the edge of the cockpit at the horizon painted on the wall. The modern simulators sit solidly on the floor, and the pilot determines his aircraft attitude solely from the instruments in the cockpit.

As aircraft technology has advanced so rapidly since the war, so have the flight simulators. Today's machine offers little chance of falling out an open door, as the cockpit of the simulator is an exact duplicate of the aircraft cockpit, sitting on the floor, not moving. It is really a grounded aircraft, in which the engines, wings, control surfaces, and other gear have been replaced by electronic computers. The canopy closes, and the entire trip is flown by means of the presentation of the instruments. The crew compartment contains all the instruments and services that are available to a pilot or crew in the air. Flying the simulator soon becomes a secondary job, as the aircrew navigate, deal with various emergencies, carry out an intercept, or rendezvous with other aircraft, all the time keeping a mental picture of their track about the sky, and their minutes of flying time remaining. Flying, and dealing with emergencies soon become automatic.

For a better idea of an exercise, let us follow a general trip in one of the simulators. The pilot or crew assigned is briefed on the proposed exercise. These are generally a standard trip, taken from a syllabus of training, to ensure a high standard, although the trip may vary, to iron out aircrew problems. After a short briefing, the pilot, or crew, climbs into the crew compartment of the simulator and the trip begins. The pilot calls tower, GCA, and approach, to check the appropriate frequencies. His cockpit checks complete, he is given take-off clearance, and climb instructions. After take-off he calls GCA for departure directions, then changes channels to an appropriate radar frequency. Then, the crew carry out intercepts, complete



F/S Johnston and Cpl Glen do the daily test flight on the Sabre simulator.

navigation trips, air tests, or some other phase of training. During this period, the instructor may give an emergency, a fuel or electrical problem, which the pilot must overcome to complete the exercise. As all trips are considered operational necessities, a pilot or crew must circumvent most emergencies to stay airborne long enough to complete the mission. Continual practice is needed to determine when a red light in the cockpit means "No sweat", or "Mayday".

The exercise generally concludes with an emergency requiring that the aircraft be brought back to base or alternate field with one or more services not functioning, so that a thorough knowledge of emergency procedures is soon developed. The landing is generally a Ground Controlled Approach, or GCA, at any one of the 4 wings or other NATO bases.

The instructors quite often find that the aircrew debrief themselves after they see track laid out on the recorder board. The track, or intercept plots are then analysed, with the aid of the instructors, and the trip is written up as satisfactory, or requiring practice.



F/O's Howard and Smith watch a flight in progress from the CF/100 instructor's console.

How are these trips duplicated so realistically, one might ask. That is a question that even the instructors cannot explain, so we ask our technicians, who explain that each movement of the controls can be broken down to an electrical current, then passed through an electrical unit called a servo, and trans-

mitted to the pilot's instruments. These instruments then show the pilot what effect his control movements have had upon the aircraft's attitude. Both simulators are the same in these respects.

The instructors sit behind an impressive console of dials, switches and lights, and follow each movement of pilot or crew, give appropriate instructions, assume the voices of tower, approach, GCI, and GCA controllers, and direct the exercise so that maximum benefit is derived from each exercise. (Pilots and crews may freely translate the above to mean "getting a hard time".) The tracks of the aircraft are reproduced on two large glass recorders near the instructors, where the "aircraft", a pen, traces the track of the aircraft across the map. One of these recorders traces in a large scale so that the instructors can "talk down" the crew by means of a Ground Controlled Approach. Both simulators have a GCA unit built into the machine.

All this seems very efficient, but let us not forget the men behind the scenes, all specialists in their fields. F/S Johnston heads a team of 7 technicians that keep the Sabre trailer operating at top efficiency. Those snags that cannot be handled by



Cpl Stroud and LAC Carruthers adjust a servo while Cpl McDonald adjusts the power supply.

a day crew, are dealt with by the night staff that takes over when the day personnel have headed home. These loyalists ensure that the "beast" will be ready for the morning, every service functioning perfectly. The CF-100 maintenance is handled by a CAE tech rep, Rudy Steinhubl, who with the able help of two technicians keeps the monthly serviceability column in the 100% bracket. Should the machine become unserviceable during the day, then "Al" Brown, and "Ken" Brose can be sure that they will be working until the late hours so that another aircrew can take over in the morning.

Many of the parts are interchangeable with aircraft parts, but some, peculiar to the simulator alone need temporary repairs until others can be forwarded from Canada, or England. Often we are grateful to WIF pilots who may have to revise a trip so as to pick up a spare part at another wing. Sometimes a piece big enough to fit in a shirt pocket will keep a one and a half million dollar machine tied up for days.

So it goes, day after day. Sometimes it's wearisome for the instructors and groundcrew, but new problems arise each day, new emergencies crop up from aircrew, and we try to duplicate these for others, so that we learn from the mistakes, experiences, and practices of aircrew, so if our birdmen are faced with a real emergency, simulator training will have made emergency procedures automatic, and the tight spot will be "no sweat", instead of "real sweat".

A Mediteranean Cruise Through Yugoslavia and Greece

By LAW's Couture, Hannah, Inkster & Philcox

Four happy girls left 4 (F) Wing for Heidelberg recently. Carrying two suitcases each and sharing the weight of one the girl's third suitcase, we tried checking our luggage (which we shouldn't have done in the first place) and missed our Touropa train. After talking over the situation, we bought tickets to Venice via Milano, (our "Midnight Special"), scheduled to arrive at the Venezia Treno Stazione the approximate time the Touropa train would. A rugged night was spent on the train, had to change cars twice (once from a car going as far as Nurenberg — and once before reaching our destination — it just doesn't pay to ride in a first class compartment on second class tickets). We managed a whole hour of sleep during our train ride though and lived to meet our Touropa guide and the group on the 26th.



Canal of Corinth

We ate a hearty meal at the Splendid Hotel in Venice. This hotel is recommended — it only cost fifteen dollars for a delicious meal of ravioli and spaghetti. This made us a bit lazy, so we bought gondola hats and spent the afternoon in St. Marc's Square watching the other tourists and taking in the sights. Having all been to Venice on a tour in the past year, a rest in the shade was more appealing than sight seeing.

In the evening we embarked by ship, the "Jedinstue" for a pleasant seven days of sight seeing, fun, lounging around in deck chairs and swimming. The swimming pool was big enough for three persons (standing room only). The cabins were built for two, with plenty of room for one but, it's a pretty crowded place with two people in it at once. We shift workers roomed together, so we didn't mind. They were quite comfortable, especially on celebration like birthday parties with champagne, because the cork from the champagne bottle can't go too far this way.

The Yugoslavia's Army greeted us at Dubrounik. Standing on the promenade deck with binoculars gave us a better look.

The other passengers got by the army, so we joined them on a tour of the city.

Dubrounik was our first stop on the cruise. It is a unique city — or better still, "a medieval fortress town". Motor vehicles are not allowed inside the walls. Except for the main street — best described as a wide sidewalk — the town is dirty and smelly, especially the narrow side alleys. These alleys seem to provide a home for rats and stray dogs. The Yugoslav housewife has the family wash hanging above all this!!! Needless to say, poverty is very conspicuous.

We visited the Cathedral and a cloister with its small court. Inside the cloister all is very peaceful and quiet — almost like another world and as if time stood still.

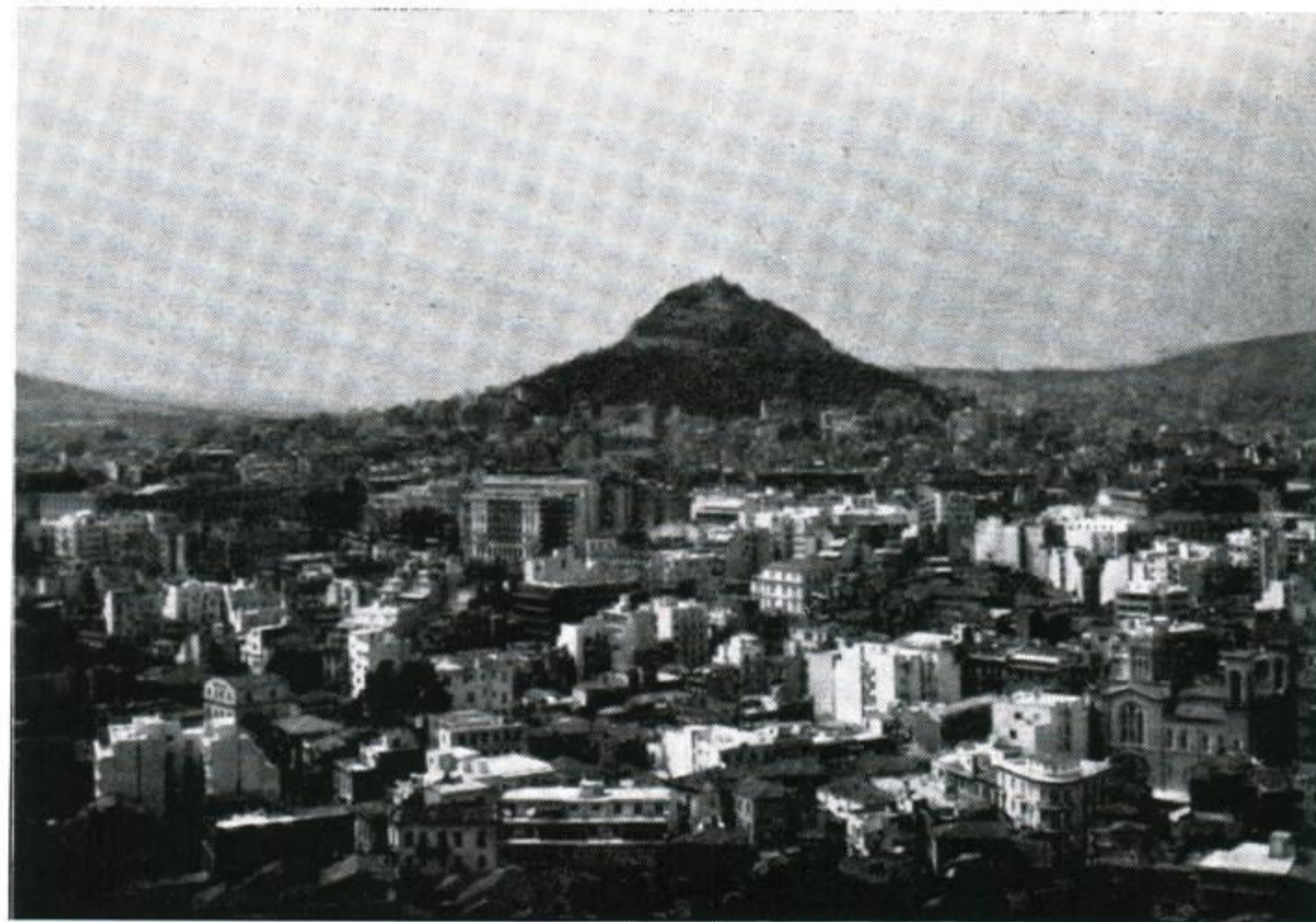
Our guide was a school teacher, in this type of employment for the summer. Her comments on Communist rule made us think. One interesting statement was that the school children would be taught only English and Russian very soon.

We left Dubrounik with a feeling of pity for its citizens and our visit there made us realize how fortunate we are.

The Jedinstue set sail for the Isle of Corfu. A general tour of the island was done by taxi. We visited the Achilleion which was built for the Empress Elizabeth of Austria who took refuge here. In World War II the Achilleion was converted to a hospital for the injured. Other interesting and pretty sights were the Airport and the coastline.

On the 29th of July, four sleepy people were up by dawn's early light, ready and waiting to see the Canal of Corinth. This canal is eighty feet in depth, and just barely the width of the ship. After the captain got us through the tight squeeze, we managed to see the town of Corinthia through grateful eyes.

At a fair distance away from the city you could see Athens, as it is a large city with a population of two million. On the excursion here we saw the Acropolis which was built on the top of a hill in the centre of Athens so you can see the city



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from any angle. The temples of Athena, Apollo, and Zeus are part of the Acropolis. On their feast days the Athenians still come to the temples to celebrate. The temples were all of pure white marble, but are now undergoing renovations. Other interesting places are the stadium and the King's Palace. We were fortunate and arrived at the King's Palace to see the changing of the guards.

The "Rose Island" of Rhodos is the next on our list. Rhodos boasts of a history of 3500 years and is situated opposite the barren coast of Asia Minor. Many years ago, Rhodos belonged to Turkey and Turkish influence is still quite noticeable. We drove along narrow streets through three or four Turkish villages with small square white houses all built in the same fashion.

The road to the Monastery at Filerimos offered a beautiful view of the coastline on the Mediterranean.

After a short visit at the Monastery and its chapel, we proceeded down the same treacherous road to town, stopping to take pictures of various ancient ruins and a huge outdoor theatre.

Inhabitants claim they very seldom have rain. Their belief in this fact goes far — most cars are not equipped with windshield wipers.

Rhodos is the sort of island one would like to get lost on — and not be rescued.

On arriving in Delphi you saw nothing but beautiful sandy beaches. We girls split up here and two of us went swimming on the riviera and the others went visiting the nearby small interesting islands by motorboat. The Greeks are a bit irresistible and seem to appreciate tourists, so an afternoon stay under the hot sun was enjoyed by all.

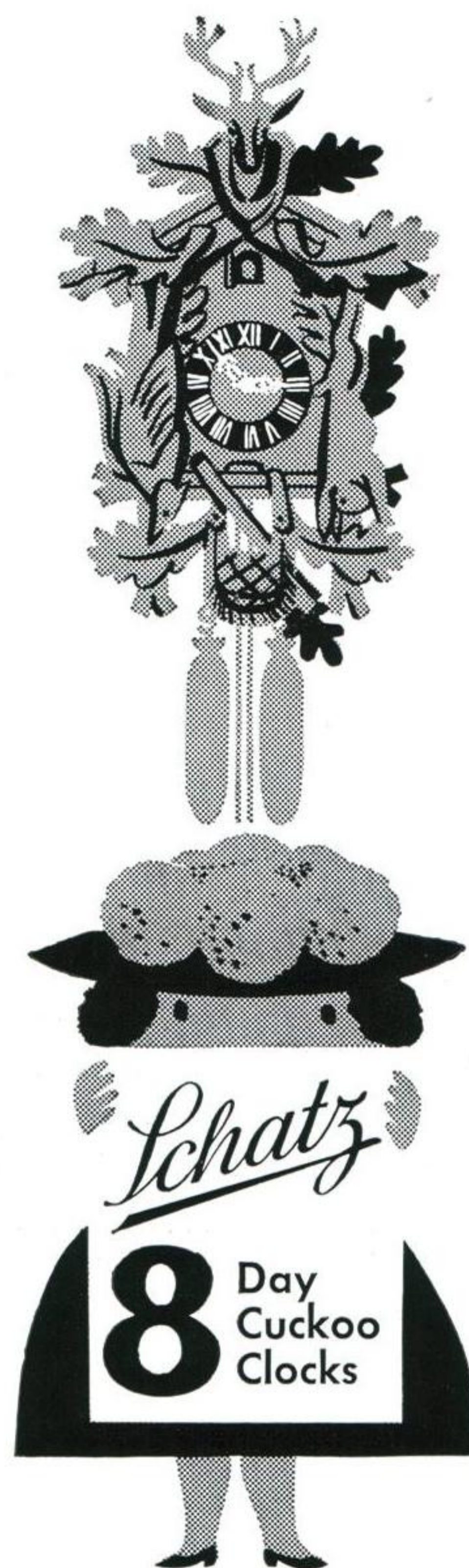
We are now in the Adriatic Sea and sailing back to Venice to disembark, but before we abandon ship, we mustn't forget to mention the farewell dinner, with the Captain as our host. It consisted of eight courses and if you didn't watch the table waiters, they'd have had pheasant legs walking around your plate without you even noticing. Of all the five and six course meals this eighth course one was the most tasty. After dinner we really needed some exercise, so waddled into the lounge where we spent most of our evenings entertainment-wise. It was beautifully decorated for the last dance. The band was also at its best and knowing there were English speaking passengers aboard they played American music. The ship's crew was wonderful and helped to make it a very enjoyable journey through the Mediterranean and Adriatic Seas.

We have now docked in Venice with a little regret that we have to leave the ship, but after disembarking and while shopping we met some friends we had become acquainted with on the ship and they took us on our final tour — the canal city of Venice. It was here in Venice that the opportunity arose to learn a new and interesting dance called the Venetian Waltz. One of the girls managed to learn the steps to this dance beautifully; she found it much easier to do than the rest of us, but we're going to get her to teach us to do it as well.

We joined the rest of the Touropa group for dinner and later caught the Touropa train. Via Austria and Germany we made our way to Heidelberg. Trains seem to be our weak spot in travelling. Although this was a comfortable sleeperette, the berth was 3 deep, and between fighting through garlic fumes and fright (its a long way down to the floor when you're up in the top berth) some of us weren't able to get much sleep.

In Heidelberg we took a two hour course on the use of Dial Telephones. It's a very interesting course and if you want information on it, please contract us, we'd be glad to be of help, (that is if you're at a local telephone, or you'll have to take the same course).

By dusk on the 3rd August four happy, tanned weary girls made their way into the Airwomen's Quarters at 4 (F) Wing, only wishing it didn't mark the end of our tour to Yugoslavia, Greece and Venice.



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Canadian News

CABINET CHANGES

On October 11, Prime Minister Diefenbaker announced the following changes in the Cabinet:

Four new Ministers were sworn in, six Ministers changed their portfolios and two Ministers resigned from the Cabinet.

New Members

Walter Dindsdale, M. P. for Brandon-Souris, Minister of Northern Affairs and National Resources.

Noel Dorion, M. P. for Bellechasse, Secretary of State.

Hugh John Flemming, former Premier of New Brunswick, in a new portfolio, Minister of Forestry.

G. Ernest Halpenny of London, Ontario, Minister without Portfolio.

Changes in Portfolios

William J. Browne, former Minister without Portfolio, became Solicitor-General.

Leon Balcer, former Solicitor-General, became Minister of Transport. Gordon Churchill, former Minister of Trade and Commerce, became Minister of Veterans Affairs and Chairman of the Privy Council Committee

Alvin Hamilton, former Minister of Northern Affairs and National Resources, became Minister of Agriculture.

Douglas Harkness, former Minister of Agriculture, became Minister of National Defence.

George Hees, former Minister of Transport, became Minister of Trade and Commerce.

Resignations

George Pearkes left the portfolio of National Defence to become Lieutenant-Governor of British Columbia.

Alfred J. Brooks left the portfolio of Veterans Affairs to enter the Senate.

The other 14 portfolios remain unchanged.

"300 in RCAF to be Trained on Bomarc-B" — About 300 Royal Canadian Air Force Personnel soon will start training in the United States on operation and maintenance of the Bomarc-B anti-aircraft missile, a defence department spokesman said recently. This will bring to about 1,000 the number of armed forces personnel who have been trained on missiles of various kinds.

"1961 Delivery for Bomarc, Gets Go-Ahead" — The Bomarc-B anti-aircraft missile has progressed from the testing stage to full production, the US Air Force announced. It said the Bomarc's Seattle production plant has been given the go-ahead for "quantity production" after requesting minor revisions "already incorporated in the design and production of additional missiles to come." Without giving details the airforce said it expects to take delivery of quantities of the Bomarc-B "soon". This likely will mean that Canada will get her two squadrons of the missile on target — in 1961.

"Ottawa Airmen Flying on Nikita's Trip Home" — When Soviet Premier Khrushchev leaves New York, an RCAF Officer from Ottawa will be a member of his aircraft crew. Flt. Lt. H. W. Madsen, of 218 St. Laurent Boulevard, will assist in the early stages of the flight as a radio officer aboard the TU-114 turboprop airliner. The flight will be non-stop to

Moscow over the usual North Atlantic route, with checkpoints on Canada's Atlantic coast and Iceland. In an accompanying Russian aircraft, another Ottawa officer will have these duties. He is Flt. Lt. Bruno E. Klingbeil.

"RCAF Takes Delivery of 2 Amphibians" — The RCAF has taken delivery of the first two of 10 amphibian Albatross aircraft to be used for air-sea rescue operations. Grumman Aircraft Engineering Corporation, manufacturer of the twin-engine plane, said the other eight will be delivered by January under terms of a \$7,000,000 contract with the Canadian Government.

"Flight Simulators Mean 600 Jobs" — Orders to build F-104 flight simulators for the RCAF, West Germany and the Netherlands mean 600 new jobs at Canadian Aviation Electronics Ltd. The Montreal Company is now recruiting 30 new engineers to handle the work. The contracts cover a four-year period. There is a chance that CAE will win simulator contracts for the F-104 from Japan and Italy which also have selected the U.S.-designed fighter to be built under license.

"Manitoba Cadets Tops in Canada" — Air cadets from Manitoba led those from all other provinces in the 1960 scholarship flying training course sponsored by the Air Cadet League of Canada. Thirty-five Manitoba cadets sent to the course completed it successfully with an over-all average on flying and written tests of 76.29 per cent.

"RCAF Aids in Capture of Bowden Run-Aways" — Close co-operation between the RCMP at Penhold, Alta., led to the capture today of two men who escaped from Bowden Institute. A citizen noticed the two men, Joseph Gladue, 21, and Homer Henry J. Laduranty, 24, both from St. Johns, Que., walking along the CPR track near Penhold. They were heading toward the RCAF base there. The citizen alerted the RCMP at Penhold who in turn notified the RCAF. Fifteen planes were sent into the search within eight minutes of the alarm and the men's position was pinpointed from the air. The men were recaptured by a ground crew, guided to their position by the flyers, overhead.

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Recommended Library Reading

LONG PIG — Russell Foreman

In 1800 the American vessel "Argo" floundered on a reef among the Fiji Islands, where cannibalism flourished. Taking the historical wreck as a starting-point, this novel imagines the fate of the survivors, a small group of men among whom are the elderly and stubborn Captain Berry, his mate Oliver Slater, the huge seaman, Barber, and the surly Solomon Doyle. It is the story of the impact of a handful of white men on a ferocious and primitive society to whom human flesh was "long pig", and of the tensions and antagonisms which build up among them in their isolation. Few, in the end, live through the physical and psychological ordeal. "Long Pig" is immensely exciting. It is fully in the tradition of such great sea adventures as "Mutiny on the Bounty" and "Pitcairn Island".

CIDER WITH ROSIE — Laurie Lee

Laurie Lee, the youngest but one of a family of eight, was born in a small unvisited Cotswold valley and lived there until he was twenty. The village in which he grew up was poor, self-sufficient, and still mainly feudal. He tells of thin winters, fat summers, local legends, and ghosts, of neighbors and relations, education by nature, and boys growing up against a half-pagan landscape, with its violence and madness, country follies and feasts.

The time was the 20's, and a change was due, although it came too late to this valley. Born to a world where nothing moved faster than the horse, the author, as a schoolboy, saw the passing of the horse and the last squire die, saw the old people disappear with their thee's and thou's and the first brass-lamped automobile come steaming up the valley, bringing an end to a thousand years' life.

THE KREMLIN — Jules Koslow

Jules Koslow, for seven years a member of the "New Yorker" staff, has now written the first history of the Kremlin in English and has made a valuable contribution to our understanding of the terrible past from which modern Russia has grown. The Kremlin — symbol of Russia, of her great Byzantine heritage and her history of struggle, terror, and tyranny. This world-famous building, in part fortress, palace, prison, tells in stone the story of Russia. Setting violence and horror against a rich and beautiful background, Mr. Koslow has written not only a history of a building but also one of the growth and development of Russia herself.

"MY BANK"
TO 2 MILLION CANADIANS



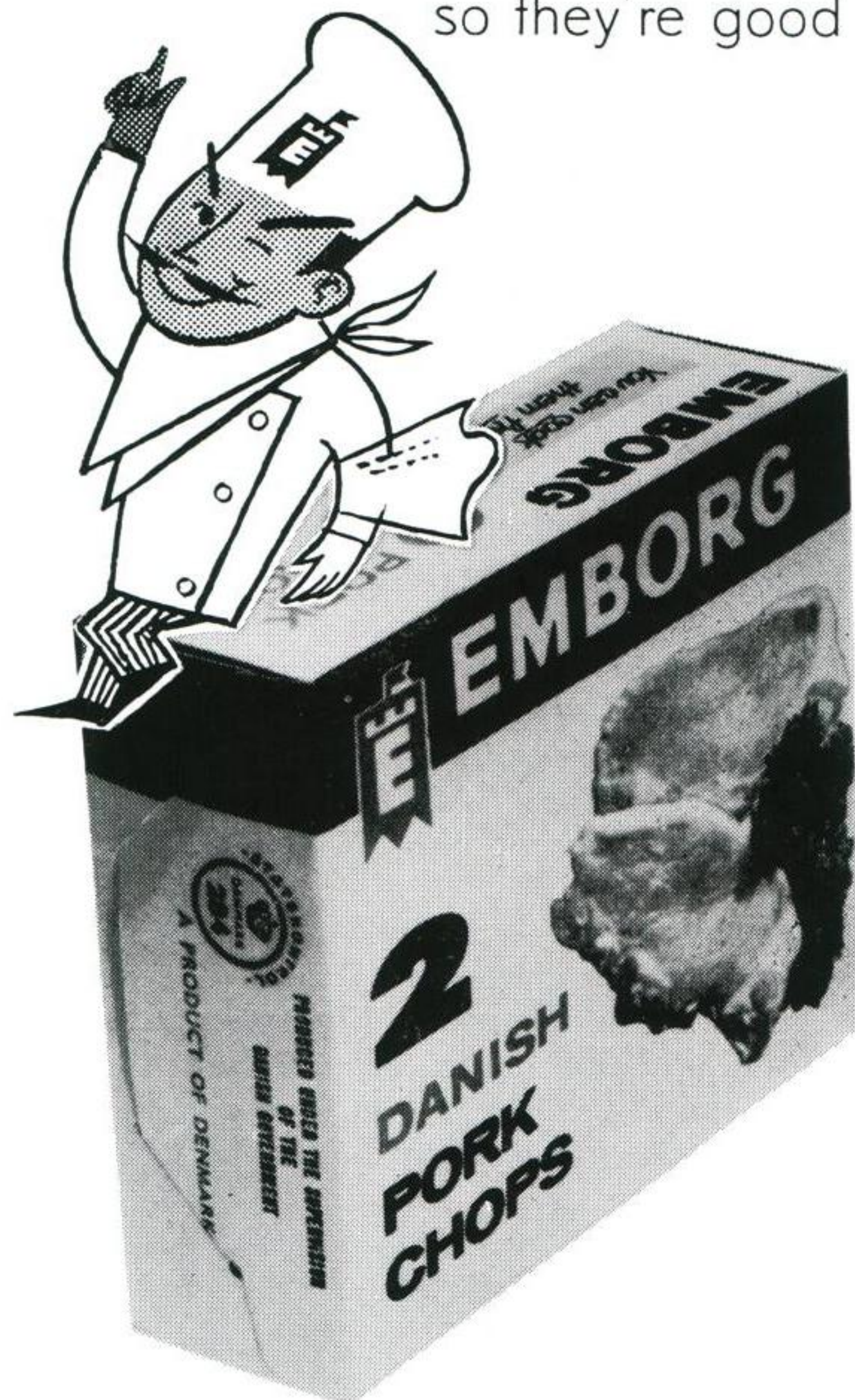
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South Pacific

Marvellous marathon Technicolor musical, inspired by the phenomenal Broadway and London stage success, written and composed by Richard Rodgers and Oscar Hammerstein II. It tells of the romantic attachments formed by a middleaged French planter and a young U. S. Navy nurse, and a Marine lieutenant and a Polynesian girl, during World War II naval operations in the South Pacific, and, although a happy ending is denied the latter couple, everything turns out right for the former. The composite tale is flawlessly acted by its popular stars and well-known supporting players, not only touches the heart, but contains much broad comedy and many thrills, and also furnishes valid cues for evergreen tunes, magnificently rendered. Its scenic qualities, too, are exceptional. One of the best screen musicals ever.

November-December Attractions

Tues, 15th. & Wed, 16th. "YOUR MONEY OR YOUR WIFE" starring Donald Sinden, Peggy Cummins and Richard Wattis is a farcical English comedy about a young married couple whose financial difficulties are increased by a so called inheritance. (A)

Thur, 17th. & Fri, 18th. "THE DAY THEY ROBBED THE BANK OF ENGLAND" starring Aldo Ray, Elizabeth Sellars and Peter O'Toole. A turn of the century crime melodrama adapted from John Brophy's novel concerning an unsuccessful attempt by an Irish political group to rob the Bank of England. (U)

Sat, 19th. Children's Matinee. "CAPTAIN TUGBOAT ANNIE" starring Edgar Kennedy plus "FIESTA" with Anne Ayars.

Sun, 20th., Mon, 21st. & Tues, 22nd. "SOUTH PACIFIC" starring Mitzi Gaynor, Rossano Brazzi, John Kerr and France Nuyen is the outstanding CinemaScope and Technicolor version of the musical adapted from the phenomenal stage success. Its story of romantic attachments formed during naval operations in the South Pacific during World War II and its songs so magnificently rendered in a glorious scenic background is breathtaking. (U)
(Further information regarding showtimes and prices on separate leaflets)

Wed, 23rd. "GIRLS OF LATIN QUARTER" starring Bernard Hunter, Jill Ireland and Danny Green is a Technicolor comedy with songs about a youth who inherits a fortune subject to certain "conditions". (A)

Thur, 24th. & Fri, 25th. "THE ADVENTURES OF HUCKLEBERRY FINN" starring Eddie Hodges, Archie Moore and Tony Randall is a CinemaScope-Metrocolor re-make of Mark Twain's schoolboy classic. (U)

Sat, 26th. Children's Matinee. "COYOTE TRAILS" starring Tom Tyler plus "EAST IN THE WEST" (Travel subject)

Sun, 27th. & Mon, 28th. "THE BRAMBLE BUSH" starring Richard Burton, Barbara Rush and Jack Carson. A technicolor romantic melodrama with a clinical fringe, about a young doctor whose euthanasian killing leads to ugly complications. (A)

Tues, 29th. & Wed, 30th. "PEEPING TOM" starring Carl Boehm, Moira Shearer and Anna Massey is a psychopathic thriller photographed in Eastman Color illustrating the case history of a brilliant young photographer turned pornographer and sadistic killer. (X) Adults Only.

Thur, 1st. & Fri, 2nd. Dec. "ANNIE GET YOUR GUN" starring Betty Hutton and Howard Keel in the major roles is a re-issue of the outstanding musical comedy of some years ago. (U)

Sat, 3rd. "TANKS A MILLION" starring William Tracey plus "BY BOAT TO BIRMINGHAM" (Travel subject)

Sun, 4th. "THESE THOUSAND HILLS" starring Don Murray, Lee Remick and Richard Egan. A CinemaScope and Eastman Color outdoor melodrama concerning an ambitious youth's roughshod pursuit of wealth. (A)

Mon, 5th. "RALLY ROUND THE FLAG BOYS" starring Paul Newman, Joanne Woodward and Joan Collins is a CinemaScope and Eastman Color extravaganza about a civic-minded wife who nearly loses her husband to a giddy neighbour. (A)

Tues, 6th. & Wed, 7th. "THE BRIDES OF DRACULA" starring Peter Cushing, Marita Hunt and Yvonne Monlaur is a Technicolor period horrific telling how Nemesis overtakes one of Count Dracula's blood lusting disciples. (X)

Thur, 8th. & Fri, 9th. "SHANE" starring Alan Ladd, Jean Arthur and Brandon de Wilde is the re-issue of the gripping, pictorially resplendent Technicolor western that was tremendously popular when first shown in 1953. (A)

Sat, 10th. Children's Matinee, "IRON ROAD" starring Richard Dix plus "CAFE RENDEZVOUS" with Charlie Chase.

Sun, 11th. & Mon, 12th. "CASH McCALL" starring James Garner, Natalie Wood and Dean Jagger is a Technicolor big business melodrama about the financial jiggery-pokery and romantic vicissitudes of slick, yet ingratiating, take-over tycoon. (U)

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My Pin-Up Girl

My pin-up girl is beautiful
Upon my locker wall,
But the satisfaction that she gives
Is really none at all.

She has dimpled cheeks and eyes of blue
And hair of golden brown;
Her smile is so enchanting,
And I've never seen her frown.

But she can't dine, or dance with me,
Or pass the time of day;
All she does is hang around,
And help me save my pay.

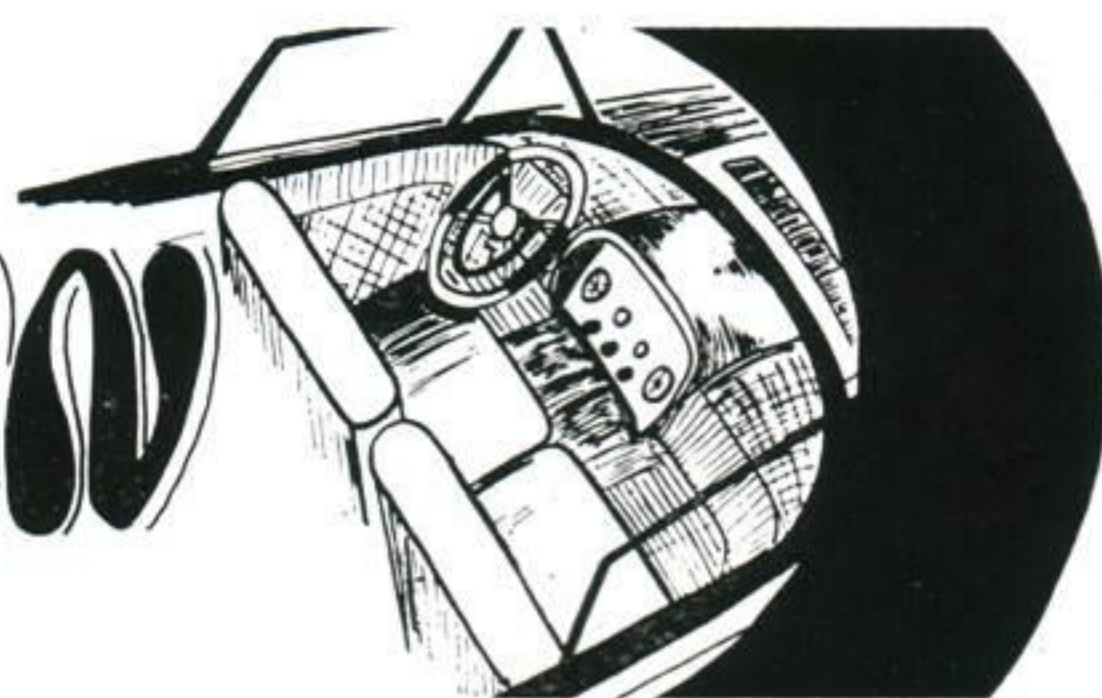
She's a moral uplift, I'll admit,
And I never can escape her —
But how the devil can I get any love
From a blasted piece of paper?



Pamela Searle

... was judged as Miss England, 1959. Although not a simulated model, she is the heartthrob of Wing Flight Simulator Section.

THE STEERING COLUMN



Tips that could help you save the lives of highway accident victims

You're driving home from a trip when the fellow ahead hits a curve too fast. He skids, panics, locks brakes. There's a scream of tires. He smacks a culvert with a sickening sound, then flips over.

You're what the police call the "first on the scene". What do you do now?

Your first instinct is to run to the car and start hauling people out. Don't. Highway rescue experts estimate that 80 percent of the people hurt in cars are pulled out by frantic rescuers — and many are made worse, or even killed.

Every crash is different, so there are no rules. But to hunt out basic facts that may guide you, Prof. William Toth, of the New York University Safety Center, and I recently talked with New Jersey's Red Cross-trained rescue squads in several busy accident areas. Here is what these experts say:

WHAT TO DO FIRST

Park your car far enough away from the crash scene to protect it, and then take a second to think. What are the conditions at the scene? What else can happen?

Two cars collided on a heavily traveled turnpike recently. Three people were slightly hurt. But moments later five were dead. **Reason:** rescuers ran first to help the injured instead of running to flag down approaching high-speed traffic.

Thus it is often far more important to "protect the scene" than to go at once to the injured. Flag down the first cars, have the drivers pull off the road and ask them to go back to warn and slow traffic. If it's a two-lane road, send your flagmen both ways — 500 or even 1,000 feet, where they'll do some good.

DEALING WITH THE VICTIMS

As soon as you can get to the wreck, turn off the ignition to prevent fire.

If the victims of the crash are hurt at all, leave them in their car until trained help comes. Don't twist, turn or move them. If they are lying in the road, leave them there and take steps to guard them from traffic.

Two doctors told us: "We often see people die who could have been saved if they had not been moved by volunteers. Even a victim with a broken back usually can be saved if allowed to lie unmoved. But well-meaning people lift them out of wrecks, stuff them into the back seats of cars and rush them to us. In doing this they may twist the spine, and hopelessly displace any breaks."

HOW TO GET THE POLICE

Hail passing cars and send them in opposite directions to find telephones and call police. It is wise to send as many as four or five cars in each direction. "If only one car is sent, its driver may go ten miles, find no phone and give up", police say.

IF PEOPLE ARE PINNED

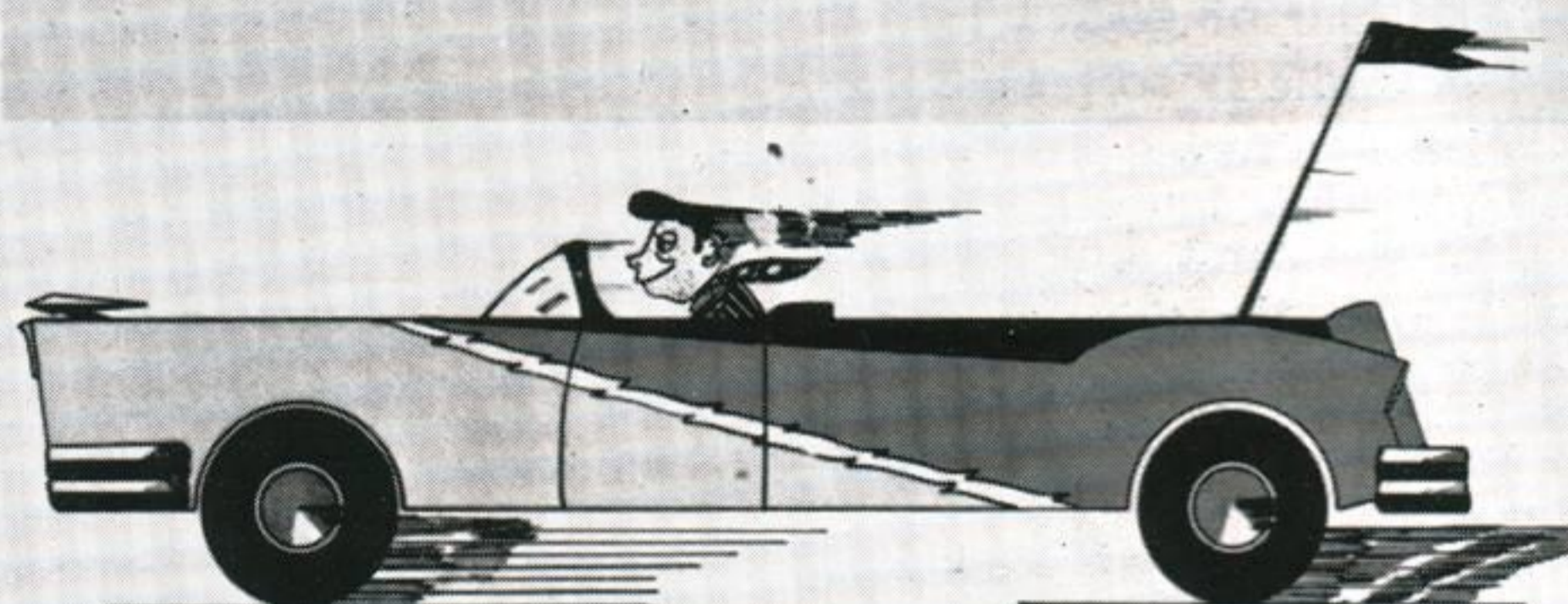
Often accident victims, otherwise unhurt, appear to be trapped when they are merely held by a foot twisted under a seat. Crawl in and gently release the foot.

If you find a driver trapped between his seat and the steering wheel, pressure on him often can be eased by releasing the seat catch and inching the seat back.

WHAT ABOUT LIFTING CARS?

"Thousands of people get hurt all over again because motorists try to lift cars, find they can't and let the cars fall back",

DRIVERS WE CAN DO WITHOUT



BEWARE OF THE

SPEED DEMON

Makes his own speed laws.
Each trip is a race between him and every vehicle on the road.

said one police veteran. "Don't attempt to lift a car until you have eight or ten strong men. Four men can sometimes lift one side of a light car — but if you try this be sure you aren't pushing the other side down on someone."

WHAT ABOUT FIRE?

About one car in seven catches fire in a crash. But if fire doesn't start right away, you can relax a bit, for it rarely starts afterward. Fire in wiring usually begins smoldering under the hood or dashboard. Don't let this panic you into immediately moving the injured. Do three things: disconnect the battery (being careful not to let the hot wire hit metal parts and cause sparks), locate the fire and attack it with a fire extinguisher, dirt or a blanket.

WHILE WAITING FOR THE AMBULANCE

If you are skilled at first aid you may find you can render some assistance. If not, do these things:

1. Put coats or blankets over the injured to keep them warm.
2. Without tugging at or moving the injured, loosen collars, ties and belts to help them breathe easily.
3. Slow heavy bleeding by pressing a folded pad of the cleanest cloth available firmly over wounds. If the wound is in the head, don't press on the cloth; the skull may be fractured.
4. Send someone to find boards (or even to borrow a door from a house) on which trained first-aiders can carry victims flat if an ambulance fails to arrive.
5. Locate a truck on which victims can be carried flat if quick transportation is needed.
6. Talk to the injured; say help is coming. Never tell them anyone else has been killed or is badly hurt.

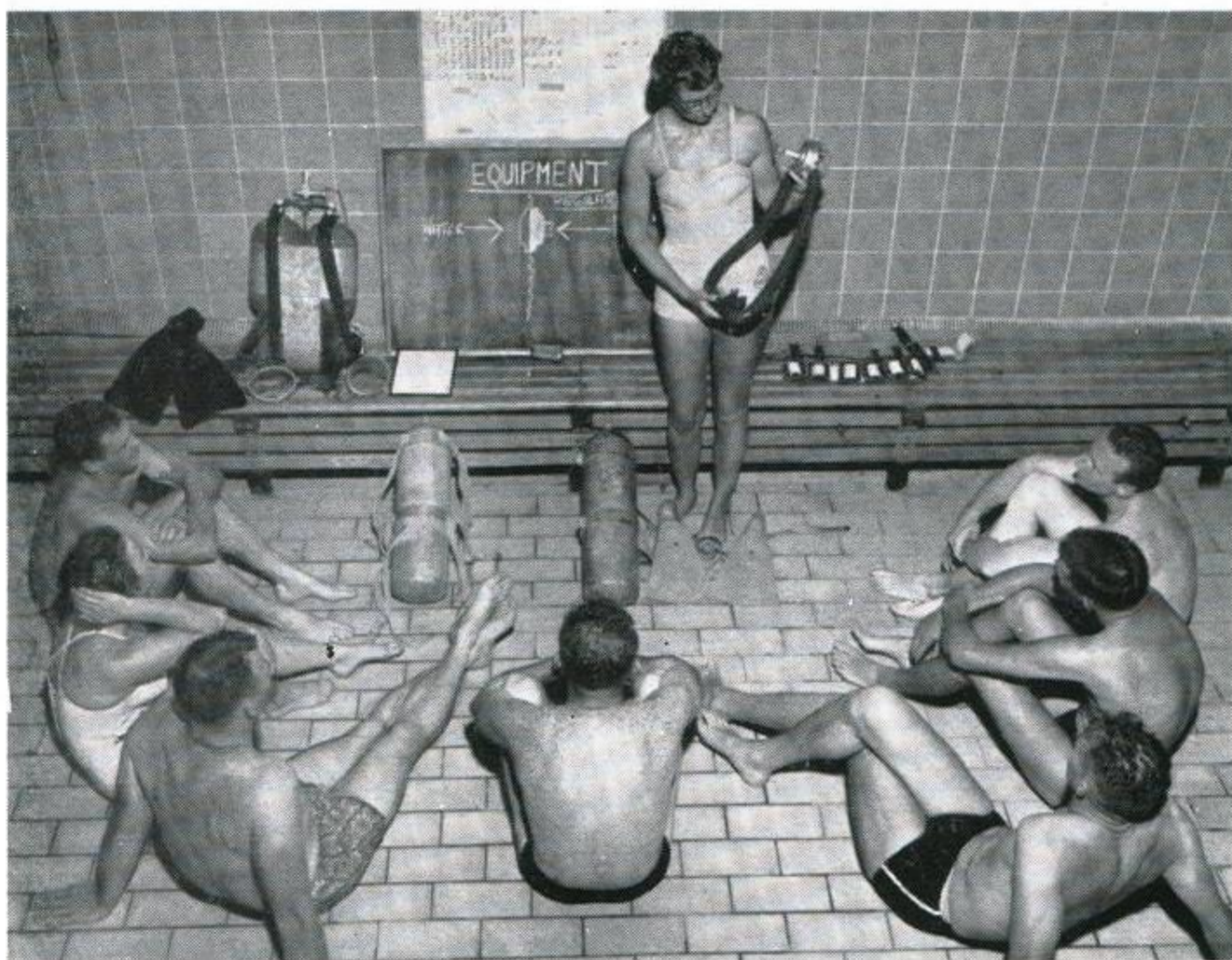
"We even hold their hands", a rescue man told me. "A firm handgrip seems to give them courage."

Sports and RECREATION

The Baden - Aquateers

4 (F) Wing Skin-Diving Club

Skin-Diving has become one of the most popular sports within the past decade. More and more people are discovering its athletic pleasures that cannot be found in any other sport. They are discovering for themselves, its wonderful ability to make one feel he is getting away from the hustle and bustle in the daily routine. For a while, they are enjoying the serenity and freedom that one can only feel in the silent world beneath the waves. But don't take my word for it; let statistics back me up. In British Columbia there are over 10,000 alone; and there are countless numbers of diving clubs across Canada. Canadian divers are fortunate in that Canada is blessed with a bountiful number of lakes just waiting to be explored. In the United States this sport has grown to such magnitude, that National Championships have been set up for the winners of skin-diving competitions held during the summer months for clubs throughout the United States and more recently — Canada.



Miss Dawn Ing explains the purpose and operation of a regulator.

There are two kinds of skin-diving. The first, called the "free diving method" requires a minimum amount of equipment. Here a diver wears only a mask — which enables him to see clearly in the water without any obstruction; fins — which give him swifter propulsion; and a snorkel — a hollow J-shaped tube, which enables him to breathe freely when his head is submerged. The bottom of the J is inserted in the mouth with the stem sticking out of the water, ensuring a continuous supply of air. When the diver wishes to investigate at a lower depth, he merely inhales a lung full of air and dives until his air becomes exhausted. Then he returns to the surface, blows out the water accumulated in the tube, and continues his cruising — face down.

The second type of diving is called "SCUBA"; which means Self Contained Underwater Breathing Apparatus. This requires more equipment, but enables the diver to spend a longer time submerged. Besides his mask and fins, the diver wears metal tanks of pure compressed air, and a regulator which

feeds him the air naturally, on demand, for periods from one to three hours: depending on the size of his tank or tanks and his depth at that time. Although these tanks feel quite cumbersome when worn out of the water, once submerged they are very light. Frequently, the diver has to wear a weight belt made up of several blocks of lead in order to take him down to the desired depth. If the water is extremely cold, the diver may wear one of two rubber suits — depending on his preference. The first is called a "dry suit"; which keeps the diver completely dry at all times. The other is a "wet suit". This permits a little water into the suit which, in turn, brings the diver's body temperature slowly in agreement with the water temperature without shock.

However, whether free-diving or with tanks one experiences the weird and yet enjoyable feeling of complete weightlessness.



Cpl Bill Field and Miss Jacklyn Campell ready to submerge. **DO NOT DIVE ALONE** is an important rule, which must be obeyed by all members.

Now 4 (F) Wing personnel are fortunate to have their own skin-diving club on the station. The club, known as the BADEN/AQUATEERS, meets every Tuesday evening at 9:00 p. m. in the station pool. Here they learn, among other things, the proper use of equipment in and out of the water; how to get out of their equipment underwater; to clear a mask which is full of water, without leaving his present depth; how two swimmers can stay submerged for a long period of time with only **one** diver wearing a set of tanks. There are also taught the standard underwater signals for such things as: Need Air, Tear in Hose, Stay, Marine Life, Go Up: But not all

is fun, a serious note is taken on in the form of lectures pertaining to diving theory, physics and diving medicine.

Water safety is stressed at all times. A swimmer is taught and expected to remember the two different types of artificial respiration; how to support and tow a tired swimmer for a long distance; three different lifesaving breaks and carries; and water safety, diving safety in general.

The chief aim of the Club is to become a SCUBA Club, rather than a "Free Diving" Club. At the present time, there are three sets of tanks among the members. However, wishing to better themselves and yet not financially secure, the Baden - Aquateers have enlisted the help of NPF. This organization has set aside \$ 190.00, which has enabled the Club to purchase two additional tanks. Thus bringing them closer to their goal.



Here Cpl Vic Barr instructs a class on the proper appliance of masks.

The total enrollment of the Club at the present time stands at seventeen. Each month the members pay a \$ 1.00 dues, which goes towards purchase of additional Club crests and membership cards.

We, of the Baden=Aquateers, wish to stress to prospective new members that equipment such as tanks, suits, belts, masks, fins are definitely NOT required. However, masks and fins are an asset. There is plenty of equipment among the present members which you may use. Later, however, if you wish to purchase your own equipment, we have price lists and addresses where such may be obtained.

We want to take this opportunity to extend a personal invitation to each and every interested individual about the age of 16 to come over and see us each Tuesday evening at the pool, and see how we operate.

You may rest assured, that you will be given a warm welcome from the Baden=Aquateers.

The Camera Club



In this first Camera Club Column we'll not talk about the 4 (F) Wing Camera Club or its activities but instead about slides in general. Almost everyone who spends a tour in Europe has a camera, and usually a very good and very expensive one compared to the camera carried by the average Canadian. All of us are fast collecting vast amounts of slides depicting all corners of Europe. How many of us ever ask ourselves, "How good are my pictures?"

Certainly a shot of Notre Dame is interesting because it can be shown to friends and relatives as part of a "Trip Through France", but how interesting is it as a picture of a great cathedral? And after all, isn't it better to have a slide that is appealing from both viewpoints? When someone tells of his trip he tells of the beautiful things he saw and the wonderful places he visited. It is only right that his slides should reflect the beauty of what they portray on the screen (or the wall if he hasn't a screen).

One doesn't need to be a professional photographer to improve his picture taking technique. A slightly changed shutter speed or lens opening and a subtle change is affected. A different shooting angle or position can give a more pleasing result.

There is only one method of having better slides and pictures. This is to take a good critical look at ones already shot on past trips. If a slide is interesting and holds the audience's attention, why is it so? And if another seems a dull and everyday scene, what could have been done to give it greater life and sparkle? At each meeting of the Camera Club slides are shown to illustrate boos to be avoided, and travel scenes are commented upon as to improvements that could have given better composition. Members (and non-members attending) quickly pick up pointers from the others. Their future slide shows are bound to improve; and this, they will find, will make a vast difference in the pleasure to be derived from them in a few years time.

Anyone can attend a Camera Club meeting, member or not. Corporal Dyer, at local 118, can be contacted about meeting dates and times.

Next month we'll consider something that has almost gone out of style at 4 Wing - black and white photography.

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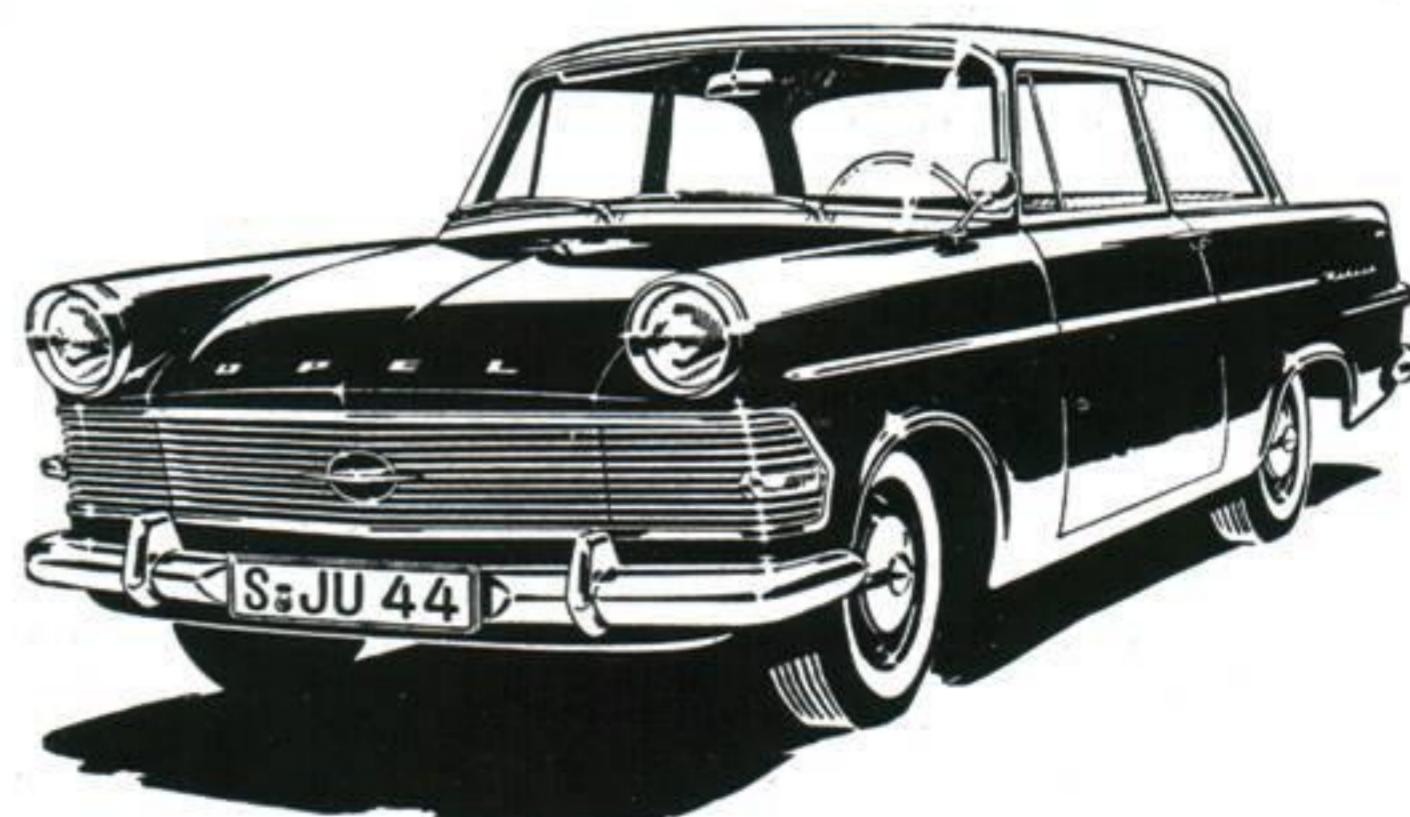
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Miss Grey Cup (Europe) Contest

LAW Annette Tang, Miss Grey Cup (Europe) of 1959 is seen "crowning" LAW Shirley Gobeil and Cpl Violet Cletheroe, who will be representing 4 (F) Wing in this year's contest. LAW Gobeil, who hails from Ottawa, will be in the "East" contest; while Cpl Cletheroe, out of Whitehorse YT, will be vying for the "West" crown.

Below, F/S Robbins, Production Supervisor of CFN Soellingen, is seen interviewing several of the Miss Grey Cup (Europe) contestants from 4 (F) Wing.

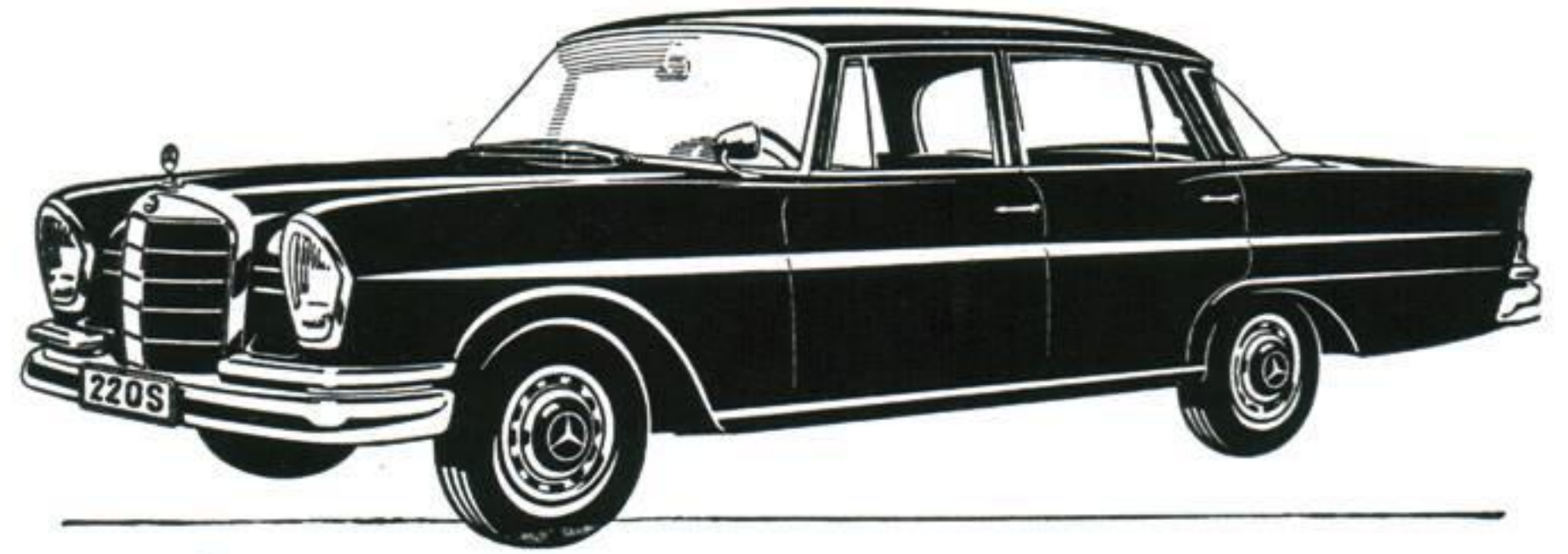


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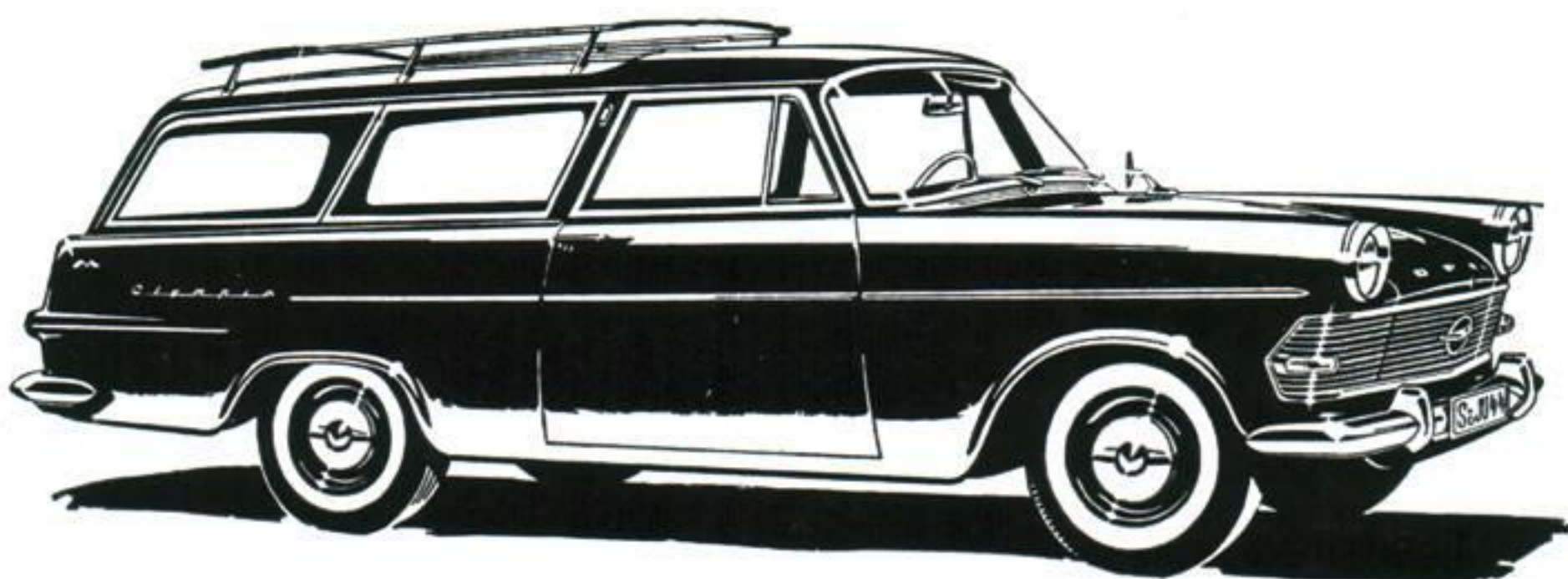
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419



SQN

IN MEMORIAM



LEFT: F/O E. R. McCOY
RIGHT: F/O J. A. S. PLANTE

The month of October had an auspicious beginning as the Moosemen joined the multitude that descended upon Munich for the opening of Oktoberfest. The squadron travelled to Munich en masse in a chartered bus for its' anual fishing trip a tradition which started a few years ago when 419 was stationed at North Bay. F/O Gord Protz was the owner of the only boat large enough to accommodate all the squadron members at one time and it was adopted by the squadron as part of its equipment. One day was set aside during the summer and on this day 419 would set out on Lake Nipissing for their fishing trip. Before returning home from their revelous day the Moosemen would go ashore to sample their catch and take on some liquid refreshment. The boat held up under all the abuse that 419 heaped upon it until the last fishing trip before 419 came to Germany. The boat developed a leak and sank as the fishermen were putting into shore from its final outing in Canada. Upon arriving in Germany, the Moose Squadron found out that the Rhine was an unsuitable stream for a fishing vessel. Thus they substituted trips to the Munich Beer Fest for their annual Fishing trip. The Lowenbrau tent was again the center of activity for 419 during their holiday in Munich. The group returned a little more subdued than what they were like when they left due to the effects of such an outing. Many of them couldn't figure out how those frauleins could carry those stiens of beer at one time when they could only manage to carry two. Fortunately the hotels were a little closer to the fairgrounds this year than they were the last year and because of this it saved quite a few people from going on a "hunt for the hotel expedition". By the way fellows how are all the bruised shins coming along.

The 419 football team fared better this month by winning two of its four games and thus making the semi-final play-off. They defeated Headquarters and the airmen and dropped their games to 422 and 444. They play 422 in the semi-finals with the winner of that joust meeting 444 in the final. Lets see that trophy sitting in the OC's office Moosemen.

This month the stork visited three members of 419 Sqdn and left two girls and one boy. Congratulations are extended to: F/O George Hopp and his wife Joyce who had a baby girl. F/O Norm Henning and his wife Doreen who also had a baby girl and F/L Jack Knight and his wife Muriel who had a baby boy.

We also wish to congratulate F/O Chuck Irwin who has announced his engagement to Miss Pat Cloney aand F/L Ed Francis who has announced his engagement to Miss Irene Bigler. May you soon be entering the married chaps patch.

Hockey practices have started for the inter-section team and we expect another good hockey season from the Moosemen.

422



Sqn

F/O McQuiggan

During October 422 has had a change in OC's. Our old boss S/L Murray has moved to the operations building as assistant to the COpsO. S/L Murray had spent two years on the squadron, before which he attended the RCAF Staff College. We are hoping he will make frequent visits to the squadron in the future.

Our new OC, S/L Kaufman, comes to Number 4 Wing from a four year tour in TCHQ. S/L Kaufman joined the RCAF in 1942 and received his wings at Claresholm before joining Coastal Command. He flew Beaufighters and Mosquitoes over the Dutch and Norwegian sea lanes.

After rejoining the service in 1948 he became an instructor at Centralia and Trenton. In 1952 he transferred to Paris for a tour with Air Training Advisory Group, SHAPE; testing NATO pilots upon graduation from National Training Schools. During this tour he flew eight different types of aircraft.

In 1955 S/L Kaufman was assigned to TCHQ for staff duties, among which he was responsible for organizing the RCAF contribution to the International Air Show in Toronto.

We of 422 squadron welcome you and hope that you and your family have a pleasant stay at Number 4 (F) Wing.

After six months of waiting our SMU has finally welcomed a new member, Sterling Little. Sterling comes from Nipawin, Saskatchewan, and joined the RCAF in 1958.

To offset this increase in the SMU we welcome two new married types or brown-baggers, as we're often called. Pat Barret comes from North Bay, Ont. and Merv Wren hails from Renfrew. Merv is Our representative on the Raiders.

The squadron flag football team has had a poor season by past standards losing two games and finishing second to 444. As yet the play-offs are incomplete, but the team has high hopes of regaining their early season form.

On the loss side the squadron has bade farewell to C.B. Lang, who has returned to Canada to instruct fledgling jet jockeys at Portage. We are hoping that he will regrow his moustache so we'll recognize him in the future.

Recently we have had the pleasure of exchanging some pilots with the German Air Force. It has been educational



S/L Kaufmann, new OC of 422

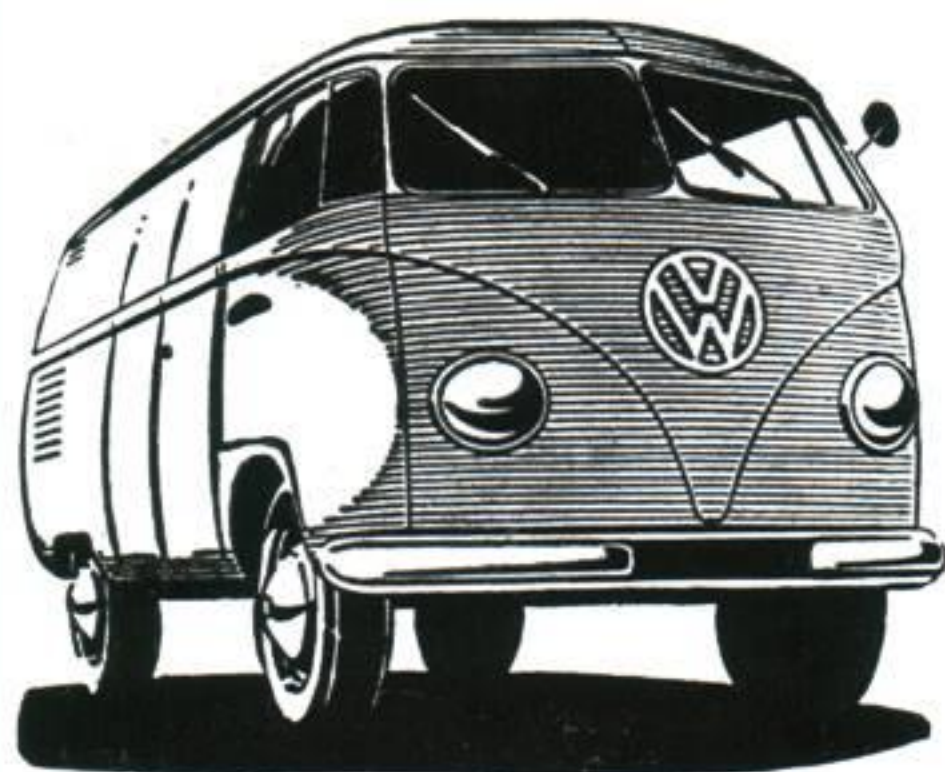
as well as a lot of fun meeting these pilots in the air and at the Hirsch. It is hoped that we will have more of these exchanges in the near future.



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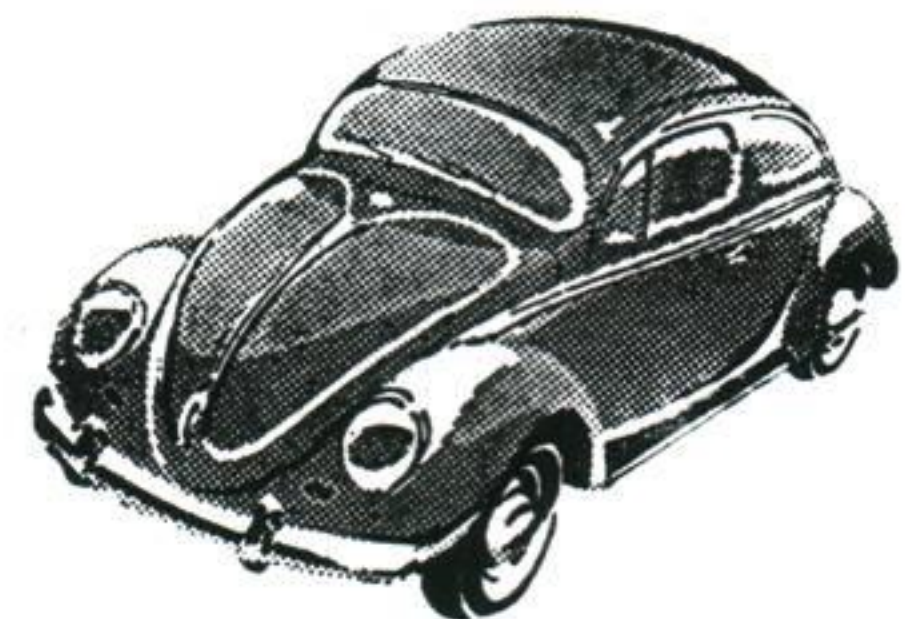


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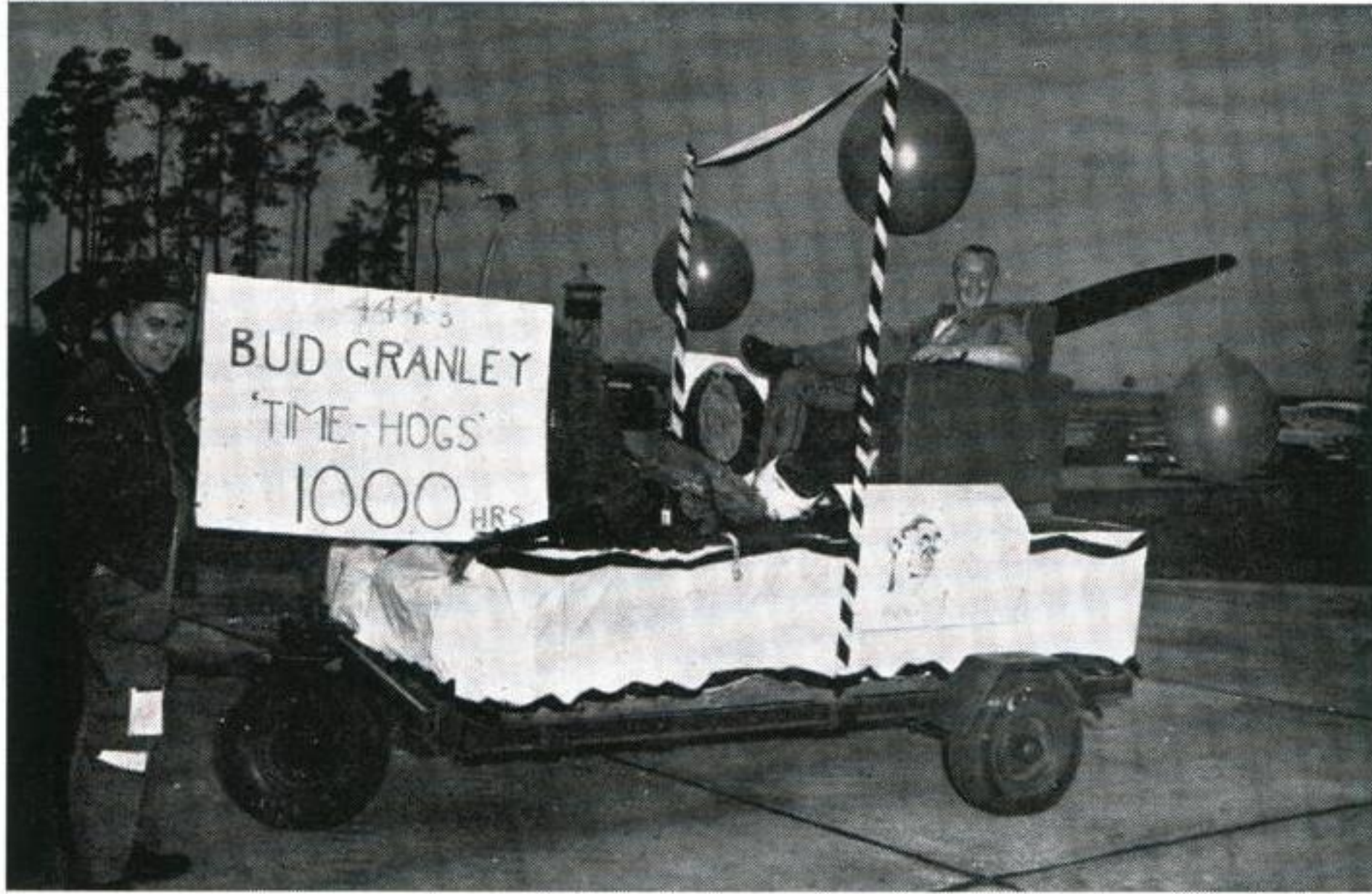
444



SQN

F/O's Glen & Ellerbeck

We start out this month with a wee note about Bud Granley who achieved his 1000 hrs on the Sabre before leaving for Canada. To mark the event we had the whole band out for a small parade around the station area and they turned in a very fine job.



The snakes had only one social function since last month, this was the going away party for S/L and Mrs. Gary. The squadron drama society under the direction, and supervision of F/L Thomas Wheler put on "A Typical Day on the Beach at Cagliari" or "Pass the Vino". The cast was made up of 444 officers and bikini costumes were generously loaned by Miss Jan Lawson.

The party was attended by Group Captain and Mrs. McNair, the former O. C. S/L Archer and wife, the present O. C. S/L Regan and wife and our future O. C. S/L Smith and his wife. In appreciation of S/L and Mrs. Gary's contributions to 444 an inlaid wood coffee table with the squadron crest was presented to them.

This month the squadron acquired numerous newies, one came by Comet and the other three by Stork. Pete Armstrong was greeted to the squadron by a champagne and chili dinner at the Gord James'. Pete comes from the mining town of Sudbury and received his education there before joining the Air Force in September 1958.

Our three stork arrivals consisted of a third boy for Neil and Mary=Ann Coward, a girl for the Violettes and a boy for the Joyces.

Our automotive column will return again next month so watch this spot and in the meantime don't accumulate any points.

George Ellerbeck my co-columnist had his appreciation for pulchritude recognized this month when he was picked to be one of the judges at the recent beauty contest on the wing.

CECIL'S CHOICE for November

F/L Doug Copeland



This month Cecil chooses F/L Doug Copeland an honorary member of 444. Doug is an ardent hunter of big game and small, an enthusiastic fisherman and a keen pilot; oh yes he is also a pretty good doctor.

F/L Copeland was born in Ottawa Ontario, he received his Bachelor of Science at McGill, Doctor of Dental Surgery from the University of Toronto, Doctor of Medicine and Master of Surgery from Queens University.

Doug first joined the Air Force before the end of the war as an airman and after his release he joined again in 1947 this time is a Flight Cadet. Since then he has been with the reserve and for a short while the Navy. During his career he has flown Harvards, Vampires, Avengers, Expeditors, T-33s and Sabres. Before coming to 4 (F) Wing in October 59 he was at station St. Hubert and 2 (F) Wing.

F/L Copeland also has a commercial pilots license and over 1000 hours flying the Beaver on floats in Northern Quebec, Labrador and Newfoundland.

F/L Copeland is married to the former Janet Campbell of Montreal and has a family of two young boys.

See you all again next month when our column will come from sunny Sardinia.



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444 Sqn Groundcrew

Sgt. Pridding

Cecil is getting all the little Snakes ready for the camp in sunny Sardinia. The spirit and morale of both the groundcrew and the air crew is at a high pitch and I am sure that we will bring back the bacon. When we win there are some red hats going into a hat burning ceremony according to Mitch and Knobby.

The Triple Four football team came out on top of the football league and were picked to represent 4 (F) WING at the Air Division playdowns. Even with the help of some real good players from the other teams we lost our last game 11 to 10. The hockey team is shaping up and no doubt will come out on top of the league.

Little Davies gets to work dead tired every morning, pushing the two big M's (Matte & Mercury) is just too much for him. Congratulations to Davies; the new addition to your family looks just like you. Ken how about telling that wife of yours to hurry up, she is keeping us all in suspense. All the men who have wives that curl had better keep an eye open, the women have picked up two young good-looking instructors.

The gun plumbers are having trouble with sore arms every night and its not from arming aircraft either. The solution is to take that dart board out of their shack. We lost a lot of good M & W techs this summer but were lucky to get some real hot replacements. Vancawenbergh from Uplands, Donn and Meyers from the Wing filled the hole with no sweat. The only problem child left is the Cpl. that chases his kids in his stocking feet.

We would like to say so long to Randy who is going to be missed by all that knew him and his wife.

We have so many new Snakes reporting in this month that we would like to welcome you all as a group.

Four Wing Driver Wins 3rd in Air Div Rodeo

2 Fighter Wing, Grostenquin, France, was the scene of the 1960 Air Division Safe and Skilled Driving Competition, perhaps better known as a truck rodeo. During the two day competition, held the 6 and 7 Oct, a total of 17 Motor Transport Drivers took part in a stiff but keen driving competition.

The drivers from 4 Wing taking part were Cpl W. E. Frost, Lac E.A.Coughlin and Lac P.J. Materi. All gave a very commendable performance. Early in the competition Lac Materi came through with a score of 373 points, this was 10 points more than last year's champion and a score that stood up until well past the half way mark.

Lac Coughlin made a fine showing on the written tests which provided him with an edge on most of the other contestants. However, the alley dock proved to be a stickler for him in the driving, and he lost 35 points on the problem. Late in the competition Cpl Frost did an excellent job and came up with a score of 377 points. This by the way tied him for first place, but it didn't remain in this category for long, for Lac Sabine from 2 Wing came in soon after with a score of 380 points.

Cpl Frost in the run-off to break the tie displayed some real driving skill and completed the six problem course with a loss of only 4 points. He touched one ball which gave him a score of 386 points. However, Cpl S. Crooks of 2 Wing, due to the fact, that he had gathered a few more points on the written tests, was able to outscore Cpl Frost by two points, and thus took second place.

Cpl Frost and the two winners from 2 Wing will be leaving for Canada to take part in the area eliminations in Ottawa on the 15 and 16 Nov. to determine which three finalists enter the Armed Forces' Safe and Skilled Driving Competition.

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ENGLISH SPOKEN! ON PARLE FRANCAIS!

# The Counting House News

BY  
RAZ BUCKNIK

Greetings from the section of Ledgers and Lassies. It is time once again for the Accounts Section Annual Report of Personalities and Characters.

The summer migration brought about the exit of such established inhabitants as Gary Hanson, Ed Summers and Bill Aplin, and the entrance of a new cast of characters — What characters some of them are! Gazing around the room, one also sees a number of the same — if you will pardon the expression — “old faces”. Following is a brief rundown on the Who is Who in the Accounts Section these days.

Seated behind his desk is Warrant Officer, Class Two, Robson — well known accountant and disciplinarian of repute. The maintenance of Supply Accounting records, along with the compilation of duty rosters and committee work for the Teen=Agers, keeps our Sergeant Major a very busy man.

One of the recent arrivals to our section is Cpl. George McPhee. George is probably the most ineligible of our eligible bachelors. He has been kept so busy by his sisters and his cousins and his aunts that I really think that some young lady should come to the rescue.

Another of our eligible young bachelors is LAC Paul Walker, an effervescent lad, who in recent years has become quite conversant with the ways of this world — both during the day and at night time.

Still another unmarried male is LAC “Chief Justice” Stanley. A familiar “figure” to fastball players and fans who saw him umpire a number of games during the summer months. Stan rattles the beams at 230 pounds. We won't ask what his hobbies are!

Our roving reporter and ambassador at large is Cpl. Pete Sitter, NCO i/c Internal Outside audit group. Another member of our Internal Outside audit group is Sailor Bob Wheeler.

Cpl. Fred LeBlanc is spending a few days at 4 (F) Wing after an extensive and extended journey to other countries, chief among them Canada.

Mickey Deloughery is a recent addition to our membership, having emigrated from the Wing Laundry front office.

Mrs. Higgerty, wife to the Warrant Officer of the same name, didn't come from anywhere. She has always been here, or so it seems.

The person who converts Accounts Payable into Accounts Paid is Herr Hugo Klug. His normal place of duty is commonly known as the Invoice Desk. However, he has other talents — chief among them being house building and journalism. Incidentally, one of these articles will soon appear in a subsequent issue of the *Fliieger*. During normal working hours, Herr Klug is capably assisted by Fraulein Ingrid Baumgartner, a pretty young girl who joined our staff last May and since that time has been faithfully commuting between here and Karlsruhe with great regularity.

Over in the Pay Corner is a batch of new faces resulting from the summer migration. I would first like to introduce our new Pay Sergeant, Lyle Dunning. He says that he likes it here, and I suppose after Portage la Prairie, one is easily pleased.

Another newcomer, LAC George Burdett, recently arrived from Sunny Alberta, Station Namao to be exact. He brought with him a wife plus two sons and is now an established resident of Weitenung. Wherdahellzat!

A third newcomer to the Pay Corner is Cpl. Robinson. With him also arrived his wife and two daughters. Just now

he is in the happy position of being, as we go to press, No. 1 on our expectant fathers waiting list — a laudable achievement when all things are taken into consideration.

Eagerly anticipating the word on the long awaited pay raise are the remainder of the pay staff, namely, LAC's Lloyd Cameron, Roland Contant, Gerry Mackenzie and Larry Germain. In the meantime, they will do their best to keep your present pittance coming.

Turning now to the M & I side of the room, we naturally first see Flight Sergeant Tor Nielsen, who has undisputed claim to being the best flight sergeant in the entire section. More to the point, he is the only one.

Cpl. Bud Alstad, in addition to his regular duties as NCO i/c accounting for Wing Fund, is the father of four sons. Keep up the good work Bud, you'll soon have your own Squadron!

LAC John Syme is President Emeritus of the Airmen's Club. Recently John had a sick spell with pneumonia. I am sure everyone joins in wishing him a speedy recovery and a generous portion of Sick Leave. Mrs. Barbara Lunn, Fraulein “Med” Wagner, Herr Helmut (Blinkety) Blanc and LAC Jean (that's French for John you know) Sequin, complete the complement of the M & I accounting staff.

Our typist is Fraulein Giselle Mueller who lives in Buhl and has a pleasant combination of beauty and brains. She can also type.

Soon to depart for the Evergreen Playground is our very capable stenographer, Mrs. Frances Moss. She will be accompanied by her husband Gar, and daughter Lynn, an automobile of recent vintage, several trunks and suitcases, and of course her usual sunny disposition.

I suppose in an article such as this, one should be democratic and devote a few well chosen words to the brass. The officer in charge of Mess and Institute Accounting is F/O M. J. MacDonald. “Mac” is a native of Cape Breton Island, a graduate of St. Francis Xavier University and a lifetime member of the Phelta Thi fraternity.

Over in the Pay Office, seated behind a towering mound of paper, one can see someone whose hair has a wide part down the middle. It's F/L L. F. Krueger who arrived here in 1957 after spending 4 years, 3 months and 27 days at Rivers. Since coming to 4 (F) Wing, Larry has acquired two sons, a Volkswagen, and a taste for good wine — not necessarily in that order.

Master of the counting house is S/L F. C. A. Pelton, CD, PDQ, RSVP and PMQ; well known personality and musician of renown. He has demonstrated beyond doubt that it is possible to operate an Accounts Section efficiently, without being miserable.

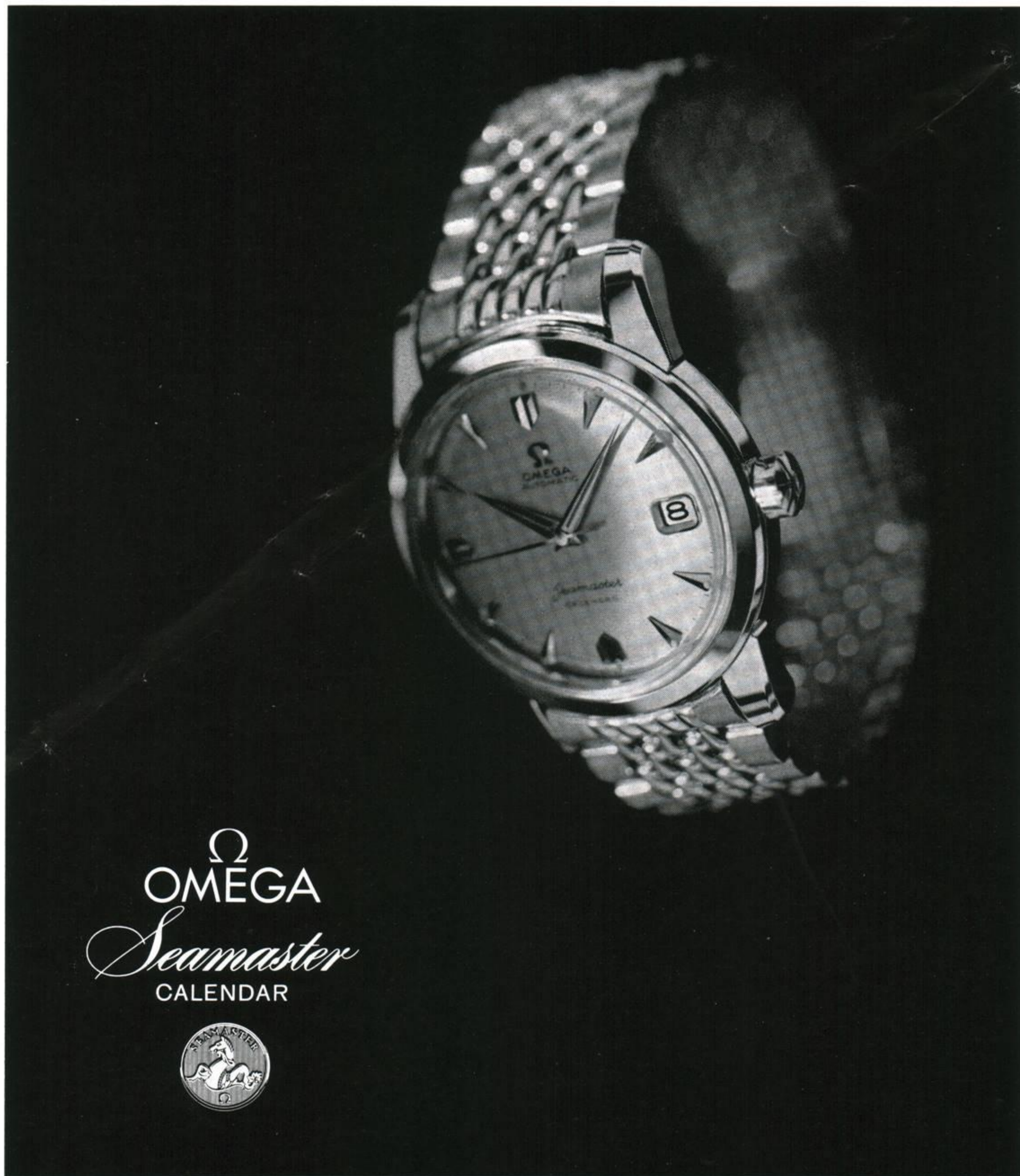
So there you have it — that's us. If you wish to become better acquainted just pop around and see us. Visiting hours are between 1100 and 1105 every third Thursday of the month during alternate leap years.



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## Wing Maintenance

The Maintenance writing staff is now back up to full strength, the Floor and I & E (Anything other than that is not worth mentioning.) Therefore I'll take this moment to introduce you people to LAC's Dundas and Casey. Their scandal will follow this scandal.

Well, guess, who is back from Borden, that's right, Cpl Jack MacLeod. Yes after many moons of leisure, back in Canada he has returned to 1 bay. I heard that they made him F/S on the Cornflaker Squad.

Ike has been a few months now without his car which he traded in on a new ('60 model) bike (one with pedals). Although he has joined the natives he seems to be able now to afford the odd candy bar in the canteen and from what I hear he financed that trip to Scotand with S/L Walker (Right Generous Feller, huh).

Sgt Myles is bringing a big troop of guys down to Sardinia this time to get 444 organized and that is a big task in itself if it can be done at all. By the way, that I never see Marina alone tradition down there doesn't hold true on one street I've heard about.

They sent LAC "Snoze" Moulins up to 3 Wing to get checked out on the night life up there, while Riley took leave so he could bang up his finger which accounts for his bowling. Cpl Davis has found a new love; the P.A. system while Tim goes around the hangar singing "I'm going to be a Wheel Someday". I hear he's running for Mayor of PMQs next election, is that right Fitz.

LAC Mason and Story are trying to get on Weitenung Town Council so they can run the town Bellringer out of the country.

If you're looking for a hard time, ask MacLeod (Painter??) if he's going to put red eyes in Cecil.

Well before I turn this over to M. Dundas and Casey I would like to wish all those going home Bon Voyage, Gute Fahrt and all the rest of that jazz. Here's I & E.

Well here is the I & E at last. In the Instrument section we welcome FS McCaulay from Stn. Comox and Cpl. Weese from Cold Lake. Hope your stay is pleasant. Also on new arrivals (now almost grown-up) we have a girl now 4 months for the "Bantam Battler" borer and a 4 month old boy for "Crasher" Dundas. Congrats!

What white Ghia got bumped again Mr. and Mrs. W? Say Steve what is this offer of the "Pelvis" Elvis of a job as stand in? Fences are hard to move with the head eh Marty? What is with our Sgt. collecting butterflies?

The Trade Board results will be out soon, so here is a belated good luck to all who wrote.

From the wire pullers we have these words of wisdom(?)

And now a word or two from the latter half of I & E. It appears the stork has made another landing on the roof top of Jim Naso's abode. Congratulations Jim and all the best to you and Fran. "Hello" to new arrivals and welcome to LAC Windsor from 409 at Stn. Comox and on the same ticket, LAC Anderson from Stn. St. Hubert. We have also added a new "ruler of the roast" in the name of Sgt. Blanchard who hails (minus the big Mercury) from 436 (T) Sqd of 15D Downsview. Anyone having something to give away you now have someone to give it to.

Well, bowling season is around again and, as usual, the best in the business are out to try their hand. We are doing fairly well with 102, 104, 112, 100 and the odd 86 anchor man. Oh well, we'll do our best.

Now that winter is approaching a certain sergeant had better make a trip to the battery — excuse me — wood yard in his corporals TAUNUS HOLTZ-WAGON, and collect his savings. How is the sawing arm, Jerry?

Well, George, it's really too bad, but, how does it feel to be out on the floor with the working class?

## SUPPLY-Ups and Downs

So — it's writin' time again — since it's the one and only time I can write about various people (and they can't say much)! I'd better make the dead line or my efforts and strenuous thinking will be to no avail.

Seems to me last month's Flieger was minus our Supply "tidbits" — must have been my co-writer's fault (could never blame myself eh Stu?)!!!

Just the same we have a few faces around here; some have been here long enough to learn, when you try getting a sun tan its absolutely necessary to wear a bathing suit! (They're not so warm, but can readily stand water!) Our heartiest welcome goes out to:

Sgt Nichols formerly of Stn. Hamilton now in R& I  
Sgt Gryba formerly of Stn. Gimili now in Repairable Strs.  
LAC Bryant formerly of Stn. Lincoln Park now in R & I  
LAC Hickey formerly of Stn. Trenton now in R & I  
LAC Burk formerly of Maritime HQ now W/Maint  
LAC Snell formerly of Stn. Centralia now Tech Stores  
LAC Audet formerly of Stn. St. Hubert now MSE  
LAC Nadeau formerly of Stn. Uplands now in never-never land POL

Mrs. Kawood our shining face in Stock Control.

If I've missed anyone — sorry pal — I'll catch you next time up!

When speaking of new faces around the Section, one always remembers with sorrow the old faces we must say good bye to, among them are:

LAC King bound for Stn. Winnipeg

LAC Hele bound for Stn. Rockcliffe

Good luck fellows from all of us remaining behind!

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# SCOUTING

## 4th Maple Leaf Group

We regret to say that an error appeared in last month's issue, so with our apologies to some great leaders we offer this correction. "Canuck Pack" is led by C. M. D. I. Scott who is aided by A. C. M. T. Thompson and C. C. M. T. Ross. Troop two has described the start of scouting and cubbing at 4th Maple Leaf very well and I quote, "The 60/61 Scout year started with a BANG=couldn't find a thing. However, suddenly all sections miraculously found themselves organized. (This is a secret known only to the powers that be — some are still amazed as to how it happened!)"

To continue with number two Troop it is reported that — Terry Card was elected Troop Leader and the P. L.s are as follows: Eagle — Mike Markham. Lion — Ken Gibson. Bat — Richard Murray. Buffalo Mervin Sabey. The leaders of this troop expressed with pleasure that good work is being done by the boys and to date these efforts show the following P. B. results. P. L. Markham — Starman, Naturalist, Swimmers. P. L. Murray — Chemist, Athletes. P. L. Sabey — Swimmers. T. L. Card — Pathfinder, Statker, Public Healthman. Scouts — Jarvis — Archery and Stamp Collector. McNair — Swimmers, Stamp Collector. This troop welcomes three newly invested scouts, Mike McKay, Randy Myles, and Darryl Roddick. To these Tenderfoot scouts BRAVO. Scouts Bruce McNair and Roy Jarvis are progressing well on the scouting ladder and have been presented with their second class badge. To all these boys the Leaders join in saying "Good work boys".

With Robert Kid, Ken Sabey, David Hudson and Jeffery Harrison as sixers of "Sabre Pack" and Mitchell Brooks, George Smith, Billy MacLead and Darryl Boutilier as seconds it is evident great interest has been shown by these cubs. All are keenly competitive for more beads. It is with much pride that we find these badges have been earned: Cub Morris and Sabey — Artist Cub McNair — Cyclist and Gardner, Cub Harrison — Team Player. Parents keep a keen eye on this Pack, a parents day might not be too far away.

All cubbing is not work, star requirements and badge studies. Besides games and "Learn by doing projects" there is sometimes an outing or a visit planned by the old Wolves. This past month Canuck Pack had a very enjoyable and profitable evening at the Fire Hall. Fire Prevention Films were shown and a fire lecture was conducted by Cpl. Thompson and the annual trip down the pole highlighted the evening. Parents should note how closely scouting is tied in with everyday living i. e. "Fire Prevention Week". Incidentally our condolences go out to the fire hall staff. It is not certain yet whether all of them have recovered from the visit.

We regret to say the scribe for Number 1 Troop is away on T. D. but look to the future for their report and even though they have little in this issue the grape vine has it that great things are brewing.

Our Senior Troop is going strong with Bob Willie as Troop Leader and PL's Nick Tuele and PL's Chili Ing. It meets every Mon at 7.00 and practices good scouting all week. Besides helping the Fire Fighters in their Xmas toy venture, they are also deep in a construction project of their own Lodge. "All work and play" as the saying goes is over present in Scouting, so this troop enjoyed a "cook out", and, in spite of the rain, it sure tasted good.

"T Bird" Pack is proud to announce six new promotions to start the new year Jim Hawkins, Cliff Assen and Bob Talbot are now sixers. Bob Mayo, Terry Webb and John MacIntosh are new seconds. With equal pride it is announced that three new chums have been invested, Glen McDonald, Bruce Ward and Thomas Prewer. Good Hunting Boys. The big event this month for this Pack is the "Going Up" (to scouts) of sixer's, Nigel Markham, Ross Webby, and Malcom McGilli-

vary. Nigel will receive his "Leaping Wolf" badge, having passed his first and second star requirements. Your Leaders are proud of you "T Bird" and wish you good Hunting and Keep up the good work.



## Workshops Quips

by LAC Thornhill

A section not often heard from is the Wing "Workshops" and it is time a few words should be said.

We shall start with the word "Workshops".

W — Wisdom  
O — Orderly  
R — Repair  
K — Keen  
S — Safety  
H — Happy  
O — Ordinary  
P — Proven  
S — Surely

The boys in the Wheel House are, Stew Arnott our FS, a scouter, a leader, and SGT Sam Cuccio a happy, determined person who enjoys his present high living. There is R Wright who is a welder by trade. Our painters Last, Sawyer and "Slim" Macleod, a crew keened on the act of spray. Our machinist, humorous Al Theobald, a councilor and John Conner who when necessary will lay a smoke screen with his mighty pipe.

As Tinbasher little Chiefs we have Cpl's Wynns, Perry and Plumridge. Admidst the howls of the Indians we find the "Nicks", Sylvester, Nichols and Nicholson, John King, Ray Crowe and Macleod along with Geo. Piper and Gerry Hawes.

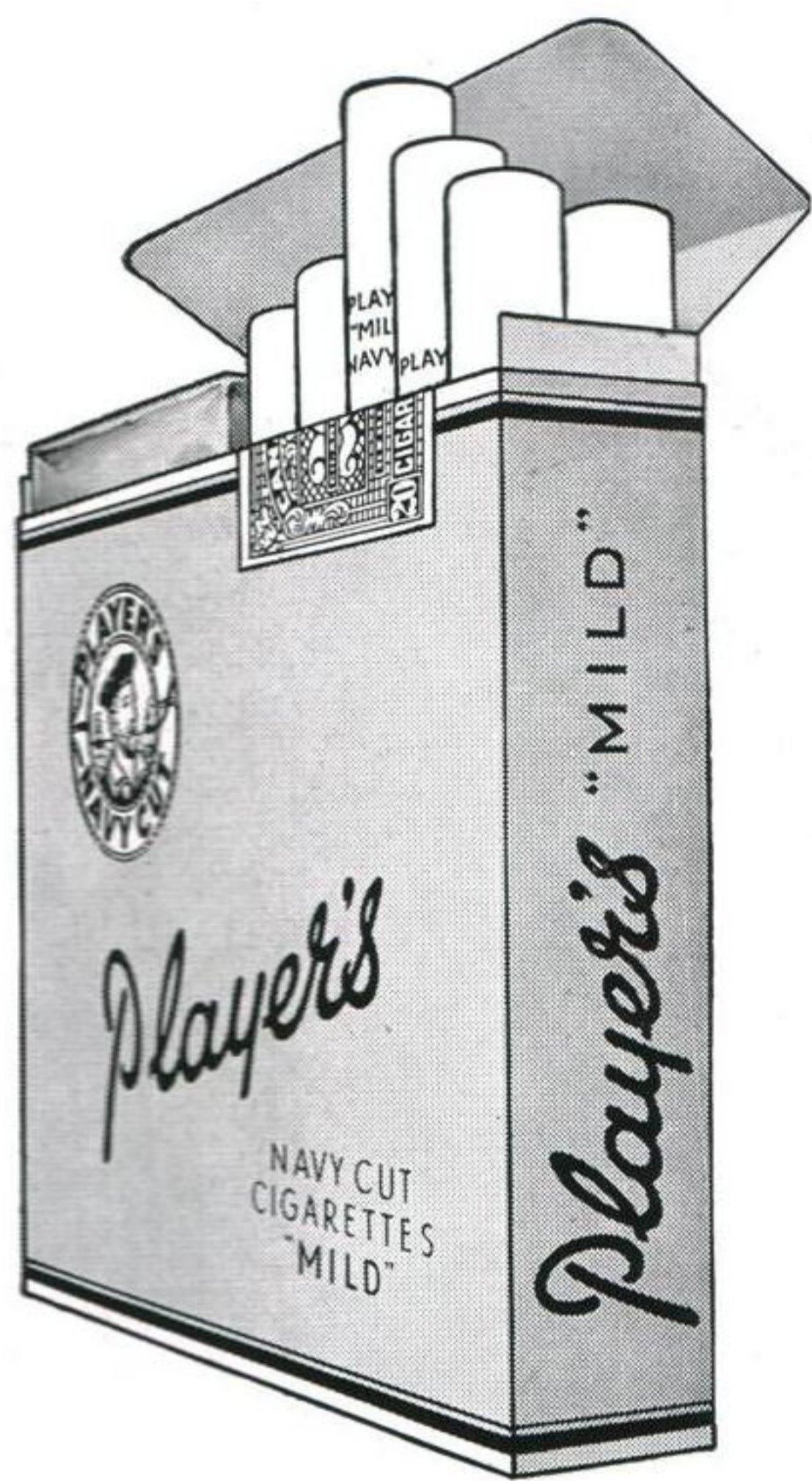
Capably handling our supply we find Cpl Gerry Frey. Powerfully pushing the pen in the office we have Chuck Thornhill.

We find with the count, a carpenter with an eye so true, by the name of John Decaire.

Soon departing our midst we have an "Irishman", Bill O'Brien. We wonder how an Irishman will fare in England. Best of luck Bill.

Least to be said, but the answer is true, that Workshops is the answer to many a prayer. Some of us are new, others being here longer, but you'd have to travel far to better this crew.

Our adopted Cpl Hal Card, his wife and family will soon depart for the shores of home. We wish all the family the best.



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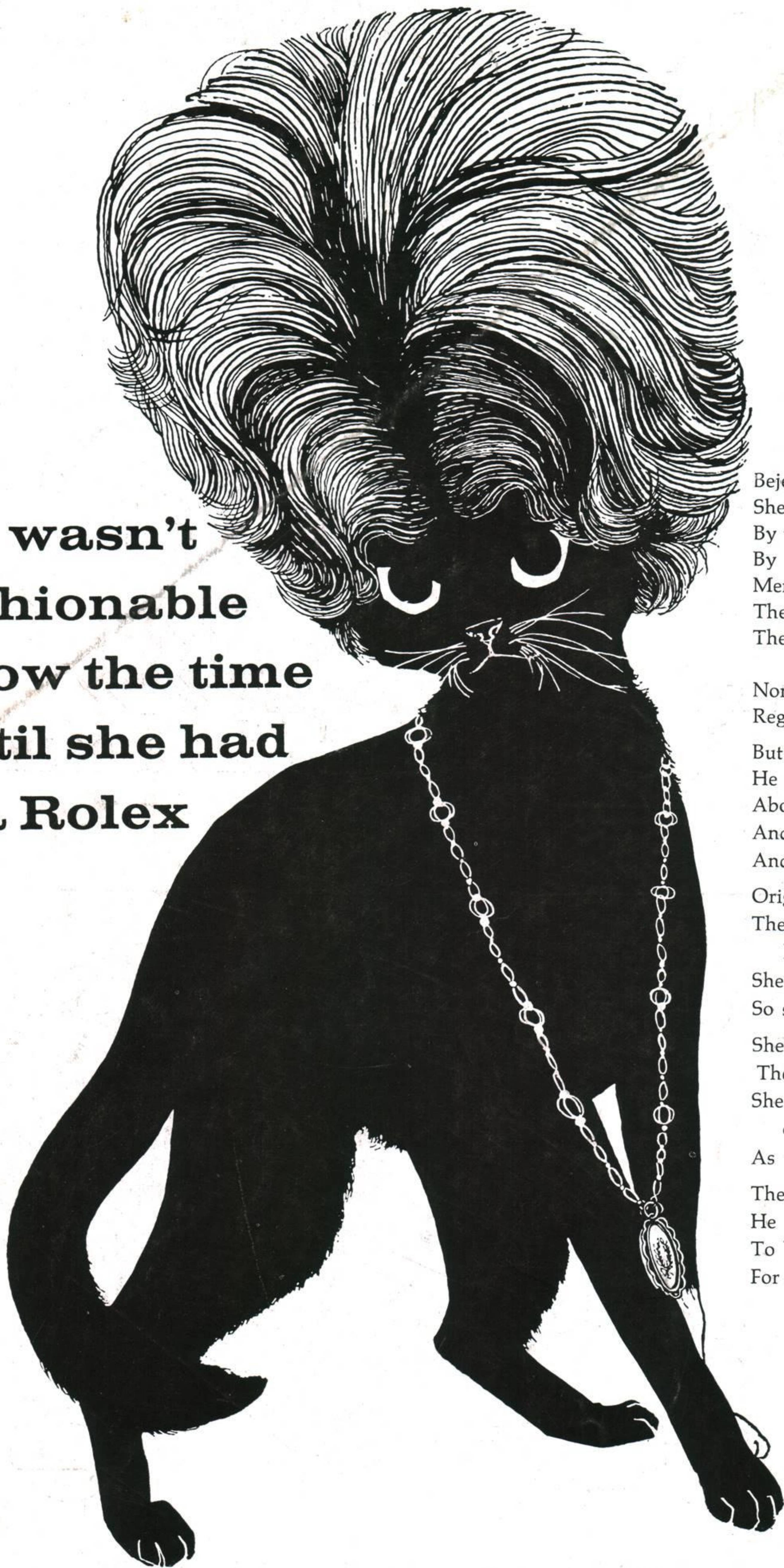
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To be fashionably in time  
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