

4 (F) WING (RCAF)

# Schwarzwald Flieger



Canoe be my Valentine

PUBLISHED BY  
4 (F) WING RCAF



BADEN - SOELLINGEN  
GERMANY

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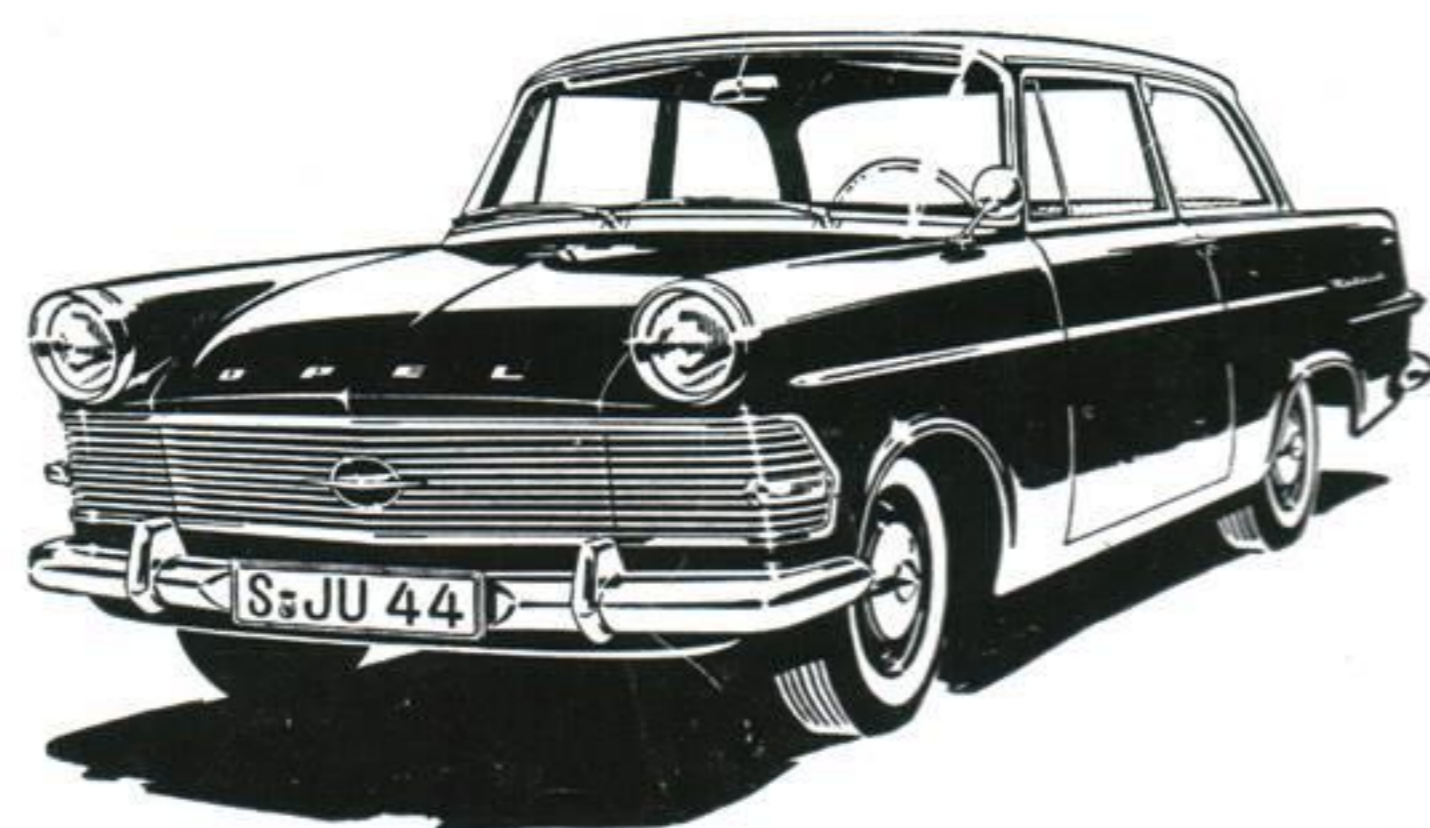
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# Valentine's Day

Did you study Latin at school and perhaps get the impression that the ancient Romans must have been rather a boring race? If so, it is time for you to revise your opinion and remember St. Valentine's Day which is celebrated in England on 14 February every year, and very likely goes back to an old Roman custom. For centuries now it has been customary among lovers to send anonymous greetings. These Valentine cards are decorated with the emblems of love and bear more or less significant texts.

What has this custom to do with the ancient Romans? Once in the days of ancient Rome the 14th of February was the opening day of the Lupercalia, the wildest of all feasts. At random the young men drew the name of a girl from the lot urn, and this girl would be their companion for the occasion. Since, however, the Lupercalia were such a licentious affair, and many people kicked over the traces, the fathers of the Christian Church, having taken over from the heathen priests of former times, took the field. They resolved that the Lupercalia should be celebrated in a more moderate fashion under the patronage of a Saint. Again the lots decided, but this time the urn contained the names of long-deceased

Yet however well the plan had been meant, it proved a complete failure: the Romans indulged in even wilder amusements than before, supported by the belief that a saint was protecting them.

Fallen into oblivion from time to time St. Valentine's Day survived in the end, and was re-established in the 17th century. Samuel Pepys, a famous author of journals, gave a vivid description of the joys of these days, and noted down in 1667

AD: The Duke of York, destined by lot to be Lady Arabella's Valentine, "gave her a ring about 800£ sterling worth". Even today lovers send each other Valentine gifts: heart-shaped boxes of chocolates tied with red ribbons, lace handkerchiefs with embroidered hearts instead of the usual monogram, silk hearts, and above all greeting cards. Naturally practical businessmen started to take care of St. Valentine's Day very soon. The first factory-made Valentine cards were produced in the 19th century. One of the very first cards, from 1789, is now kept in the British Museum. It goes without saying that it shows a big red heart.

Why the Valentine custom emigrated to America with the Pilgrim Fathers but never became popular in other countries remains one of the secrets of 14 Feb. In 1900 Germany exported mechanical Valentine cards (they could be wound up) to the USA. But that was platonic love only, not the true love of this custom.

Today many pearls of poetic Valentine art can be found in British homes, antique stores and museums: Hand-painted and self-composed love messages from the Middle Ages, early examples of factoryproduced lace paper pictures with rhymes, products of famous copperplate engravers. Very often the cards no longer contained romantic rhymes but daring jokes or even political cartoons. Sentiment turned to jokes, which sometimes became rude and insulting. However, nothing of this rudeness is left today. Valentine greetings are popular as never before, and there are countless nice and ingenious ideas. Even Valentine cards for the blind in Braille and with strongly embossed designs are on the market now.



A Valentine from 1878 with the poetic oath: Storm or shine, my heart is always thine



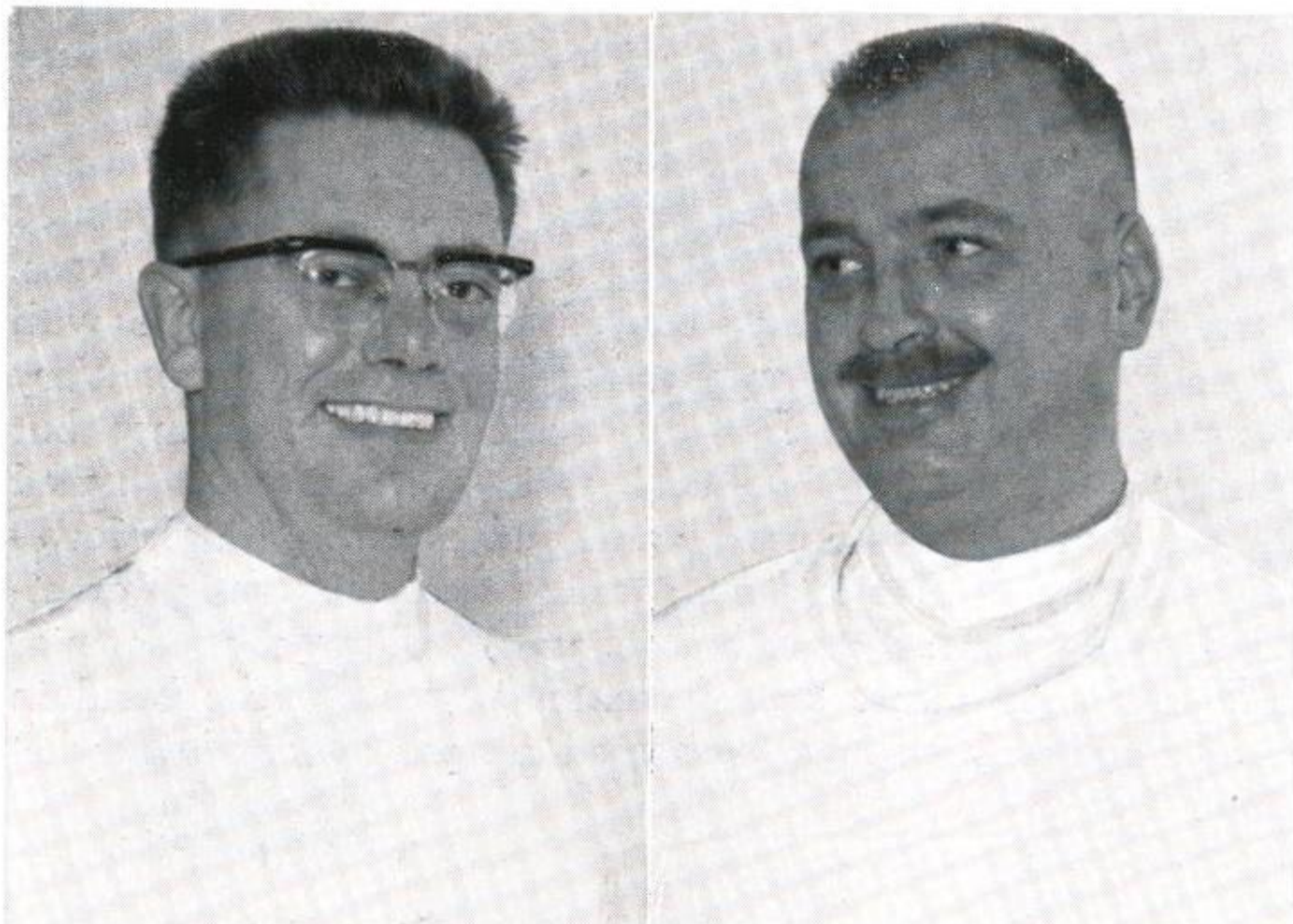
A modern Valentine saying simply: A Valentine for You

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# 4 (F) WING DENTAL CLINIC

The purpose and main objective of this clinic is to keep the Wing in the best possible state of oral health. Here we have a staff consisting of 2 civilian and five service personnel, three are members of the Royal Canadian Dental Corps and two of the RCAF.

Major Harrington — Senior Dental Officer, calls Vancouver his home. His last posting was with the Army and RCAF at Whitehorse Y.T. He arrived over here to begin his tour July 60. The other Dental Officer is Capt Kelland, who hails from Nova Scotia. He arrived here approximately one year ago from RCAF Langar. Both of these officers have been fortunate having served with the three services, each having some "Sea time".

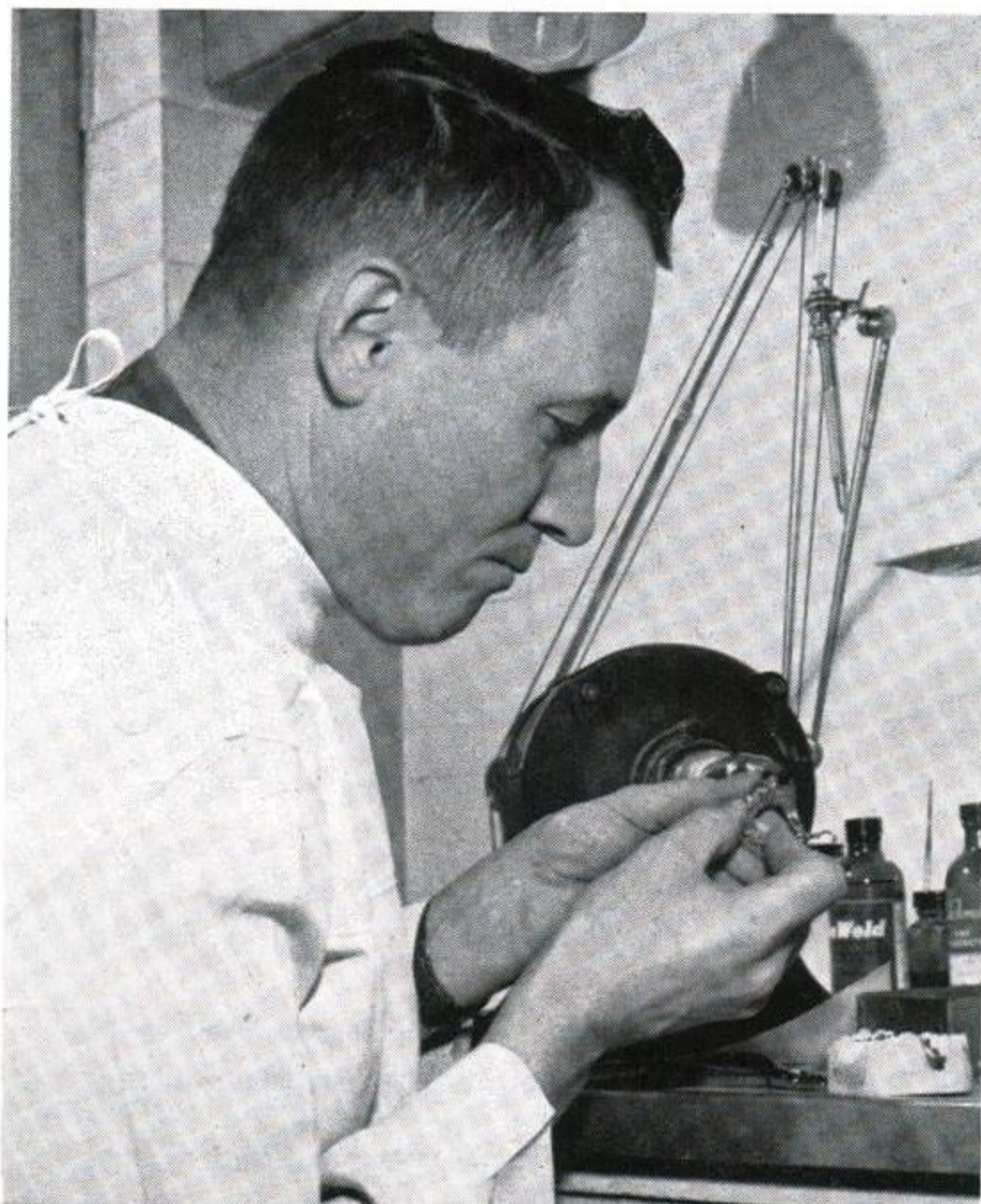


Major Harrington

Capt. L. Kelland

The able laboratory technician is Sgt Fox. His home is Regina Sask. With 20 years service he has had the opportunity to serve with all three services and even spending some time at sea. Prior to being posted to 4 Wing Sgt Fox was at Vancouver, B.C.

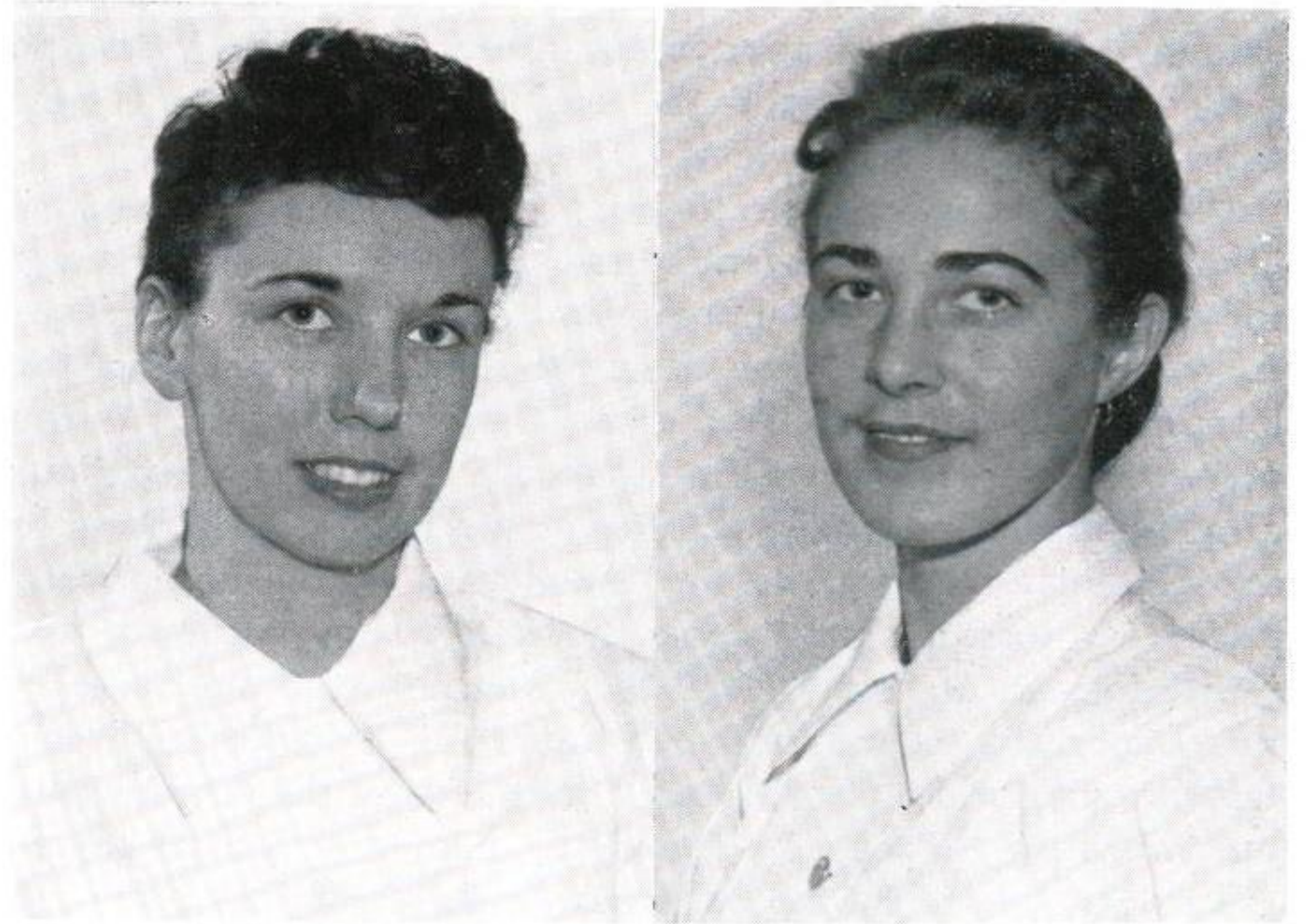
Our two Dental Assistants are Cpl Clark and Cpl Morken. Cpl Clark's home is Meritton, Ontario. She came to us from



Sgt. Fox at work

30AMB Langar. Cpl Morken came from 2 (F) Wing and her home is Piney, Manitoba. Both have five years service time.

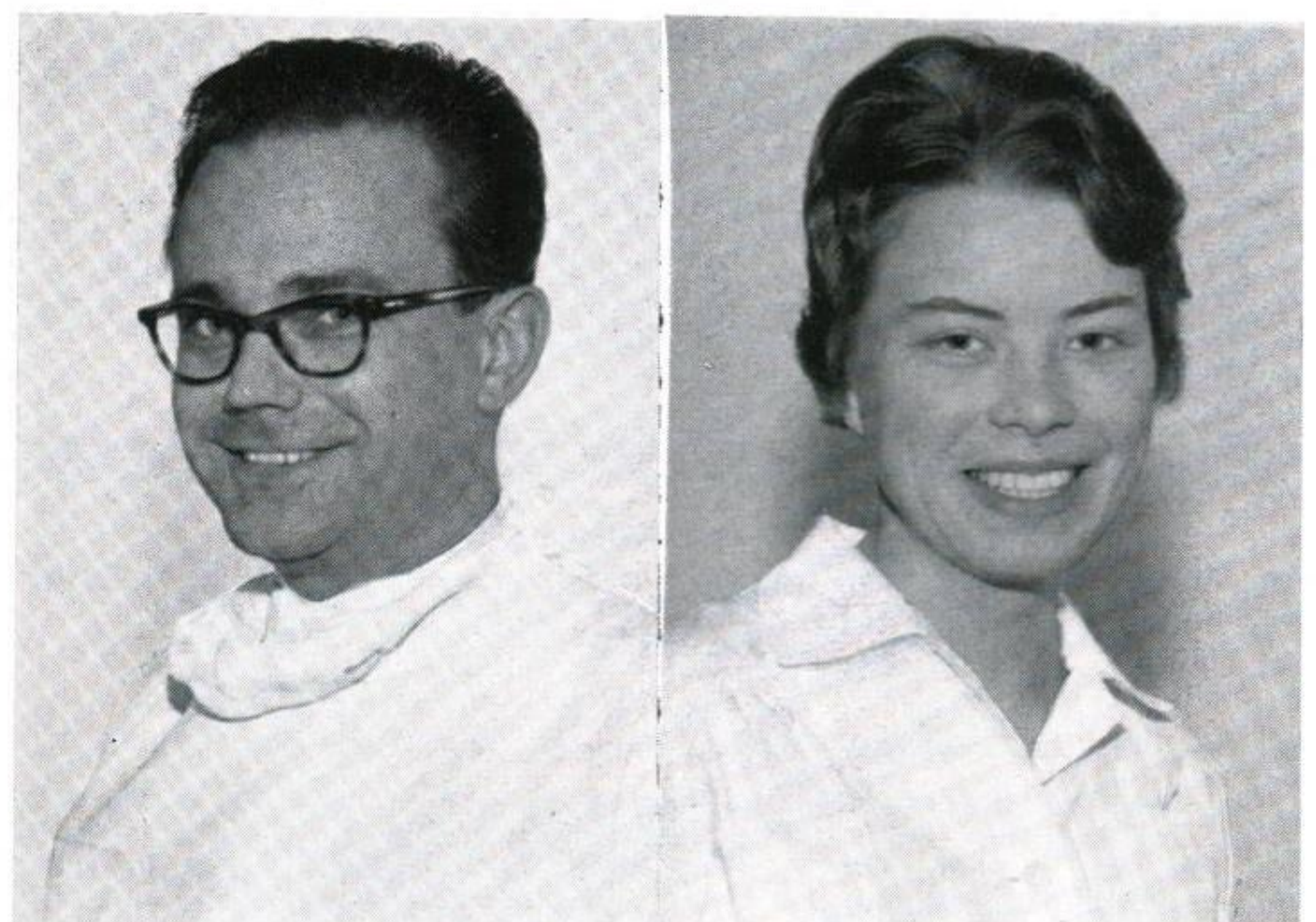
Opposite the Military side, there is offered a complete dental service for all RCAF dependants, who, all they have



Cpl. Clark

Cpl. Morken

to do is phone the dental clinic or drop in, to make an appointment. This is a luxury not found in Canada. That is, where the station supports their own civilian dental staff. It is not done with the idea of making money but to come out more or less even on overhead expenses. Because of this, fees for dental treatment are nominal and there should be no financial hardship entailed enabling anyone to take advantage of this opportunity in bringing any or all of their dependants to a state of good oral health, which previously may have been neglected. It is not everywhere (especially those living on the economy) one can come to the station and, on one visit, see either dentist, physician or pharmacist, carry on with grocery shopping, have a "peek" or two in the PX, and then home. To help maintain a high standard of dental efficiency, the station has purchased excellent modern equipment and supplies including a high speed Airtor. This alone is a boon to the Dental profession. Another fine feature of this service is the convenience of payments. Here fees can be deducted at a later date from the service man's pay. Thus if one is "short" of cash, he does not have to put off any emergency or required treatment.



Dr. R. Hundt

Miss K. Evers

To carry out this excellent dental service, we are fortunate in having an experienced person such as Dr. Rutger Hundt, who has been with this Wing since 1955. Here he developed the use of his school English and can very readily express his professional opinions, discuss patient and doctor problems. He often arranges for many patients to have specialized treatment, by recognized authorities in the field of Orthodontics. He claims that he has been told by some of his English friends that he has a Canadian accent. Dr. Hundt is a graduate of the University of Wurzburg, on the Main River, near Stuttgart, where he received his degree of Doctor of Medical Dentistry. Since that time he has practiced one and a half years as a supervisor in the University Clinic at Kiel, doing most of his work in the field of Oral Surgery. He has a charming wife, Elizabeth, and two lovely children. His able and competent assistant, a Miss Karin Evers, has been with this Wing since 1957. She did her apprenticeship as a Dental Assistant in Kiel. All of the Dental staff, both military and civilian try to render in the best possible manner a much required Dental Service. The RCDC is one of the services committed to help maintain this Wing in the highest state of readiness and good morale.

## 4 (F) Wing Entertains USAF Reserve

In October of last year arrangements were between 4 ATAF and 1 Air Division Headquarters to play host for a group of USAF Reserve Officers from the United States as part of a familiarization tour of NATO Headquarters and bases in Europe.

3 (F) Wing played host to the first group and 4 (F) Wing played host to seven reserve officers on 18 and 19 January. These officers are selected on the basis of their position in industry, public affairs, and the professions.

The following officers visited 4 (F) Wing:

Brigadier-General Frank W. Berlin whose civil occupation is Director of the Aeronautics Commission in Iowa;

Lt-Col L. C. Gram who is an attorney;

Lt-Col C. H. Murray, President and manager of wholesale florist;

Major F. W. Jennings who is civilian assistant for policy and programmes for USAF in Washington;



Visiting team inspecting Simulator

Major J. L. Hodges who is president of a jewelry firm and his reserve assignment is in Public Information work;

Major J. S. Berggren who is Programme Planning Administrator for Convair Astronautics General Dynamics Corporation, San Diego, California;

The escort officer was Lt-Col C. W. Kelley who is Chief Special Activities Group Officer of the Judge Advocate General USAF in Washington.

On Thursday morning, the visiting group received a briefing conducted by the CADO, CTSO, COpsO, and the SAO. Afterwards a short tour of the station was completed. During this tour they witnessed a CF100 scramble, visited the armament section, maintenance section, CF100 simulator and the Operations bunker. After the tour, they were guests of the Commanding Officer at a luncheon in the Officers' Mess.

These tours will take place once per quarter in the Air Division and 4 (F) Wing can expect one tour per year. The visit was considered very informative to both the visitors and the 4 (F) Wing personnel involved.



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# BOLS

# Knee Deep in History

When John Cabot set out from the port of Bristol with an English charter to find the silks and precious stones of Asia that he had seen in Mecca, he had little thought that he would open the door to a new world — a land of first things.

Yet when, in 1497, after fifty-two days at sea, Cabot made the first landfall on the North American Continent on the coast of Cape Breton, he laid the stage for the colourful sequence of events which was to become the history of Nova Scotia.

He could not have foreseen the Micmas Indian wars, the tragic expulsion of the Acadians, nor the bitter feuds and battles between the French and English, Loyalist and New Englander. Nor could he have imagined the pioneer developments in commerce and industry that followed over the years.

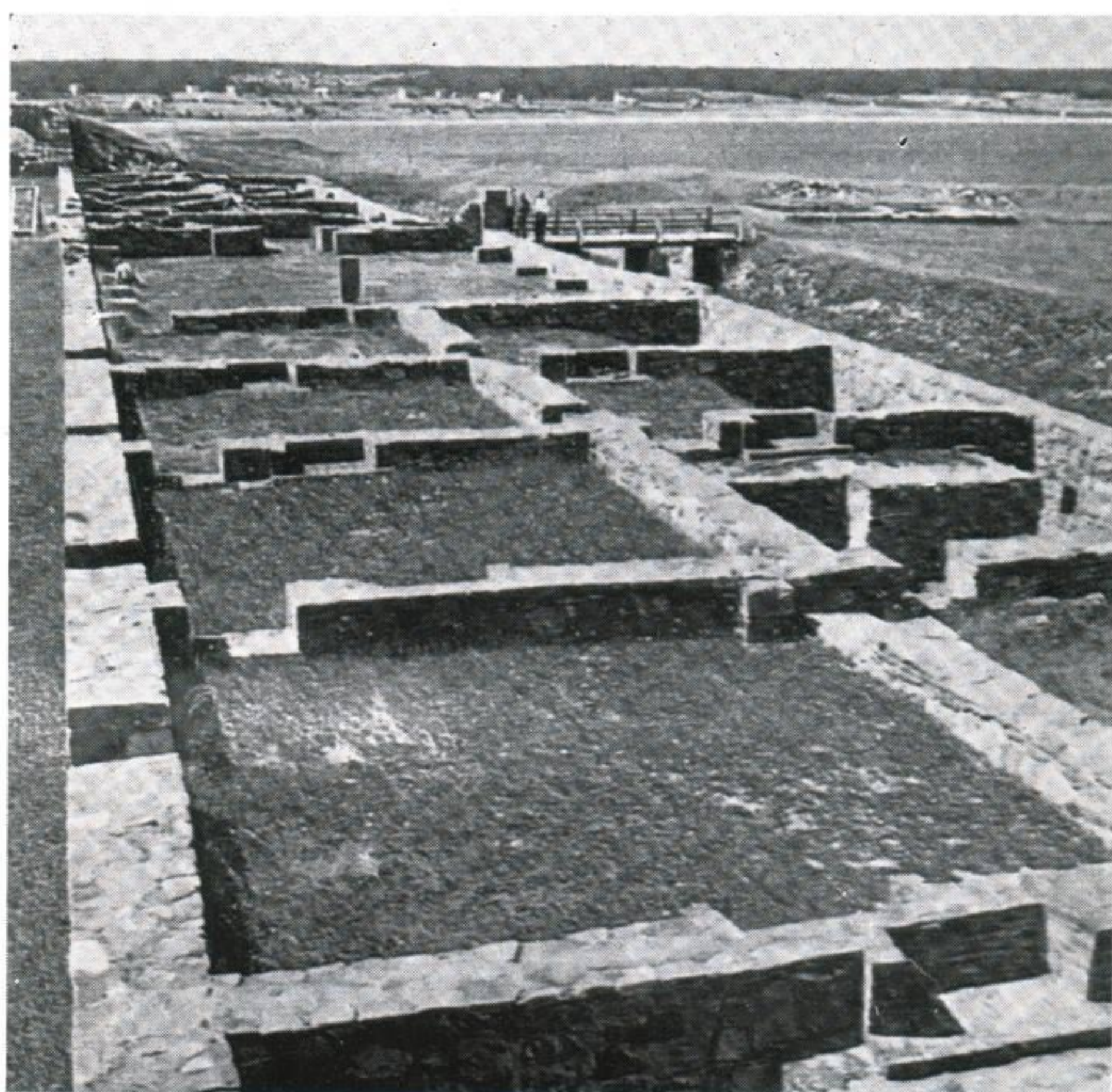
Nova Scotia has just claim to many firsts. It produced the first drama written and staged in America — the first grist mill, social club, agricultural fair, Roman Catholic church and Marconi station. The inaugural aeroplane flight in the British Commonwealth, and Canada's first printing press, post office, newspaper, school, law court and University were established in the province.

The impact of history has left many markers to tell of the ghosts who once walked the land. The ruins of Louisbourg are evidence of the commercial rivalry between France and England to colonize and develop the new continent.

Officially founded by France in 1720, Louisbourg was treated to an unstinting flow of gold from the mother country. Her thirty-foot ramparts, enclosing a hundred-acre walled city, housed court officials and gallants. Gay carnivals, wine, music and dancing were the order of the day. Boston sailors, unloading lumber and flour, marvelled at the lavish pattern of living.

The essential purpose of Louisbourg, however, was not overlooked. There were embrasures for 148 cannon. A "Grand Battery" at the harbour entrance mounted 30 guns and retained a garrison of 220 men. Goat Island, nearby, held another battery of thirty guns.

Yet, Louisbourg fell — and fell again — and, in falling, finally left behind a skeleton framework of stone walls to mark the glory that was France.



*Remnants of Louisbourg*

The first settlement of white men north of the Gulf of Mexico took place at Port Royal in 1605. To-day, the Habitation still stands — re-built and preserved as a monument to the beginnings of America. With its ancient, original well and a built-in community storehouse, trading room, chapel, smithy, bakeshop, guardroom and cannon platform, the Habitation speaks eloquently of life in the colonies, three and a half centuries ago.

It was here, in 1606, that Champlain established the order of "Le Bon Temps", the first social club in America.

The museum at Fort Anne, Annapolis Royal, treasures relics of this early life within its walls — cooking vessels, agricultural implements, ironware and hand-made furniture.



*The Habitation*

Perhaps the town of Grand Pre, immortalized by Longfellow in his epic story of *Evangeline*, is best known for its historical significance. The poignant tale of the parted lovers, based on the historic eviction of six thousand Acadians from their homes, has found a warm place in hearts throughout the world and given to the Blomidon tide-lands a portion of the romance and interest that they so well merit.

The founding of Halifax as a military port, in 1749, had the aim of counter-balancing the French fortress of Louisbourg. One of the first concerns, was the erection of a Protestant church, St. Paul's, modelled on a Mary Le Bon chapel, arose to become the first and oldest Protestant church in Canada. It still stands on its original site.

History, it is said, is made of men and deeds. In Nova Scotia, this could refer to the smugglers of Halifax, the Loyalists of Shelburne or the Bourgeois settlement at Chignecto. The centuries were filled with action and the years saw many accomplishments.

But, if history deals with efforts spent, its records are composed of things preserved. The Provincial Archives — the Haliburton Museum at Windsor where "Sam Slick" still lives — Uniacke House, a storehouse of 18th century living — Halifax Citadel, Canada's most visited museum — Green Hill Pioneer's Museum — Simeon Perkins House — the sources to probe the past and re-live its splendours are province-wide.

The search is rewarding.

# Canadian News

OTTAWA — "NO CUT PLANNED FOR ARMY, RCAF FAMILIES ABROAD" — Department officials said recently it is just as cheap to have the 22,300 wives and children of Canadian Army and Air Force personnel stationed in France and Germany with the men than have them remaining home. It costs the Government an estimated \$ 3,000,000 a year in transporting dependents to and from the one army and five air force bases in Europe. Canadian dependents have been allowed to join servicemen since 1954. Generally, they live on the various camps. The married quarters and schools in Germany were built by the German Government under a joint agreement. A private corporation erected the married quarters and schools in France.

OTTAWA — "CANADIAN TROOPS BUILDING HOSPITAL AS GIFT FOR PALESTINIAN REFUGEES" — The first shovelful of sand has been turned for a maternity hospital and baby clinic being given by Canadian soldiers in Egypt to Palestinian refugees. The hospital and clinic, one of the largest welfare plans ever undertaken by Canadian servicemen overseas, will cost an estimated \$6,000 and will be entirely financed by the 800 soldiers of the Canadian contingent in the United Nations Emergency Force.

OTTAWA — "CANADIAN DEFENCE HIGH COST REMAINS" — The 1961-62 defence budget will amount to about \$1,600,000,000, reliable informants said recently. Defence expenditures, in other words, will be about the same as in the current fiscal year which ends March 31, 1961. The 1960-61 defence budget is \$1,596,000,000. Main reason for this is that \$150,000,000 had to be found for the CF-104 reconnaissance bomber program in 1961-62, double the amount required in the current fiscal year. Pay increases for the armed forces will cost about \$40,000,000 and spending will rise on the \$120,000,000 program to provide two Bomarc anti-aircraft missiles bases, new radars and the SAGE electronic control system for air defence. Informants said savings will have to be made in armed forces operations and maintenance to leave funds for new weapons.

OTTAWA — "OPERATION ICE SKATE FOR INDIAN CHILDREN" — RCAF transport planes are ready to begin Operation Ice Skate in Canada's north. All they need now to launch the program are the skates. The Department of Indian Affairs, with the help of Cities Service Oil Company, Maple Leaf Gardens, and the RCAF, are behind a drive to collect old skates from Southern Ontario children, refurbish and sharpen the blades, and fly them to the Indian children. The project is to continue to the end of January and anyone who has a pair of old skates collecting dust in the attic can send them to the Indian children by dropping them at any Cities Service station in Ontario. The skates will be shipped from there to Toronto where the RCAF will pick them up for Operation Ice Skates.

OTTAWA — "FINANCIAL POLICIES AFFECT NORAD" — CANADA'S VOICE WEAKENED — Recent economic moves by Canada and the United States contain serious implications for the two countries in the field of defence, informed sources said recently. Specifically, some authorities here fear that Canada will lose its voice in North American Air Defence Command unless it is prepared to put more effort and money into the air defence system. The U.S. now is spending about \$4,000,000,000 a year on North American air defence compared with about \$200,000,000 by Canada. Officially, the US government has given no sign that it is aggrieved by this situation. But some Canadian officials believe the U.S. Congress will not continue to adopt an equally sanguine view during consideration of the American defence budget next year.

OTTAWA — "RCAF PLANES MAY HOLD COMMERCIAL LESSON" — NEW ERA IN AIR TRANSPORT — The RCAF's Air Transport Command now represents a pilot project which may lead to a revolution in Canadian transportation and distribution of goods. This month the command will start getting its new Canadian-built CC-106 turboprop transport planes able to carry 22 tons of cargo non-stop from Trenton, command headquarters to the Canadian fighter wing at Marville, France, in 9½ hours. It plans to have 10 of these huge planes in full operation by this September. By using these planes to their full capacity, Transport Command will shorten the pipeline to the RCAF air division and the Canadian infantry brigade in Europe. They will be able to order equipment from Canadian depots and get it delivered in 48 hours. This will probably mean an important saving by the forces. Much more important to the forces, however, will be the ability to carry Canadian troops quickly to any part of the world. There was considerable embarrassment when heavy equipment for Canada's UN force in the Congo had to be flown by the U.S. Air Force.

WASHINGTON — "AIRCRAFT SWAP BY CANADA-U.S. REPORTED OFF" — The Eisenhower Administration decided to reject any proposed purchase of Canadian CL-44 air carriers for the U.S. Air Force, but offered U.S. Voodoo jet fighter aircraft to Canada on easy terms. This is the crux of a highly confidential letter U.S. Defense Secretary Thomas Gates sent to Canadian Defense Minister Douglas Harkness in reply to the Canadian plane swap proposal made last September.

OTTAWA — "NATO STUDIES TRAFFIC MISHAP" — A \$35 highway accident involving a Canadian airman in the United States has brought into action the ponderous machinery of the North Atlantic Treaty. The case of LAC John Gallagher of Calgary under discussion between Canadian and American legal authorities. The point under consideration in Ottawa is whether Canada should invoke the NATO agreement to try one of its own servicemen who is charged with an offence in another NATO country.

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# THE STEERING COLUMN



## LIGHT CONDITION

Light condition is one of the six basic conditions found in all traffic accidents. This condition may contribute much or little to the cause of an accident according to the degree of light available at the time.

It takes only a little effort to discover the effect of light, or the absence of it, on the traffic problem. It is reflected in the accident rate. The number of traffic accidents during the hours of darkness is just about equal to the number occurring in the daytime but the amount of traffic on the road at night is only about half the daytime load. When we consider this reduced traffic exposure at night we see that the night accident rate is about double the daytime rate.

The old baseball chant, "He can't hit 'em when he can't see 'em" does not hold good in traffic. The driver not only can hit what he can't see but he usually does. One of the prime requirements for safe driving is the ability to see. If the driver can't see clearly his chances of avoiding accidents are very slim.

The ability to see is affected by light condition in two ways — too little or too much light. Too little light may stem from a combination of an extremely cloudy or rainy night with poor headlights, rundown battery, dirty headlight lenses, fog and sometimes smoke. Too much light may come from headlight glare, bright sun shining in the driver's eyes, long exposure of summer sunlight or sunlight on snow in winter. All of these are parts of what we know as light conditions.

It is begging the point to say that daylight and darkness are beyond our control and we can't keep night from falling or that we can't do anything about it. The fact is that much can be done and is being done about it. If this were not true our night accident rate would be much higher.

Artificial light is used in many places to clear up bad accident situations. Busy highway intersections, toll road interchanges, clover leaves and traffic circles are places where vehicle drivers need more light in order to detect proper places to turn and to more correctly measure approach speed of other vehicles so as to turn at the right time.

Good artificial lighting is a basic need on all city streets where pedestrians cross and in areas where lack of sidewalks forces people to walk in the street.

Pedestrians, except a very few, carry no lights, have no built-in reflectors and, in most cases, wear fairly dark clothing which absorbs light. It is seldom that on a dark night a driver can see anyone walking in or across the road or street by reflected light. Since it appears almost impossible to get people to wear light-reflecting clothing the next best approach is to see them in silhouette. This is possible at times in the light of approaching cars. It is always possible in areas where highway lighting is installed.

Since it will never be possible, in the foreseeable future, to light all highways or even all of the more dangerous ones, we must recognize the serious hazards injected into the highway transportation picture by too much or too little light and make allowance for them.

Some things we can do:

Turn on lights promptly at the onset of darkness even in midday if it appears that we might otherwise be overlooked by another driver.

Be sure all lights are in good working order.

Be extra watchful for pedestrians at night.

In case of a disabled vehicle get flares out immediately and be sure they are placed where they can be seen in time.

Dim your lights when meeting other vehicles and when following other vehicles within 200 feet except when passing.

Keep headlight lenses clean.

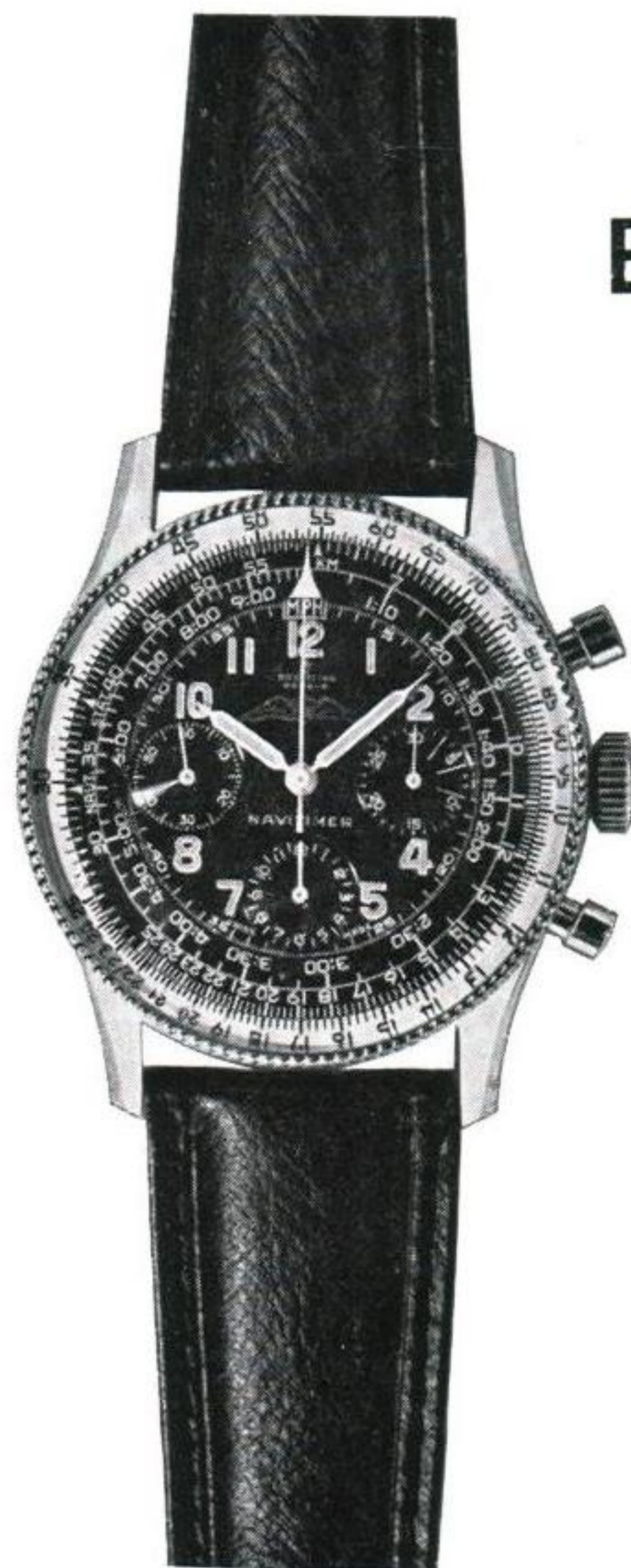
Wear colored glasses as a protection against sun glare and snow blindness.

Never under any circumstances wear colored glasses for night driving.

Do not look directly into approaching headlights.

Always reduce speed at sundown and keep it down until daybreak.

Remember, others have the same difficulty in seeing that you do.



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## The Camera Club



### SOME FLASH TECHNIQUES

#### SYNCHRO-FLASH

Not so long ago a photographer friend of mine showed me some snapshots. He wanted to improve them (the first step to better pictures).

"This is what I mean" he said, selecting a shot of his wife in a sunny park; "These huge shadows under her chin. And look at her eyes." (they could barely be seen staring out of two black depressions). "What happened?"

What happened is sufficient light failed to reach those areas. What to do about it?

Use flash outdoors, especially in strong sunlight. Flash supplements the light already there. It's usually not enough to get rid of those harsh shadows, but it will fill them in enough to make the lighting look soft and diffused, and, after all, a picture without shadows is quite uninteresting, which brings us to our next point.

#### BOUNCE AND DIFFUSED FLASH

Take a flash picture of someone full face (looking directly at the camera) and mount the flash unit directly on the camera. The picture usually comes out flat, with no illusion of depth. There are no shadows except the large black one on the wall behind the head. A few soft shadows here and there on the face liven up the picture and give warmth and depth. Try bouncing (reflecting) the light off the walls and ceiling, or a piece of white cardboard. Don't bounce from a deeply coloured wall or your subject gets tinted with the colour which the light picks up from the wall surface; or diffuse the light with a single layer of white handkerchief and open up one f/stop more than is dictated by the guide number of your bulb or electronic flash.

#### GUIDE NUMBERS

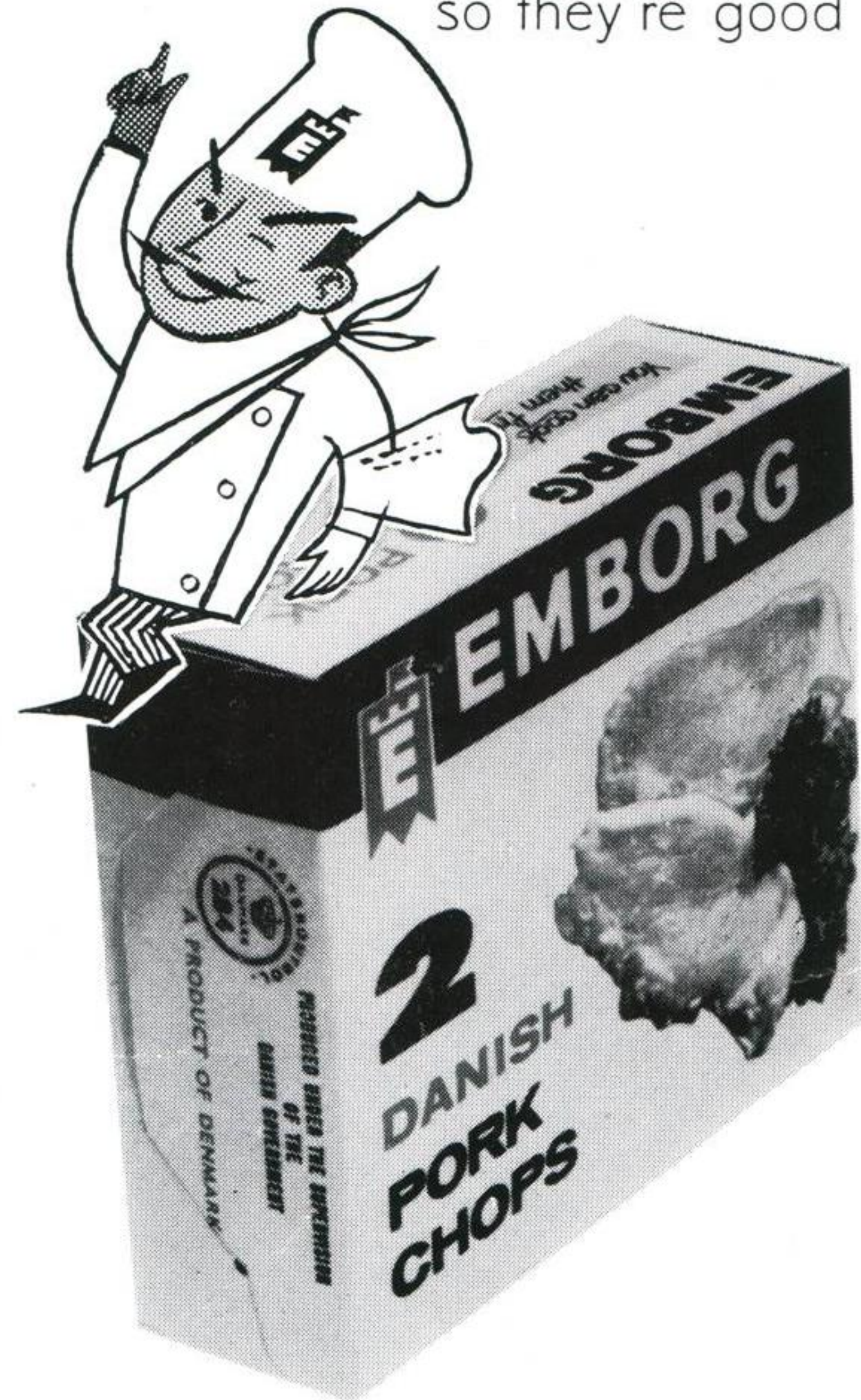
Guide numbers are generally provided by bulb and film manufacturers as convenient method of calculating f - stop settings when using flash. To use a guide number, find the guide number for the shutter speed and for the exposure index of the film you are using. This information is packaged with bulbs electronic flash units and film cartons by the manufacturers. Divide the guide number by the flash to subject distance (in feet) and the result is the aperture setting (f - stop). For example, if your flash unit is 10 feet from the subject and the guide number for kodachrome is 40 at 1/50 seconds, the correct f - stop is  $10:40 = 4$ . If the number doesn't correspond exactly to one of those on your camera take the nearest number (in this case it might be f/3.5). If you find you can't get close enough to your subject because an aperture is required that is smaller than your camera's smallest, place a clean white handkerchief over the flash gun. Each layer cuts the light intensity in half. Guide numbers are figured out for average size room with average toned walls. Factors such as the position of the reflector, accuracy of the shutter, and reflectivity of the surroundings influence the final results.

Even outside at night a good snapshot can be taken if you remember that there are less surfaces for light to reflect from and compensate for it by opening up the aperture by one or two f-stops. Two f-stops larger aperture is a good rule of thumb for bouncing flash off the walls or ceiling.

Members of the Camera Club frequently discuss these and other photo topics during and after meetings. For information phone F/O Simpson at 122 or Cpl Dyer at 118.

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# 137 Transport Flight Provides Vital Supply Link in Europe

Providing a vital supply link between 30 Air Material Base here in the English midlands and other RCAF Air Division units on the Continent and the Island of Sardinia, is a small airline which has built up an enviable record since its formation eight years ago.

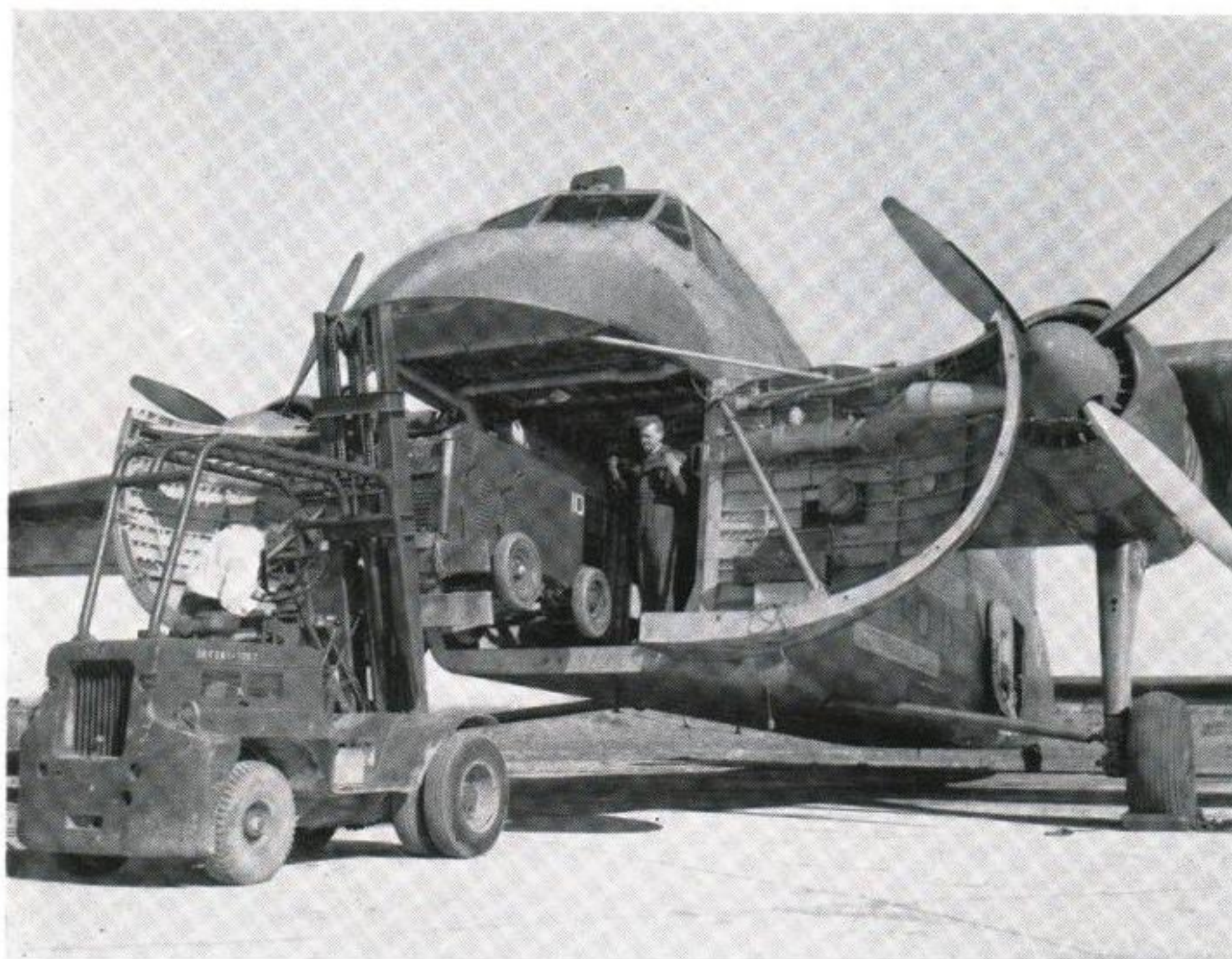
This aerial connection is provided by 137 Transport Flight, whose five Bristol freighters airlift supplies to the four fighter wings in France and Germany as well as the Air Weapons Training Unit in Sardinia.

Formed here in 1952 as a quick and efficient supply channel between 30 AMB and other RCAF Air Division formations, it has since carried some 30,000 passengers and more than 30 million lbs. of freight.

The Flight, with a complement of less than 100 air and groundcrew personnel, is able to operate seven days a week when necessary.

Four scheduled flights to the Fighter Wings and one to Sardinia and Pisa, Italy, are completed weekly by these five aircraft. In addition, every third week, three Bristols are used to rotate the groundcrew personnel and equipment of the fighter squadrons operating at the Air Weapons Training Unit in Sardinia. As well, many special flights are carried out to various destinations throughout Europe.

The Bristol is designed for freight carrying, and its nose-opening doors permit easy loading. A dismantled Sabre jet



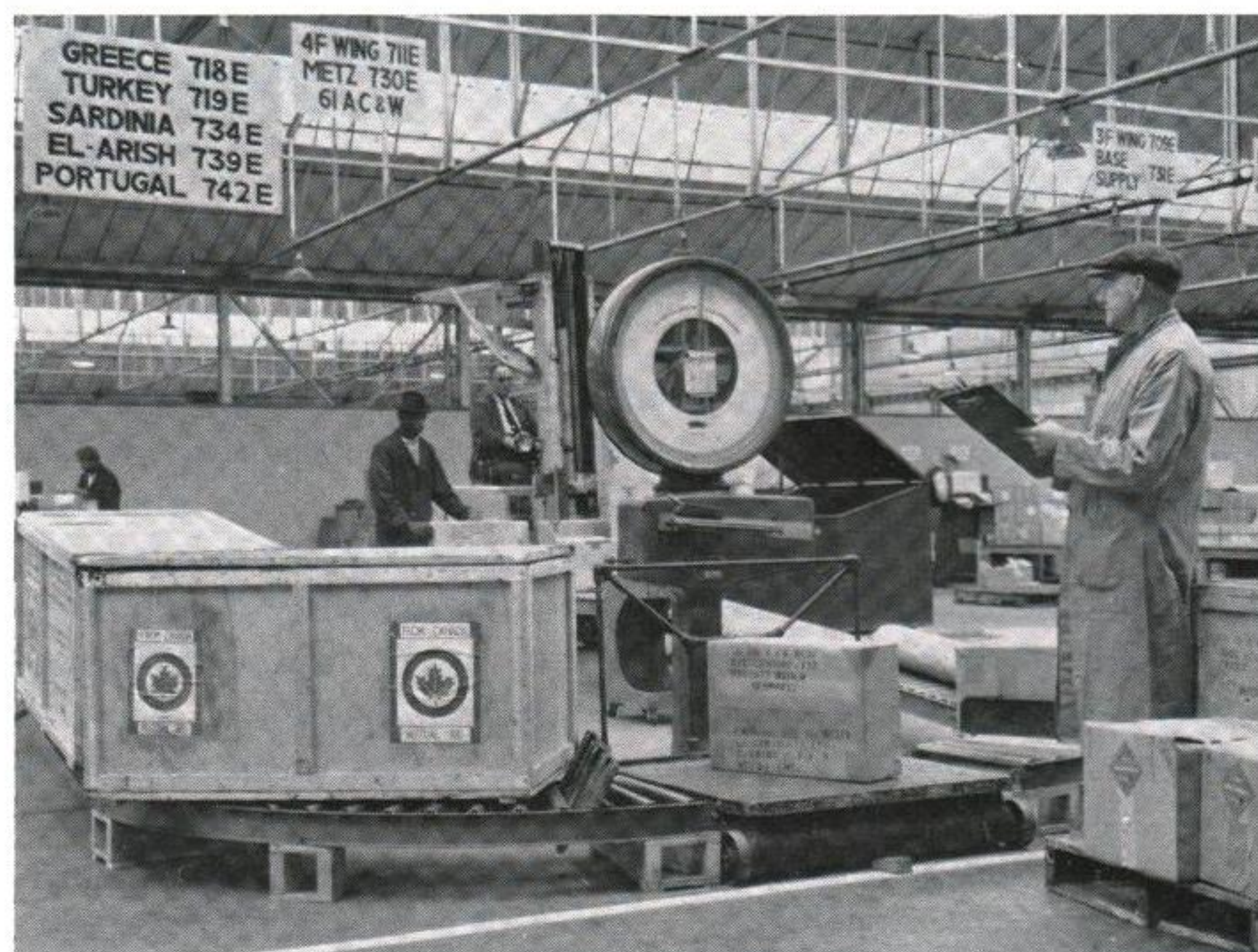
Large and unwieldy pieces of equipment, such as this aircraft energizer, can easily be loaded through the nose opening doors of a Bristol Freighter

fighter can be stowed within its spacious cargo hold, as can other unwieldy pieces of equipment. With a 10,000 lb. payload, this aircraft has over the years proved itself an efficient "workhorse", ideally suited for this type of operation.

Flights such as those to Sardinia and Pisa represent only one of the several ways in which a large portion of the airlift requirements for the RCAF in Europe are being handled by this small, but ever-ready transport flight. Broadly speaking, requirements fall into three distinct categories such as logistic support, exercise support, and the transportation of personnel.

The Transport Flight serves as the third member of a closely-knit unit consisting of 312 Supply Depot and 314 Technical Services Unit, a team here charged with the responsibility of supplying all the material — from cotter pins to aeroengines — necessary to sustain the fighter squadrons within the RCAF's NATO Air Division.

While flights to the Continental Wings and Sardinia are regularly scheduled, this air transportation flight is occassio-



This shipment of Canadian mutual aid being assembled in one of the huge warehouses of 30 AMB will be airlifted to such distant points as Athens, Greece and Istanbul, Turkey in the Bristol freighters of 137 Flight

nally called upon to provide "special" airlifts, carrying Canadian Mutual Aid to Athens, Greece, and Istanbul, Turkey.

Heading this airline is Squadron Leader Keith M. Ham, 37, son of Mr. and Mrs. Frank Ham, 336 37th avenue SW, Calgary, who formerly served as Commanding Officer of 115 Air Transport Unit at El Arish, Egypt.

S/L Ham, in tracing the history of the flight, felt 137 faced its greatest task when the RCAF transferred its Air Weapons Training Unit from Rabat in French Morocco to Sardinia. In the shortest possible time, the Flight was called upon to move more than 100 passengers and 159,000 lbs. of freight, no small task for a five-aircraft airline.

Ready and able to fly almost anywhere, anytime, 137 Transport Flight has continuously proved itself over the past eight years, and should an RCAF aircraft become unserviceable at any of the many NATO airfields of Europe, chances are that 137 Transport Flight would be called upon, and would be ready, to send a Bristol with the necessary equipment, to its assistance.



In providing logistic support to the Air Division Units on the Continent 137 Transport Flight airlifts material as diversified as this tiny radio tube, held by Law Marie Grondin, to the huge encased aero-engine behind her



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3 rd.  
MARCH

*A war melodrama, set in Korea, telling of racial trouble among the tattered remnants of a U.S. Marine patrol, ordered to hold a snow-covered mountain pass against the Chinese Reds. The private battle is provoked when a Negro NCO steps into a dead officer's shoes*

## February Attractions

- Thur. 16th. & Fri. 17th. "LIGHT UP THE SKY"** starring Ian Carmichael, Tommy Steel and Benny Hill is a World War II comedy that cross-sections an English searchlight crew operating from a cricket ground and finds romance and humour in the personal problems of the widely assorted types. (A)
- Sat. 18th. Children's Matinee. "COME BACK PETER"** starring Patrick Holt and "CARNIVAL SHOW" a Charlie Chase comedy.
- Sun. 19th. & Mon. 20th. "THE SAVAGE INNOCENTS"** starring Anthony Quinn, Yoko Tani and Marie Yang is a Technirama and Technicolor melodrama of the frozen north concerning an Eskimo whose introduction to Western civilisation has near tragic repercussions. (A)
- Tues. 21st. & Wed. 22nd. "STRANGER IN MY ARMS"** starring June Allyson, Jeff Chandler and Mary Astor is a CinemaScope melodrama about a Korean War veteran who resists pressure by a matriarch to recommend her unworthy son for posthumous honour. (A)
- Thur. 23rd. & Fri. 24th. "LET'S MAKE LOVE"** starring Marilyn Monroe, Yves Montand and Frankie Vaughan is a romantic comedy drama photographed in CinemaScope

- and De Luxe color, describing how a Franco-American millionaire woos and wins a pretty actress by posing as a struggling entertainer. (U)
- Sat. 25th. Children's Matinee. "OUTLAW ROUNDUP"** starring Buster Crabbe and "FIT AS A FIDDLE" with Eamonn Andrews.
- Sun. 26th. & Mon. 27th. "A FRENCH MISTRESS"** starring Agnes Laurent, Cecil Parker and James Robertson Justice in a comedy about a pretty French mistress who innocently disrupts life in an English public school. (A)
- Tues. 28th. & Wed. 1st. "THE LOST WORLD"** starring Michael Rennie, Jill St. John and Claude Rains is a hectic horror-comic photographed in CinemaScope and De Luxe Co'or freely adapted from Conan Doyle's famous novel, covering modern expedition into remote dinosaur-ridden South America.
- Thur. 2nd. & Fri. 3rd. "ALL THE YOUNG MEN"** is the recommended film of the month and is fully described above.
- Sat. 4th. Children's Matinee. "THE RETURN OF THE CORSICAN"** starring Richard Greene and Paula Raymond "HELLO MAMA" a Charlie Chase comedy.

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*Eve Eden*

*... reveals her lovely form in "Girls in Arms". She is the pride and joy of the Control Tower because her call-letters are 38-22-34*



## Boy Scouts

4th MAPLE

LEAF DISTRICT

Top billing this month goes to Sabre Pack, being the first to have submitted their February entry.

It is with regret that Sabre Pack announces the loss of an Old Wolf. Scouter Cornelson says he has retired, but we would rather think that such a good Scouter is only enjoying a well earned rest. We feel quite sure that this Scouter will again be active sometime in the future, so therefore from Sabre Pack we say three loud, "Bravo's and thank you for a job well done".

It is with much happiness that we welcome a new assistant who shows great promise. We are proud to announce A.S.M. Beveley Ryer is now active in Sabre Pack. Good hunting Bev.

In the first half of the Cubbing year inter-six competition was very keen and the final result found Yellow Six the winners, closely followed by red six. White and tawny six tied for third place. All sixes enjoyed prizes and to them we say "Well done, keep up the good work".

In appreciation of Yellow sixes efforts they were awarded the opportunity to deliver a Christmas food hamper to a needy family. This Christmas project was started long ago and our boys raised the money for the purchase of this hamper by their own efforts. Immediately upon returning from delivering it our pre-Christmas meeting was held. Yellow sixer Ken Sabey gave a report on the conclusion of the project.

With the new year we welcome the new chums who have, through hard work earned the right to be invested. Similar hard work is being done on first and second star requirements by the rest of the Pack.

To our Pack and all Packs the old Wolves say "thanks, and good hunting in the New Year".

Second place billing goes to the Black Forest Pack, which you will notice is our new name. The name T-Bird Pack is no more.

Our Pack has had an unusual number of promotions and many of our Cubs have gone up to greater things in Scouting. It is felt that the greater majority of these happenings are a direct result of Parent participation. With a Pack of 34 Cubs this interest and help by the parents is appreciated beyond measure by the Scouters, so this time we will say to the Parent as well as the boy, "Thank you and good hunting in the New Year".

It is with regret that we cannot tell you who from the other Pack or three troops should get third place billing. To the boys of these four sections we would recommend that you practise your broad-arm sling on the broken arms of your leaders who were unable to submit an entry.

The Flieger entry deadline is the 21st of each month. We will therefore not be able to give you a report on the preliminary (basic) course that is being held on the last week-end in January. Until our next entry, I say a belated Happy New Year to all sections of the movement.

## BROWNIES

At the beginning of the 1960-61 season we had a registration of 78 Brownies, which has since increased to 100.

During the first quarter the three Brownie Packs participated in Fly-ups, Enrollments, Golden Bar, Golden Ladder, Golden Hand and Service Star ceremonies.

During Fire Prevention Week the Brownies and Leaders were treated to a movie and tour of the Station Fire Department, both of which proved very interesting. On December 8th, Brownies, Guides and Rangers held a Church parade in which all participated in Christmas Carols.

On the 14th of December, the three Rhine Valley Brownie packs met in the Recreation Centre to hold their annual Christmas Party. This years guest at the party was F/L Lawson, Matron of 4 (F) Wing Infirmary. She was presented with numerous toys and bedroom slippers to be used in the Children's Ward. The Christmas party also served as a birthday party commemorating the Fiftieth Anniversary of Lord Baden-Powell's services to Guiding and Scouting.



There exists a great need for more Leaders to help in this wonderful organization. At the present time there are three Leaders, two of whom will be leaving for home shortly, and five helpers, hardly enough to properly attend to so many Brownies. If more help is not forthcoming, the doors must be closed to new arrivals and those eagerly awaiting the age of eight to enroll. Practically every week youngsters are appearing at our meetings requesting admittance even before they reach their eighth birthday. Anyone willing to devote an hour of their time once a week will be heartily welcomed, experience not being a necessity.

Our meetings are held Wednesday and Thursday between 1600 and 1710 hours at the Base School in Building 20B.

Photos at right from top to bottom: First Rhine Valley Pack, Second Rhine Valley Pack, Third Rhine Valley Pack



# THE NATO FAMILY



Each year, the North Atlantic Treaty Countries hold a conference on moral leadership which is designed to acquaint both minister and lay with the problems mutual to all: This year, as last, the annual meeting was held at Beukbergen — the Christian Leadership Centre for the Netherlands Armed Forces:



Beukbergen — Hius ter Heide

*This is the retreat house being used presently for Protestant religious training by the Netherlands Armed Forces. It first housed members of Dutch Royalty, but during the Second World War was taken over by the German Occupation as an officer's quarters*

Eight NATO Countries were represented, with the following number of members: Belgium sent 1, Canada 4, France 2, and Germany 8; the Netherlands had the biggest majority of 29, with Norway sending 2, the United Kingdom 2, and the USA 3.

Accompanying the laymen, a Chaplain from each country attended the conference; the Chaplains were to express their views on a timely topic, usually for an hour, and the conference was then open to the lay for discussion: In addition to each address, the evenings were reserved on a cultural theme in the realms of art, music, and history; Morning and evening prayers, of course, were held, with a Padre from each Nation presiding respective services: Visits to the neighbouring Dutch cities were also arranged.

The first address was given by the Reverend ACJ van der Poel of the Royal Netherlands Air Force and dealt with "Dietrich Bonhoeffer's Conception of a Religionless Christianity in a World That Has Come of Age: The Dutch Chaplain explained this great German martyr's trials during pre-war and wartime Nazi Germany and went deeply into his "Religionless Christianity" theme which developed out of his wartime and labour-camp experiences: The discussion which followed developed the "unity" topic which proved to be the thread of the conference.

Pasteur Sedeyn, the French Air Force Padre, then spoke on the "Chaplaincy in Algeria", an enlightening lecture indeed: He developed the history of Algeria both on the religious and political sides: After bringing the conference up to modern times, he then explained the Christian-Moslem prob-

lem which is inherent in Algeria, and gave example after example of this problem which heightened the interest: Discussion, of course, was extensive and dealt mostly with the dangers of Christianity being swept under by other faiths: It was agreed that only by members of the Christian Faith standing fast could the borders of their religion be widened.

On the third day of the conference, Padre Mould spoke on the "Ecumenical Program in NATO": He explained essentially where this universal prospectus fits into the Organization; that only with Christianity being the bulwark of our police duties could NATO survive: Discussion was extensive, and one felt that the European countries were apprehensive when one mixed "the Church" with "the Police"; this feeling definitely still exists from the use of the Church by the State during the Second World War: This further led to the discussion of "unity" and much was left to be desired in this field: Most felt that unity was essential, but that it was a thing of the future: The watchword of the conference seemed to be, "Unity without Uniformity".

Reverend Goss, the Royal Air Force representative, gave an address on the Christian Leadership program in the RAF, and explained extensively the Moral Leadership Course being held in Trinity House in Cologne, Germany: He went over the school's schedule in detail and spent a few minutes with an outline of each lecture: Discussion developed the need for such leadership courses in all Nations if a deeper and more meaningful Christianity is to be achieved.

The fourth day saw Chaplain Carl T. Schmidt of the USAF give an excellent speech on "The Dynamics of Moral Leadership" in which he stressed the example of our own lives being the most effective asset toward Christian Leadership: This weapon was being taught to all their officers in compulsory lectures: He felt that by these methods only — a good example; fellowship; understanding; was a better way of life to be had: The discussion was avid, all finally agreeing with the lecturer's point and giving many instances where this method had been applied to other fields.

Next came Chaplain Peiffer, the Belgian Padre, who spoke simply on Belgian Protestantism: Much of his talk was spent with the Congo and the unfortunate situation there, with a thumbnail sketch on the backgrounds of the leaders in the independence: Discussion was mostly on what Protestantism and Christianity was doing in the Congo, both now and prior to independence: His answer to questions were given with clarity and from the heart, although one felt at times that the viewpoint was strictly Belgian.

The last address, a most interesting one, came from the German Padre, a civilian attached to the German Air Force, who discussed the problems of Protestantism in Germany, specifically the military: He commented on the great lack of Chaplains, and this, of course, led to the reason — the ill-famed connection between Church and State, and the resultant public distrust: Discussion was on this theme alone: In was trying to play down the Church-State relationship: One method was the use of civilian Chaplains attached to the

military instead of the enrolment of Padres into the service: reply to many questions, the Padre stated that the Church But he emphasized that until the church tax, which is presently collected by the German Government for the support of the Church, was abolished, and that other methods were employed to support the church financially, this public distrust and hence religious apathy would prevail.

The evenings at the conference were spent to great advantage with a number of diversified topics: The art of Rembrandt was offered by way of film, and three other Dutch-made cultural films were also shown: A musical evening of Negro spiritualists proved both entertaining and educational: Finally, an excellent film-slide address was given by His Excellency D: Van der Meulen, late Ambassador of Holland to Arabia, on his "Journey to the Land of the Queen of Sheba": This was the most instructive evening, and all commented favourably on the excellent material and presentation.

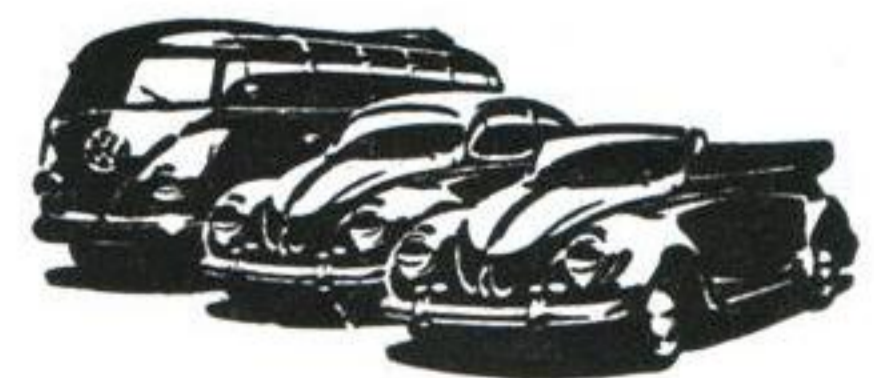
Excursions to the "Zuider See" and Amsterdam were arranged for the group: With the Dutch members along to add their personal touch to the tour, the visits were naturally a great success.

A lay member of the Church always approaches a conference such as this with a great deal of apprehension; particularly if he has not experienced a meeting as such before: At this conference, however, with the good humour, the ability of all to laugh at themselves, with the naturalness, and the good sense and wisdom that prevailed, apprehension was soon dispelled and one felt that he was a part of the NATO family in the love and brotherhood of the Church of Jesus Christ.



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# Touring our Flugplatz



419



SQN

F/O M. A. Clark

This month was a relatively quiet one for 419 because many of the Moosemen were hard at work preparing for and writing qualifying examinations. At the time this is being written the only things left of the examinations are the post-mortems and the more prominent residual effect, which are the smiles on everyone's faces.

Something else that makes them smile is the way the 419 hockey team has once again come through with flying colours by winning five out of their six games this month. Their only loss of the month, and their second of the year was an 8-2 drubbing at the hands of Combines. On the winning side of the schedule they posted two wins against the Sabres by scores of 2-0 and 3-0 when the Sabres forfeited both games. They then went on to defeat Headquarters 7-4, Wing Maintenance 4-2, and got their revenge on the Combines by a 5-3 score.

Another momentous occasion in hockey took place when the pilots challenged the navigators to a game. The backseat drivers stuffed a sock in the pilots' mouths so to speak when they defeated them 3-1 in a fast moving, hard hitting sixty minutes.

This month our illustrious E.O. F/L Dick Holdershaw was officially initiated into 419 Squadron and since he is the newest member of the unit he was given the honour of "Keeper of the Rug". We've noticed that the Rug is now on display more often in the crewroom and Dick can be seen peeking in quite often to make sure no one absconds with his charge.

F/O Bill Perry has been given a new job and if anyone has a Barnum and Bailey size circus tent to lend him he would be glad to have it because it would alleviate his housing problem quite well.

422



Sqn

F/O R. B. McQuiggan

This month and this year was given a rousing send-off with our Squadron's 8th anniversary cocktail party. It was held prior to the New Year's Eve dance and the highlight of the party was when our OC W/C Kaufman cut the birthday cake. It is to be hoped that the enthusiasm shown by the squadron over the New Year's season will carry on throughout the rest of 1961.

When the New Year's promotion list was published we found that we had one more officer with a permanent commission. Congratulations are in order to Ken Parady. It has been an exceptionally good month for Ken, as he didn't go to Sardinia, he received his PC, and he finally got his Mercedes 190 SL.

One other Squadron member not quite so lucky is Ken Kee, who has returned to Canada to spend his second consecutive winter in New Brunswick. It appears that some people don't have any luck at all!

Also in January we bade official farewell to Howie Luxton, Gord Helm, and Speedy Fast. Gord and Speedy as we've mentioned before, have gone to Simulator and to Training Flight. Howie has gone to Sardinia to become resident FWI at the Weapons Unit. We are looking forward to seeing his happy face when we go south ourselves.

As the end of the month approached, the weather came down and the fog rolled in and all the newies had a haggard, over-worked look to them. You didn't need a program to tell that it was promotion exam time again. As usual most people had a stunned, stabbed-in-the-back look as they left the history exam. Since yours truly tried them all this year too, I can only say — "See you all there next year".

With all the "duff" weather, someone must have thought we had nothing to do, so we spent a morning moving back

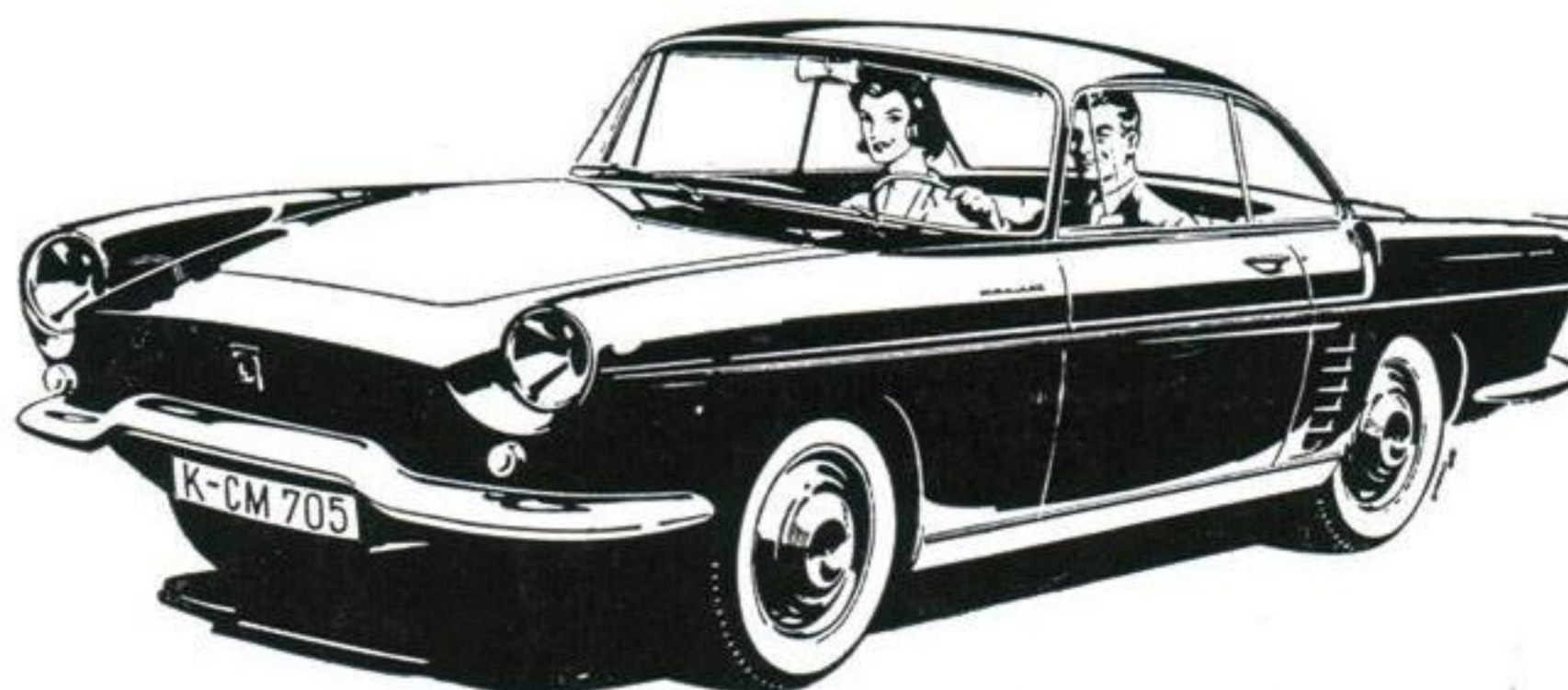
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and forth to our cave in back of the dispersal. As per the usual drill someone forgot to tell us when we could come out.

I guess that's the works for this month. The next installment should be coming for the sunny south.

This month's quotable is from Jim Plummer. "If a T-33 flames out for no reason there must be something wrong with it."



F/Os Glen and Armstrong

This month was a rather slack one with most of the newer Snakes really hitting the books in preparation for the promotion exams.

Once again we have some new members for the squadron, an armament officer, an engineering officer and a F/L. Bob Caron is our new engineering officer from the other end of the field known as maintenance. Bob has left us for the moment to attend a course in the land of ice and snow and he took his lovely wife along.

Brian Smale, his wife and child came to us from Clinton to take Smittys place as armament officer. "Schnecken" calls Burlington home but he was born in Hamilton. He is a graduate of R.M.C. and the University of Toronto. Brian was formerly at St. Hubert and Clinton.

Our third newie is F/L George Henry Dennis known to most of us already as Denny. He has a dubious past as a CF-100 driver but he now has a bright future with 444 flying Sabres. Denny is another westerner hailing from Manitoba. He joined the Air Force during the war and flew Cansos. After the war he re-enlisted and has since flown the Harvard, T-33, CF-100, C-45, B-25 and now the Sabre. During this time he was stationed at Gimli, Winnipeg, North Bay, Comox, on a course in Florida for his G.C.I. stint and then on course in Chatham before coming to join the Cobras. Denny was accompanied by his wife Ethel and two children Benjamin and Judith.

Once again we are in the automotive news with a large change in the automobiles parked in the dispersal. Clem Toner is driving around in a new white Volvo (re 1939 Ford style). We don't think his wife has driven it yet. Chet Randal's new mode of transportation is a green British Ford Consul. Pete Armstrong has joined the poor mans Porsche club with his "Purple Passion". Our other Pete has a new used "sickly" blue Porsche. Is it going to be a two car family? By the time we get to print S/L Regan and Ron Jenkins should be riding around in newer Chevrolets and old Mal Joyce our star defenceman will probably be trying to squeeze his "French Lemon" around the curves and over the hills. "Sir" Winston Corbett has been noticed grinding gears around the station in his newly purchased Zephyr.

Recently the Squadron lost two pilots and gained two "Fruit Lutes" in the persons of Frank Willis and "Jock" MacKay. We notice Frank has half new braid and Jock has second hand braid. What happened to all the extra greenbacks? Frank says he is off coffee but from all appearances he is just off buying it.

A big thanks goes out to the honorary members of the Squadron for the snake venom they treated us to recently.



F/O B. Smale

F/L G. H. Dennis

Now we are immune from snake bites until the next party comes along.

At one of our Thursday morning briefings on the squadron we noticed the O.C. setting a new trend in two tone uniforms.

By the time this article is out we will have had our first dining in night presided over by our new Boss for Terry Kuch and Gordy Wans-etc. Before the food was served there was a cocktail party with the usual snake venom and an initiation to the squadron for the newies.

To climax the promotion exam week and to get 427 prepared for swimming in the Mediterranean, the Snakes hosted them to a hockey and broomball game. After everyone was completely pooped we returned to the mess for wineing and dining.

By the way before we finish we noticed one of our two hookers out for a stag evening at the PaPa club in Karlsruhe.

## Cecil's Choice for the Month



F/L R. C. Hayes

## 444 Sqn Groundcrew

Chester Hancock

This month Cecil coiled and struck out at F/L Robert C. Hayes as the choice for the month.

Bob is an honorary member of the Snakes and is employed in Soellingen tower where he does a fine job of controlling.

Rapid Robert arrived at 4 Wing in late 1958 with his good wife Janet and their two children Lenore 14 and Brian 13. Bob is an immigrant from Lisburn Ireland and now calls Vancouver his home.

The "Old Violator" joined the Airforce in February 1941 at Vancouver and graduated at Jarvis Ontario in 1942 with the rank of Pilot Officer. He went overseas after graduation and attended one of the first courses on radar at Prestwick and then was assigned to 279 squadron which was an Air Sea Rescue unit. In February 1943 Robert was transferred to 407 Anti-Sub squadron on Wellingtons. Here he had one of the outstanding experiences of his life when the aircraft he was on found three subs and sunk one of them with a probable and a damage on the others. After the war Bob went back to civie street until 1951 when the Airforce won him back. His flying days were over and the wheels put him on the controlling end. His first controlling jobs were at PRTS Calgary and then 4FTS Penhold when it was formed. From 1956-58 F/L Hayes was in the tower at Goose Bay Labrador and then came overseas to 4 Wing where in September of 1958 he was promoted to F/L. Bob accompanied the Cobras down to Sardinia on the last trip and we understand he enjoyed his stay so much especially that well run tower that he wants to go to Decci as liaison controller.

Bob's interests centre on fishing and hunting and he is developing a very keen interest in Snake venom.

We enjoy having you associated with our Squadron, Bob, and thanks for clearing us down from the beacon ahead of the other squadrons.

Well Flieger Fans here it is time once again to bring you the latest news and gossip from the 444 Snake Pit. Seeing that this is the first article from us groundcrew types since Christmas, I wish to say to all the married types, on behalf of all us single chaps, a great big thanks for your understanding and kindness to us over that festive season. And from what I can gather, you must have been very understanding to put up with some of the things that some of our guys did. But you can take that worried frown off your face for most of us will be heading for Canada come summer. And then you can enjoy that age long promise of "Peace on Earth".

While I am still in the friendly mood I wish to say congratulations to Al "Crash" Jension and Bruno "Bugs" Best. Both of these fine fellows have volunteered to walk that long last mile of freedom sometime early this year. After that. May I go for just one beer? Please Dear. Yep you guessed it. Wedding Bells. While to those two fellows it means a new life, to those of us who survived the Leap Year it means something else. Free booze. But I suppose everyone has to go sometime. Nick???

Folks tell me that Bob Harris is really not so serious minded as many people think. As a matter of fact it could be just a PUPPY LOVE AFFAIR.

Looks as if everyone received a pipe around here for Xmas. I reckon Matte has more influence over his fellow men that some give him credit for. I for one do not mind a man smoking a pipe, but the tobacco that some of them use would make a Honey Wagon a living room ornament.

I wonder why Frank Gill is the only guy around the squadron with a sun tan this time of the year. After all we haven't seen the Sun around these parts since sometime last year. Maybe that funny color light shining through his window at nights is the answer.

Jenson says that he will not deal in the fresh fruit business this coming year. That must be what he meant because he told me that he would not sell me any lemons next summer.

I wonder who that Sgt is that keeps looking at the remains of his hair all the time? Expecting the rest to disappear anytime soon Sgt L.

I notice around the shack that one of our new friends in the person of Lac Anderson is having a rough time learning the finer points of playing Pass the Ace. Red Baird offered to gen him up, but we still haven't seen very good results.

If you see someone walking around our little domain with what looks like a Swagger Stick, do not be alarmed for it is only Lac Gangon with his walking cane.

We have finally broken up one set of twins around this place. Perry went to Wing Maint. We still haven't figured out what to do with the other one. Any suggestions Alex?

I wonder what the Airwomen meant awhile back when they wrote that they help contribute to the local orphanages. For the sake of all concerned I hope they meant money. Better read over your article before sending it in girls. Yours Truly



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● *Champagne*

*we call it Sekt,*

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By Jo Couture

LAC and Mrs. Bert Routhier were married on Saturday, 17 Dec 60. After one and one-half years at 4 (F) Wing, Hilda, better known to us as Penny, finally managed to marry the man of her dreams in Christ the King Chapel. Penny's parents were unable to attend the wedding, so FS Dickie had the honours of escorting the bride up the aisle and giving her away. After Father Dupuis performed the wedding ceremony, a lovely reception was held in the mixed lounge. Congratulations to this happy couple.



First of all, I'd like to welcome Cpl Hazel Hudson, LAW Rena Steinhauer, and LAW Leona Berezanski to the wing. We hope you enjoy your stay here. Also our best wishes to LAW Pat Harwood-Lynn and Cpl Shirley Morken, who are leaving us to go back to Canada. Let us know the difference between civilian and service teeth, Shirley?

On the 17 Jan 61 a dining in night was held in the mixed lounge for our new female officer stationed at 1 Air Division. Welcome to Air Div F/O Miller.

2 (F) Wing is sending their Airwomen's broomball team to play against our girls. Do they have a surprise in store, or are we going to get up a team once again and win the game? Speaking of broomball, the girls are still waiting for 444 Sqn Airmen to work up their courage and play a game against them.

Volleyball should be starting soon also, so let's see some of the girls out for practices. We may even make the tourn-

ament this year, and have a better standing than last year. (We hope.)

It must be fasching time again, because there are a lot of weird looking costumes and faces roaming around the quarters. I'm told that it's good for public relations, so have fun.

Raiders — please schedule your hockey games a little better? The "Ladies-in-waiting" want to see the games too, you know. Congratulations to the happy parents of all the little Raiders and Raiderettes. We're sorry to see you have lost a few more of your players, but it seems the hospital has a special on this month "plaster of paris" it's called. We hope you'll all be out of your casts soon, but it will give Whitey some company meanwhile. Good luck in the future games boys.

Until next month, this will have to be all. There's not much else going on, and if there is, the girls are holding out on me again. Please speak freely ladies.

## SUPPLY-Ups and Downs

In case you're wondering if my New Years resolution was to stop writing for the Flieger — I'd like to take this opportunity to inform you how wrong you were!! — I merely "forgot" to push my pen fast enough to make the dead line last month!

When this article finally ends up in print for all to see LAW Shufelt will be back as a full time member of our Supply Group staff. Nice to see you around again Myrna and sincerely hope you had a lovely trip to Canada and back.

Speaking of Sup Group — its the best place on camp if you require a course in interior decorating — I think they're accepting applications now! I must admit F/O Stoner would make a fine instructor seeing the results of his office (2 tone blue). Hope the colour isn't pertaining to your mood Sir! As far as the colour scheme of the Sup Group OR goes, I suggest anyone bound for that point should wear dark glasses — what do you think Kathy!

I understand LAW Penny Routhier is taking French lessons — what's the matter Penny, can't you understand what Berts saying to you when he's mad??? However, we wish you luck in your attempts and I'm sure before you finish the lessons the whole Stock Control will be able to speak French too!!

With F/L Lemmex and "Blondy" Leppert in hospital, old Building 4 just isn't the same — hope you're back with us soon. (Fasching doesn't last much longer this year)!!

For those of you not familiar with the Shelly Berman records — you would get a great charge out of the imitation our "Uncle" Sam McCullough puts on. At times I think you should go into show-biz Sam, I wonder the public would rate you?? (1st or 2nd!!)

Once again we must say good-bye to a fellow co-worker and wish you all the best WO2 Collis; who was internally transferred from AID to 444 Sqn. In the next breath its a vice-versa statement and welcome F/S Stortz; transferred to AID from 444 Sqn. Hope you enjoy your stay with the Section of "nil stock"!!

Speaking of internal transfer — I see LAW Jackie Nadeau enjoying a new position (one situated in the R and I). I've only one comment on that — sure is a lot easier to read RV numbers now!!!

With regret, we all were concerned with the second great loss to Senior NCO's hockey time for the season, in the form of Sgt. Meade and his non-serviceable "Wing". Take it easy Sgt; we still need our stocktaking done you know!

Belated congratulations from the Supply gang, are due to LAC and Mrs. Mayfield who were married in the late December. Welcome to the Club!

I think this ends my gossip column for this month — so 'til we meet again. — cheers!!



## Workshops Quips

Last month we gave a run down on just what happens to your job, project. This month we have a few illustrations with humour added for your pleasure. These illustrations will help you in realizing some of the problems we encounter in our days work. With our allied trades it is properly understood, that without the assistance of "Workshops" they would have great difficulty in having our aircraft in the state of readiness that is required. Perhaps we are boastful in saying that without "Workshops", the pilot could not fly and the cooks could not cook. We await the day "3A" with which we are technical.

Looking around the shop we see that more changes have been made. The Work Controller is now keeping company with the Stock Controller. The hitching rail is now complete (with paint). This enables a person to stay on the more safe side. Preventing ones' curiosity from getting tied up in a lathe or trying to press his tie in the rollers.

The new car fever here at the shop is at a high pitch. One thinking of a new Volks bus, another a Zephyr. But have you ever noticed that new car excitement is similiar to that of an expectant father — smoking is heavy, nerves are on edge, but worst of all the hair thins out. One of our new car expectants was fortunate his prize came when it did, as he is one who could not afford to lose much — a Hillman I believe.

I understand the curling team, skipped by Al Theobald is enjoying some ends of success. I don't know where they are in the standing, but when the teams are mentioned one hears some harsh words. Continue enjoying your ends of success guys and gals we're with you all the way.

Last August two boys from the shop plus one Opel took a trip to Italy via way of mountains, stream and bridge. Possibly this twosome are planning another trip to the sunny south. Nick and John, if you are planning another trip, no more short-cuts. The last one had you going around in circles.

I was privileged to have been called to participate in the Air Division Bowling Tournament at Metz. Mac MacIntyre came home with the high triple, the team had a very good average of 222. 2 Wing took the big prize. Word is out that our alleys will be improved in many ways. Perhaps by the time this months Flieger makes press the alleys will have been completed. Workshops team of bowlers are continuing to give all opponents a tough time on the alleys. So watch out when the alleys have been improved. We're ready now.

The boys out Kuppenheim way were saying that New Years Eve is something in this village. Complete with a snake dance down the main street. Could it have been organized by some one from this section. Ouch — does the head bone still have an ache when you think of it.

Four of our boys are anxiously waiting word on their repat to Canada. The boys that will be leaving us are, W. MacLeod, Ray Crowe, Al Theobald and Ray Wright. We will be losing good men and we hope you get your preference posting or near to what you wanted.

A couple months back we introduced FS JH Beattie and LAC EL Abernethy. We now have photos of these gentlemen, so when you see them you don't have to say "Who that".

Guess one has said enough for this month and we'll see you next month.

Mr. Editor, where is Workshops Pin Up?



F/S J. H. Beattie

LAC E Abernethy

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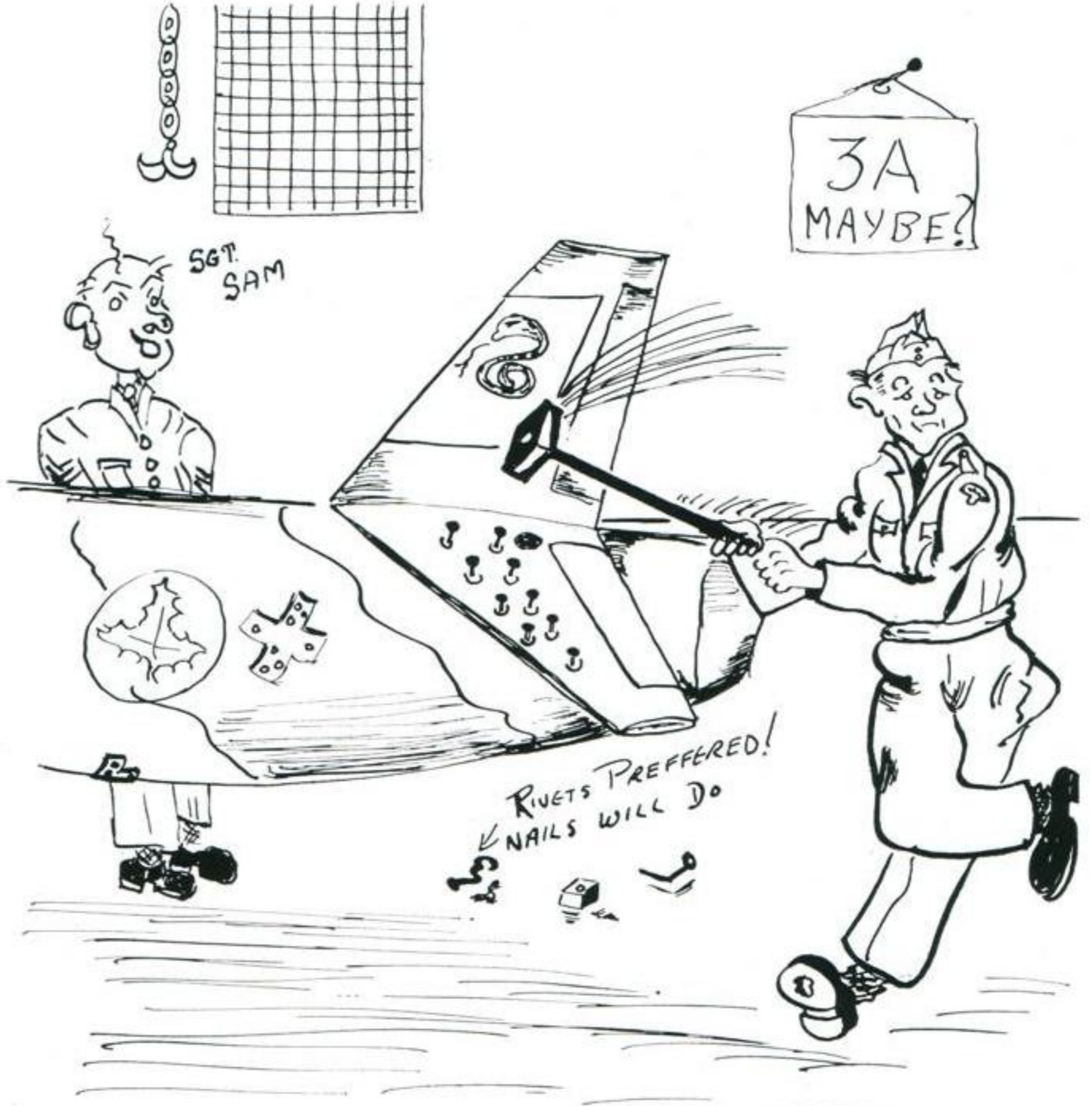
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