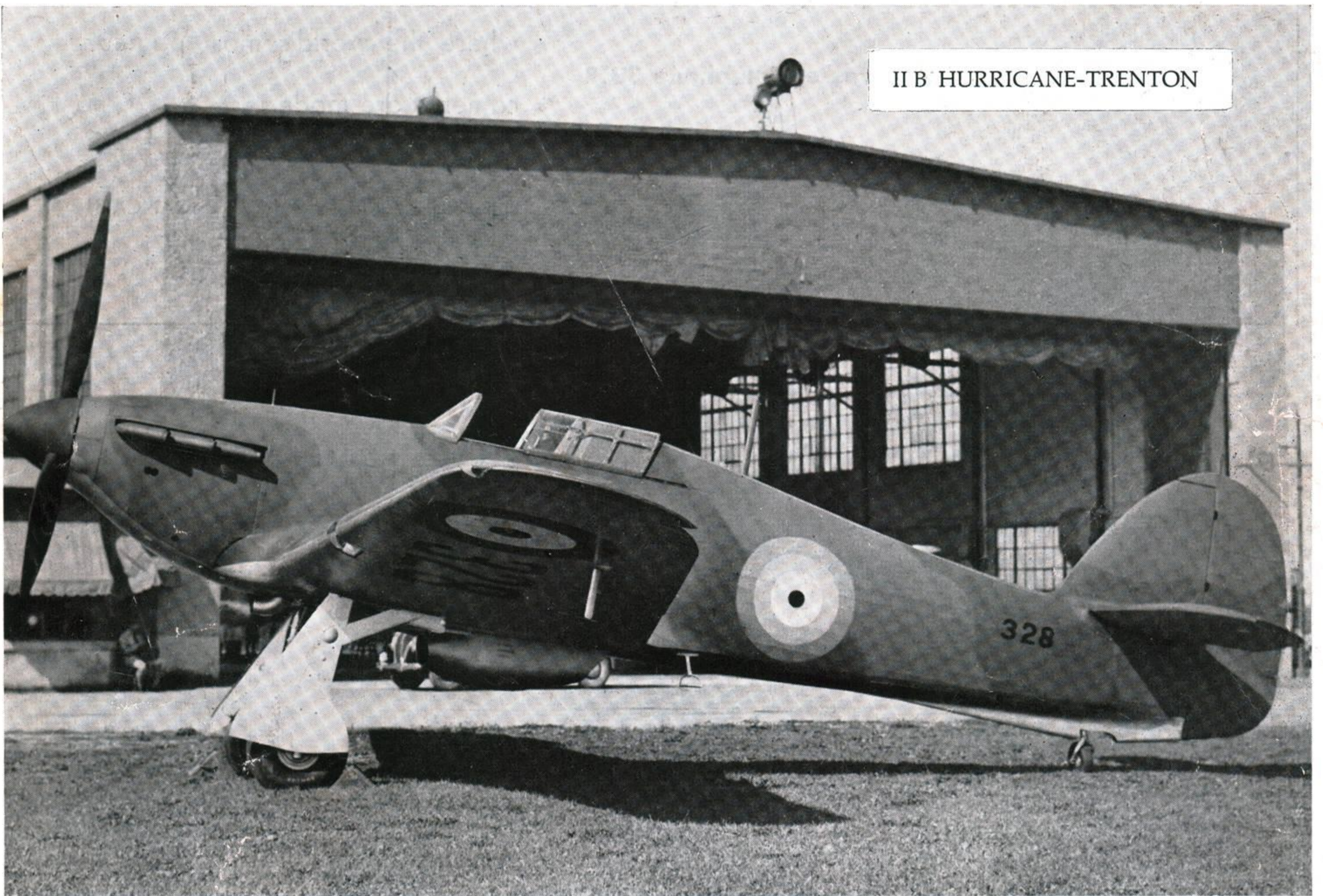


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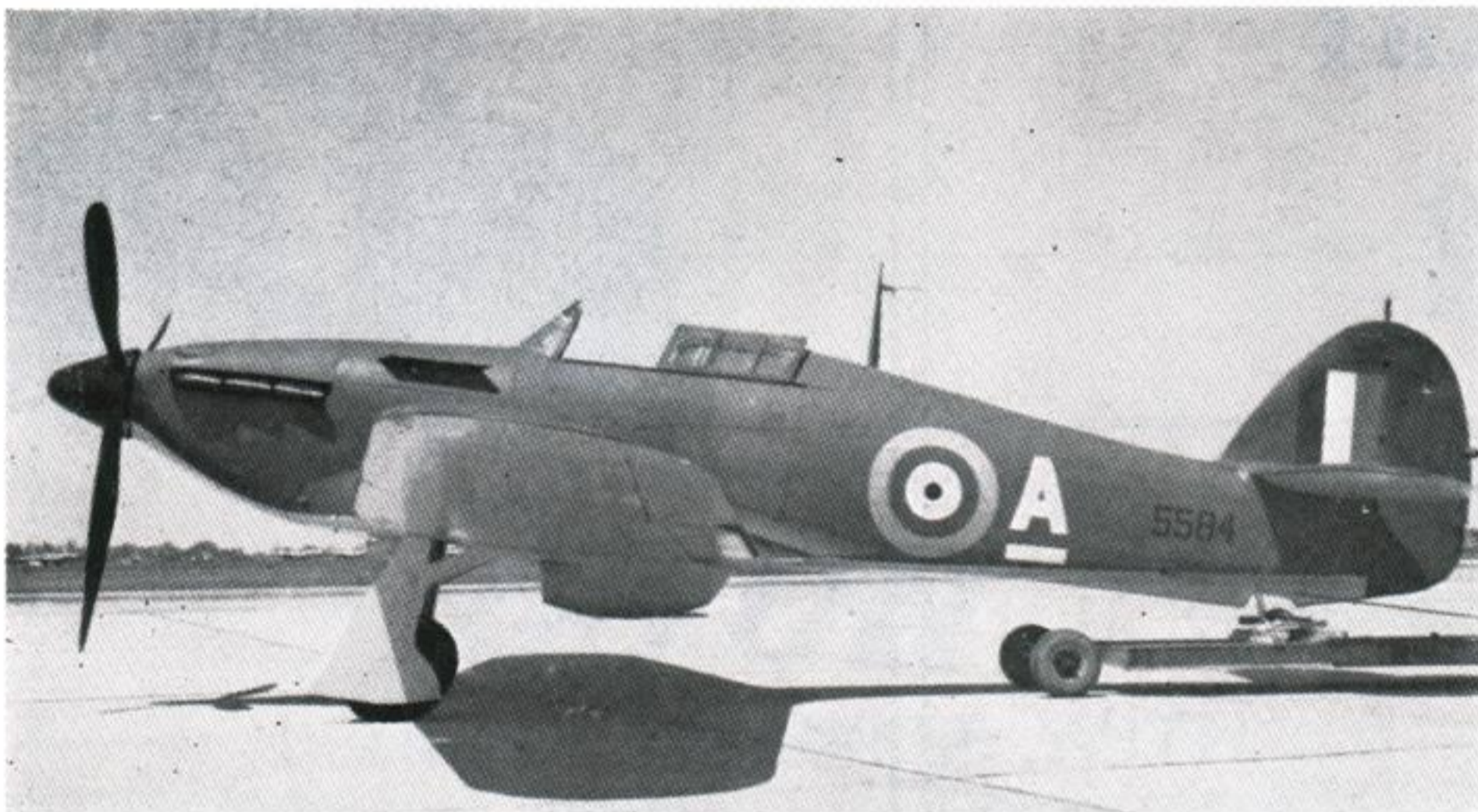
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"THE ONLY R. C. A. F. MAGAZINE EAST OF THE RHINE"

# THE HURRICANE STORY BY WO 2 TATE

The Hurricane was one of the greatest of all aeroplanes ever flown. This aeroplane embodied all of the characteristics of the British people. It had adaptability and reliability. It was pugnacious in appearance and tenacious when required. It had the ability to take punishment with more punishment and carry on to the bitter end. There were over 14,000 Hurricanes built and no Hurricane ever crashed because of an inherent structural failure.

In the month of November 1935, the first Hurricane became airborne and paved the way for numerous offsprings to follow. The first flight was made possible because of the vision of Sir Sydney Camm, chief designer of Hawker Aircraft Limited. Early in 1933, Sir Sydney realized that the Hawker Fury by plane was not the last word in fighter aircraft. At this time, Sir Sydney submitted his plans for the Fury Monoplane to the Air Ministry. This aircraft was to be a single seater and armed with four 30 calibre machine guns, two in the wings and two in the fuselage. The undercarriage was to be fixed and have wheel spats. By December 1933, the Hawker design department had completed the three view drawings of the Fury Monoplane. This design was to use a steam cooled Rolls Royce Goshawk engine.



2 B Hurricane

Early in 1934, the Goshawk engine was abandoned and the new Rolls Royce PV-12 (Private Venture) was chosen to power the aircraft. This engine became the mighty "Merlin". With the increase in size and horsepower, the design was altered and the undercarriage made retractable. As time went on, details of design were settled. The aircraft became unlike the original Fury drawings and the aeroplane was renamed the "Interceptor". By January 1935 this project was attracting a lot of attention. The mock-up had been made, small model wind tunnel tested, and the design was well along towards completion. At this time, 21. Feb. 1935, the Air Ministry issued a directive for design F 36/34 High Speed Monoplane, Serial K5083. The design called for the Merlin I engine to

give 1,050 horsepower at 15,600 feet, and the aircraft to have a maximum speed of 330 miles per hour. This top speed would make it 80 mph faster than any other RAF fighter in service at that time, which included the high speed Super Fury Byplane.

At this stage of the game the outer wings were made of fabric and metal and the armament to be used was the main concern. The trend of thought was that four guns were sufficient fire power, but Sir Sydney and his advisors decided to install eight Brownings. It was also felt at this time that future outer wings should be all metal. These same fabric covered wings were made to fit the Hawker Henly P 4/34 light bomber and the Hotspur two-seat turret fighter.

Note: The Hotspur looked similar to a Boulton and Paul Defiant.



RAF Hurricane with long range tanks

During October 1935, the completed aeroplane was transported from Kingston to the Hawker airfield at Brooklands. The fabric wings were installed and final adjustment made. On the 6. Nov., 1935, the aeroplane was flown by Flight Lieutenant P.W.S. (George) Bulman. F/L Bulman was Hawker's chief test pilot and is now a director of the company. On landing the aircraft, Bulman reported it handled perfectly and did not appear to have any vices. The "Hurricane" was noted for its light aileron control at high speed and had been by then appropriately renamed.

In 1936 the Hurricane was put into production by a sizeable order from the Air Ministry. This decision to put the Hurricane in full scale production was going to give Britain the fighters it needed for the Battle of Britain that was going to come up. The production "Hurricane" was fitted with the Merlin II. This change of engines caused some slowing down of production. Hurricane L-1547 was the first production model and flew on the 12 October 1937. Compared to the prototype, the windshield and coupe top were carefully faired into the fuselage, streamlined exhaust manifolds were

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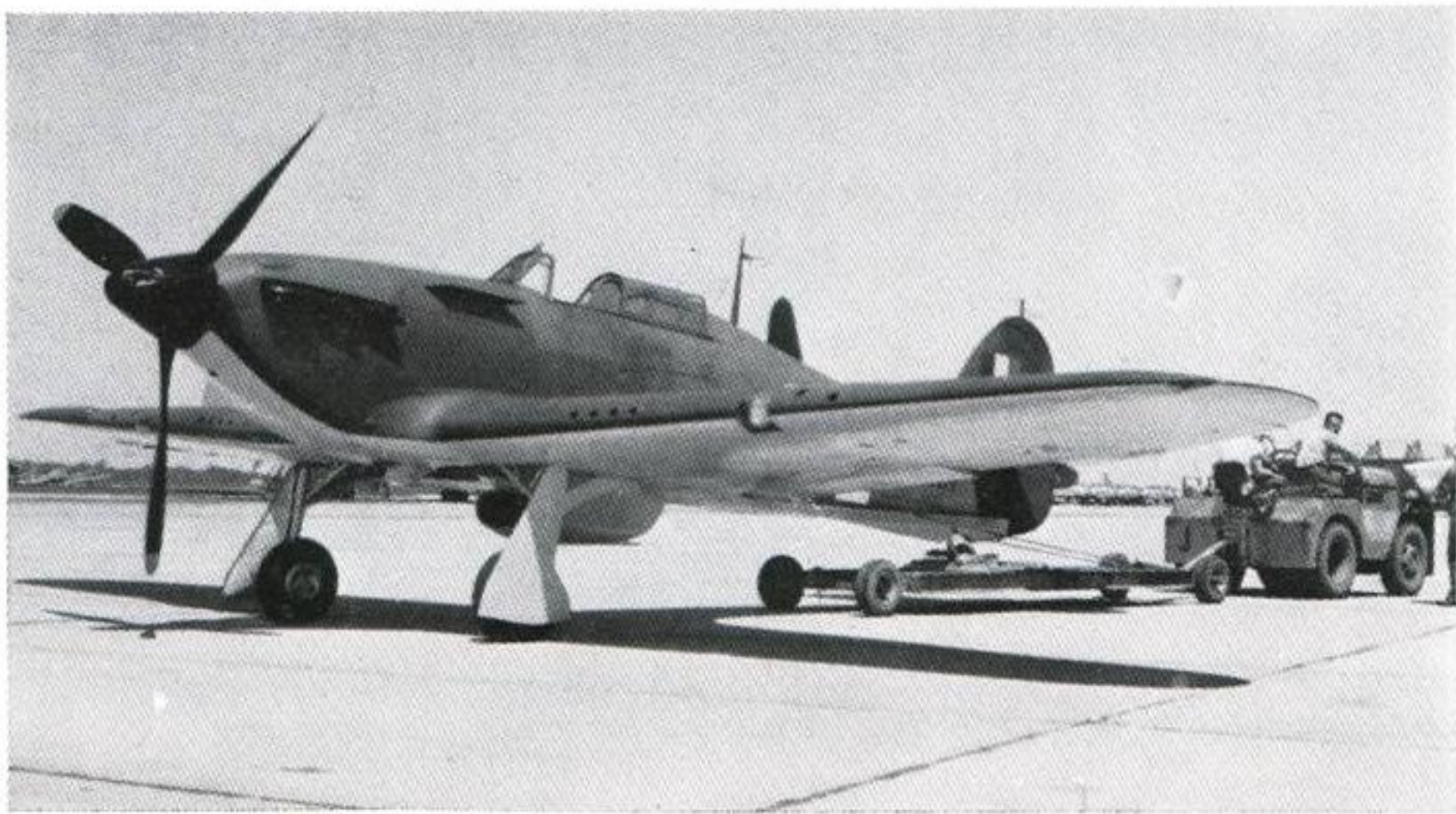


**Austin A 55 Cambridge**

installed instead of stub exhausts, the rudder mass balance was enclosed and the hinged flaps for the undercarriage fairings were removed.

After the Hurricane had been in service for awhile, a small fin was added under the stern, and a fixed tail wheel was installed. This lower fin improved spin characteristics and partially faired in the tail wheel. The next improvement was ejectiontype exhaust, thus improving top speed, cruise and rate of climb. As greater performance was required, the two blade wooden propeller gave way to variable pitch, DeHavilland and Rotol constant speed. The metal covered wings replaced the fabric and were stronger, more rigid and 70 pounds lighter.

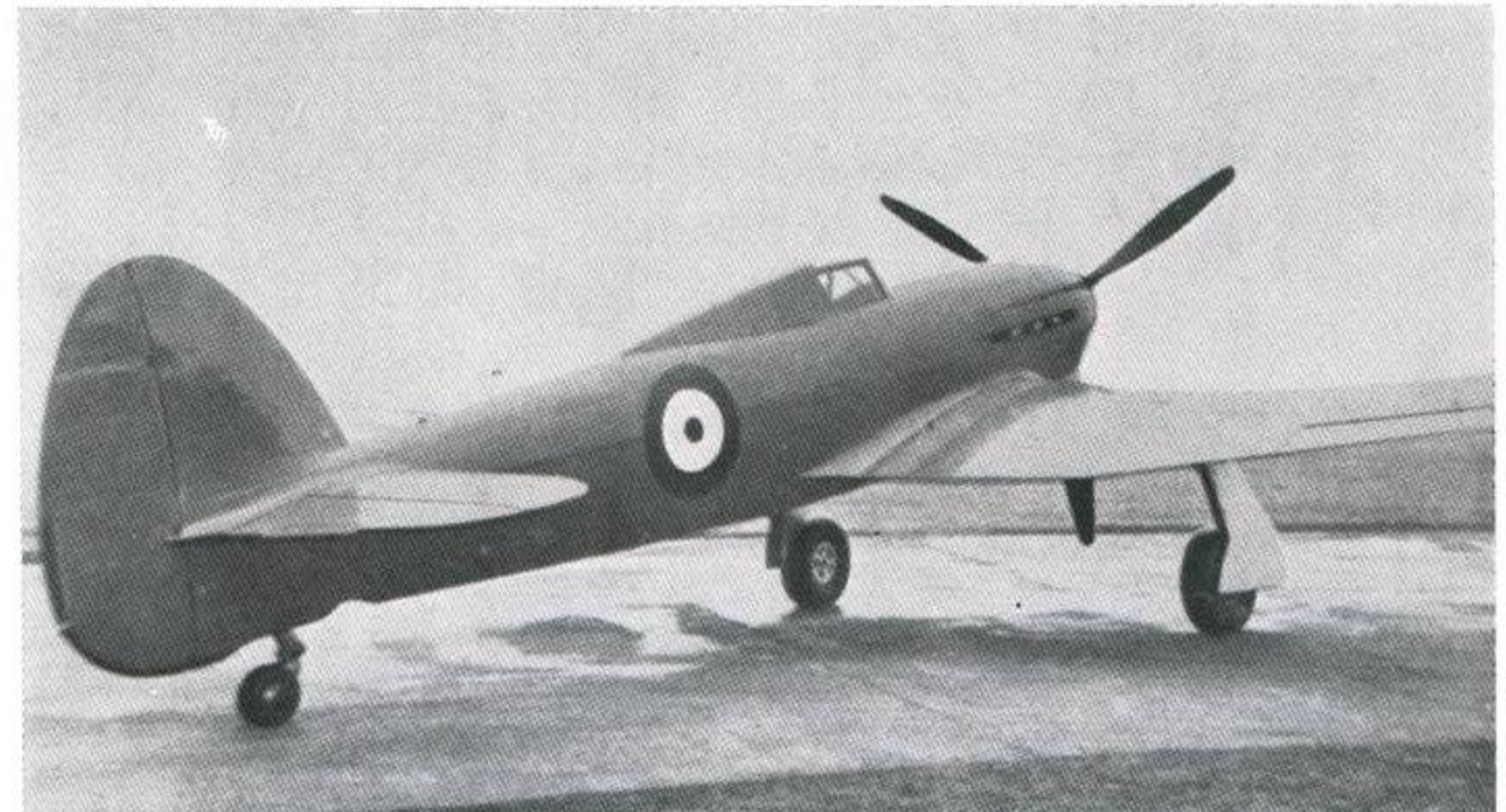
The first RAF fighter squadron to receive the Hurricane was the 111th. By Sept. 1939 there were 18 Hurricane squadrons operating in England. In 1938 a Hurricane flew from Edinburgh to North Bolt, 327 miles, at 408 mph. This aircraft was flown at night at 17,000 feet and with a strong tail wind. During this year the Air Ministry asked for 1,000 Hurricanes. Arrangements were made for Gloster Aircraft, England, and Canadian Car and Foundry, Montreal, to build them to Air Ministry specifications. By 1939, Hurricane wings had been modified so that they all could take eight guns, 12 guns or four 20 MM cannons. Before the war finished, they could carry two 40 millimeter anti-tank guns and two 500-lb. bombs. The Hurricane was one of the few aircraft that had wings so versatile they could be used without modification for so many varied types of armament.



This noble aeroplane was flown and loved by such outstanding fighter pilots as Group Captain Douglas Bader (the legless ace), Cobber Kain, Wing Commander Stanford Tuck, Group Captain Sailor Malan, Squadron Leader MacLachland, who was handicapped like Bader (right arm off above the elbow). There were also many other pilots who piled up good scores flying Hurricanes. This rugged aeroplane fought in all theatres of the World from the desert to the Arctic. It flew in Canada, England, Russia, Yugoslavia, Belgium, Norway, Africa, Australia, New Zealand, Burma, and possibly other places. The Hurricane has gone down in the annals of aircraft history as one of the world's great aeroplanes. Without the Hurricane the Battle of Britain would have been lost. With the Hurricane complemented by the Spitfire, the German Luftwaffe went down to defeat. A proud page in history was

made when Hurricanes downed more Nazi aircraft during the Battle of Britain than all other ground, sea or air forces combined. Note: this was because there were so many more Hurricanes than Spitfires.

The Hawker Aircraft can be proud of their fighter aircraft throughout the years. The 1915 Sopwiths to the latest Hunters have all been a fighter pilot's ideal of a truly fine combat aeroplane.



Hurricane Data. Hurricane MKI Production model Merlin MK & MK 3 engine. Armament eight 303 machine guns. Propeller two blade wooden fixed pitch and three blade two position DeHavilland. Max speed 335 mph. Weight 6666 lbs.

Hurricane 2A Rolls Royce Merlin XX two speed supercharger, twelve 303 machine guns.

Hurricane 2B Fighter Bomber 12 guns, two 500 lb. bombs.

Hurricane 2C four 20 mm cannons. Hurricane 2D two 40 mm Bofors. Anti-tank.

Hurricane MK3 is a MK2 with a Packard Merlin 28.

Hurricane MK4 Merlin MK22. Could carry 8 rockets, two 90 gallon drop tanks. Max speed 314 mph.

Hurricane MK5 Merlin 27 and 32, only two built.

Hurricane MK X Packard Merlin 28 Canadian built, same as MKI British.

Hurricane MK XII Canadian Built same as MK 2A, 12 guns Merlin 29 Packard.

Note: Hurricanes started out at less than 6000 lbs. and ended up flying at an all up weight of over 9000 lbs. All Hurricane II's were fitted DeHavilland or Rotol constant speed propellers.

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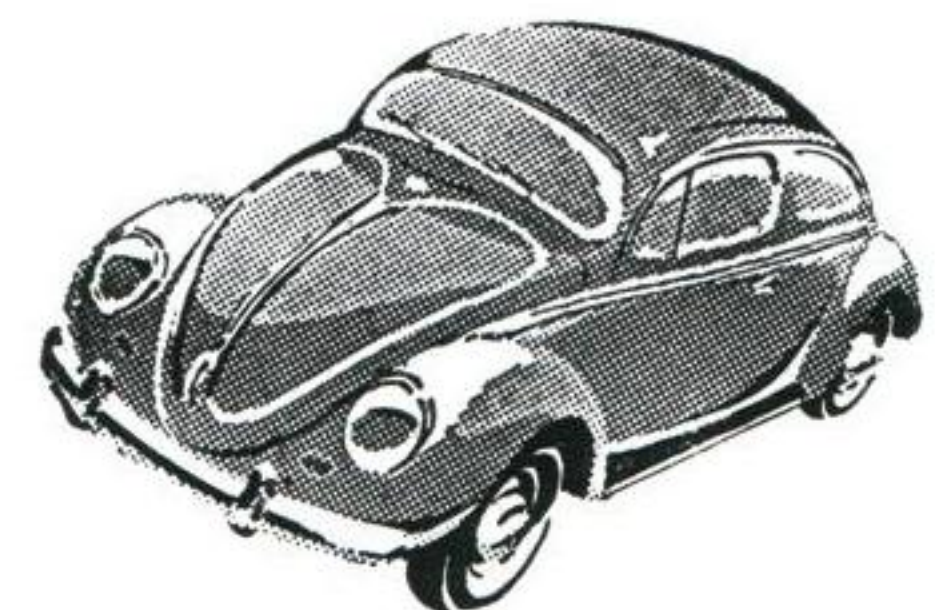


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# Four Bottle of German Wine



In 1752, as the story goes, the town councilors of Bingen (on the Rhine) met for a routine meeting, after which, it was planned, they would taste the first of that year's newly bottled wine. As all were excited to get on the more pleasant side of business, the meeting was short. But the clerk found that he had forgotten to bring a pen to sign the minutes.

In vain did he ask; four and thirty councilors could not produce even one single pencil, not even a stub. Resolving that the signing of the minutes must wait, they all descended eagerly to the cellar. Alas, the clerk had forgotten a second very important item. A corkscrew! But, significantly enough, this time from four and thirty pockets flashed four and thirty corkscrews!

Today, in 1962, probably every family in West Germany owns a corkscrew. Not only is wine inbred into the culture, but also economically her vineyards play a very important role. After France and Italy, Germany is the third largest wine producing country, exporting to more than 100 markets. Although territorially her vineyards amount to only one percent of the world's total wine growing area, they nevertheless enjoy world renown and at same time support about one million inhabitants. West Germans alone now drink about three times more wine than all Germans together drank in pre-war times.

## Roman Wine – Still Drinkable

Grapes are a natural product of the earth. Even in the Stone Age, the Riesling, Germany's king of grapes, grew wild. But the Romans, in 50 B. C. during the reign of Julius Caesar, introduced wine-making and the wine culture to the newly conquered land of the "Germani". Among other Roman remnants, often still drinkable wine (because of a layer of oil put on top of the wine before corking) has been excavated by the archeologists. A bottle, filled about 2000 years ago, is now on display in the Speyer Museum (on the Rhine).

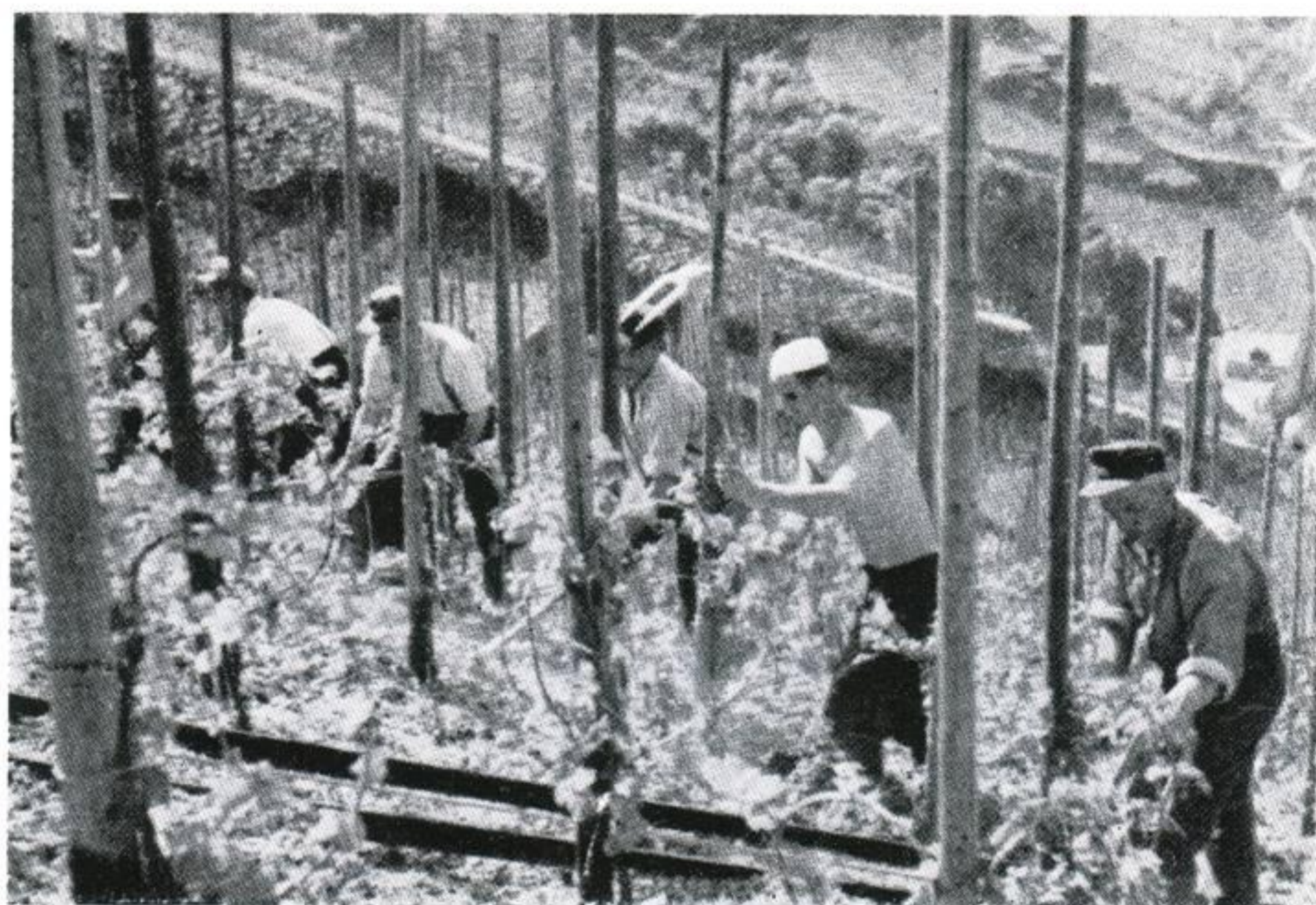
A German saying, "The grape is a child of the sun, it loves the hillsides and hates the wind", explains why most of the German vineyards are planted high up on sloping mountains. Since Germany belongs to the very northernmost wine-growing countries, this is one of the learned "tricks of the trade" for capturing every available second of sun. A minimum of 1,300 hours of sunshine is needed for the grapes to ripen to plentiful degree of sweetness. The most important months are July and August, the latter determining whether the wine for that year will be mediocre, good or great.

Although Germany's northern, moderate climate produces headaches for the growers and causes them to follow the

weather reports with fiendish avidity, it also produces, together with the different soils and types of grapes, such varying wines that it would take not only weeks but months to try them all. Centuries of careful cultivation and selection have elevated her wines to today's superb quality.

The two most important white wine grape-types are: Riesling – which produces a noble wine of flower bouquet, and Sylvaner – which yields a mild wine, sometimes lacking character, but good for table use. The quality of German red wines falls quite a bit behind her whites. Burgunder grapes however, imported many centuries ago from France, make the best red wine.

Since the Riesling was the only grape peculiar to Germany, her many other vines had to be imported from all over the world, including America. Unfortunately, the vine louse,



High up on the slopes of Germany's vineyards, the toilsome work goes endlessly on; hoeing, binding, fertilizing, spraying...

the most damaging of all vine-pests and the most feared, was also imported from America. If the Farmers hadn't united against this destructive new pest, probably today only a very few German vineyards would be in existence.

## Patient, Hard Work

By the way, a newly-laid vineyard does not bear before three to four years. Then, it must yield for at least 30 years to assure profitableness.

Laboriously hard work in the vineyard is the only way to insure a successful crop. And even then Mother Nature has the last word. Patiently, each vine must be individually tended to no less than 17 times each year – it must be hoed, fertilized, trimmed and tied up, sprayed and dusted, and all that once again and still again.

At a certain officially announced time the vineyards are "closed". No-one, not even the owner may enter without

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a witness. Nature now takes over and the grapes are allowed to ripen under the "sweetness-giving" rays of the sun.

Then at last it's October — the harvest month! The first crops have ripened to full, sweet maturity and are ready to be picked. The exact date announcing the beginning of harvest is given by each region's district commission. Before this date, no-one is allowed to pick. Thereafter, each wine grower may decide for himself how long he will let his grapes hang for further ripening.

### "Spätlese" — A Peculiar Story

That the wine produced from extremely late-picked grapes is of extraordinary quality was found out by accident and in a rather peculiar way. Actually the famous Johannisberg vineyard, once an abbey, and the also renowned former monastery Eberbach vineyards vie against each other for the honor of this discovery. The story goes that sometime in the 18th century the monks of Johannisberg had to postpone picking two or three weeks past the customary harvest time. They couldn't start because the Bishop of Fulda's messenger had not arrived with the written harvest permission. It seems that he was way-laid on the route by fired wine-cellar help, who, for spite, wanted to prevent that year's harvest. Finally released, he returned with the permission. By that time the crop was in such a condition as never seen before. The grapes had become overripe and covered with fungus. Some were splitting out of their skins; others were dry like desiccated raisins. In spite of this the grapes were harvested. A poor wine was expected or even an undrinkable one. But to everyone's astonishment, although only half of the usual quantity was produced, the wine was of supreme quality.

### Precious Late Grapes

Since then, grapes are harvested at different states of ripeness. These are the later stages:

**Spätlese:** A wine made from fully-ripened grapes picked after the normal harvest.

**Auslese:** A wine coming from specially-selected bunches of the late-picked harvest.

**Beerenauslese:** A wine coming from specially-selected berries of the late picked bunches.

**Trockenbeerenauslese:** This wine, the "king of kings", is made from very late harvested, specially-selected berries. (Perhaps picked on a snowy December day.)

At the regular harvest the most grapes are picked — but not the "noblest". Even in the time of the Romans it was known that "the first gathering yields the most, the second the best and the third the sweetest". Each sun-hour in September and October even on into November is of manifold significance compared to the same hour of sun in June or July. But the risk also grows. One rainy day, or even worse, one night of hard frost can destroy all.

After being picked, the bunches of grapes go into small baskets and from there into larger, cone-shaped ones strap-

ped on the backs of workers. These big baskets make it possible for the harvesters to empty the grapes undamaged, simply by bending forward and letting the grapes cascade into vats.

Now the grapes are ready to be pressed. In previous times the grapes were trampled. Now, most usually, big mechanical presses are used.

The process for both red and white wines is the same except for one slight deviation in the beginning procedure. If the wine is to be white, the juice goes immediately into the fermenting vats. The juice for red wine, on the contrary, must be allowed to stand for a certain length of time, together with its skins, so that the juice can take on the red color. In other words, the red of red wine is not in the juice but in the skins. When the desired color is attained, it too goes into fermenting vats.



Deep down underneath the earth the wine is stored in the wine cellars for further clarification. Our picture shows the famous Johannisberg castle's wine cellar.

### Juice Turns into Wine

In these barrels the actual wine-turning process begins. A certain yeast fungus, which grows on the skins of the grapes, turns the berries' natural sugar, accumulated by the sun, into alcohol and carbon dioxide. The carbon dioxide disappears during the fermenting process, but leaves behind, in its stead, the wine's bouquet and sweetness. The alcohol, on the contrary, builds up. By German law her wines' alcohol content may not exceed 9 to 12 percent. Alcohol is a very important component in wine, for although it doesn't add much to the taste it protects the flavor and aroma of the wine. And its most important duty is that it preserves the wine.

This fermenting process is carefully watched and can be prolonged or stopped at any time by use of lately developed techniques.

After fermentation, the wine is "run off" into huge vats for aging and clarifying.

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## Wines Improve in the Bottle

Most of the sediment and yeast are left behind. These vats are usually underground for the temperature must be regulated. Red wines are kept at between 61 and 65 degrees, whites at between 50 to 54 (fahrenheit). In about eight weeks the new wine is run off once again. This is sufficient for ordinary wines; for the finer ones this process is repeated again a further few times. Before bottling the wine is carefully filtered to catch as much as possible of the remaining sediment.

Just because the wine has been put into its last "dress", the bottle, doesn't mean that it stops aging and improving. Some wines improve for years in the bottle, while others turn to vinegar if they are kept too long.

In order to prevent the occurrence of any "monkey business", Germany has set up wine laws and they are strictly enforced. Consequently, on the label certain data appear which will aid the purchaser in making a selection. At first glance it may perhaps be confusing to the uninitiated. You will find:

1. The vintage year. The most recent excellent year was 1959. Others in this century are 1911, 1921, 1937, 1945, 1949 and 1953. The older ones are naturally rare and if found expensive.

2. The name of the village where the wine was grown. Oftentimes, appearing after the village name, the specific vineyard is listed. The latter, the so-called "named-wine", is of course the better.

3. Type of grape. If not mentioned it is undoubtedly Riesling.

4. Possibly, time of year picked. This refers to grapes gathered after the regular harvest designated on the label as "Spätlese", etc.

5. The district, of which there are ten. Each district's wines have their own special character.

Another distinction made is between "natur" and "verbesserter" wines. The former means no sugar has been added as has been to the "verbesserter" (improved). Improving the wine is only done in lean "sun-shine" years and the process is government-regulated.

And now, armed with this new bit of knowledge, may your next bottle afford you much pleasure. "Zum Wohl!"

*Courtesy: The Bridge*



## Recommended Library reading

### Manila Galleon — Van Wyck Mason

Set in the 1740's, Manila Galleon is a towering novel of the sea, the renowned voyage around the world of George Anson, the Father of the modern Royal Navy and a figure deserving an equal position with Nelson. Given command over an expedition to the South Seas, Anson has been ordered to harass the Spaniards and to capture if he can, the Manila Galleon, "The Prize of All the Oceans". After infuriating delays, Commodore Anson's ill-fitted, poorly-manned Squadron sails for dangerous and almost unknown waters.

What follows is high adventure and colour as only Van Wyck Mason can write it. Attended by both disaster and triumph, the voyage is filled with exciting and dramatic scenes.

### China Court — Rumer Godden

"China Court" is a rich portrait of a family and a house. Five generations of Quins have lived in China Court, a house built in a remote village on the Cornish Moors by Eustace Quin in 1840. It is named after the china clay works from which the family draws its prosperity. Old Mrs. Quin bridges the generations, for she can remember Eustace, and is grandmother to Tracy, the youngest. Youth and age, love and bitterness — all are retained in China Court, blended into a fugue of human lives. There is Lady Patrick, whose pride destroys her, her sons, handsome Borowe's and steadfast John Henry, Ripsie, the nameless child from the village who became mistress of China Court, Eliza the plain, clever daughter of the first Eustace, and several others.

### The Governor's Lady — Thomas Raddall

John Wentworth had made his mark as the popular Governor of rugged New Hampshire just before the American Revolution in spite of growing colonial ferment over British rule — and in spite of his young and restless wife. But then the Revolution exploded into mob violence, and a rabble of backwoods farmers and city merchants drove the Governor back to England.

In the fashionable whirl of London, with its court intrigues and political fortune grabbers, it became evident to all but John that his wife was gambling with his future for her ends. But it was not until he was again sent to a minor post in Nova Scotia that his wife's designs became clear. There, on that sparsely settled island, Francis Wentworth was to employ all her seductive charm to its limits to realize a peculiarly feminine triumph.

### Other Recent Additions

Testing Time — Constance Babington Smith

Study of man and machine in the test-flying era.

Rise and Fall of the Third Reich — William L. Shires.

The Water Maze — Bernard Fergusson

### The Story of combined operations

The Spanish Civil War — High Thomas

The Road Past Mandalay — John Masters

Resistance, Rebellion and Death — Albert Camus

Fate is the Hunter — Ernest Gann

To Kill a Mockingbird — Harper Lee

*Continued page 19*

# THE STEERING COLUMN



## The S.O.S. Game

S.O.S. is quickly understood in all languages.

We need an S.O.S. for highway safety. So, let's make "S.O.S." a slogan to live and drive by.

The three letters S.O.S. comprise a familiar international signal of distress. They are the unmistakable appeal for help and they are applicable to everybody. S.O.S. in driving should also convey a meaningful message to each driver. What does S.O.S. mean to drivers? Its unsafe acts, or to age groups or to specific accident problems. Traffic safety applications could be built around the letters S.O.S. They could become warning beacons in safety. Here are some of the possibilities. It takes a little imagination to play the game of S.O.S. Depending on the situation S.O.S. could have a variety of meanings.

1. For those who believe in safety — "Soldiers Of Safety." Everyone willing and unafraid to fight accidents is a "soldier of safety" and becomes schooled in the science of survival.

2. For drivers who imperil children — "Spare Our Sadness." This is a constant prayer of parents whose children are in daily peril of becoming victims of careless drivers.

3. For drinking drivers — "Sober Or Soused?" This is the question in the mind of every policeman when he first starts to question a driver after an accident. It should be the question that is uppermost in the mind of every motorist before he drives, anywhere! That "one for the road" should be strong, but it should be served in a cup with sugar and cream!

4. For non-believers in safety — "Sold Or Skeptic?" On each aspect of safety — lawful speeds, sobriety, safe following distances, hand signals, dimming headlights — each driver is either sold or skeptical. There are few middle men in motor vehicle safety.

6. For exhibitionists — "Show Off Stuff." The immature driver advertises his driving adolescence by needlessly squealing his tires, during starts, turns and stops.

7. For late starters — "Start Out Sooner." Earlier departures permit sensible speeds and remove the principal reason for hurrying. The time to hurry is before you leave. Planning ahead to avoid a need for speed is a mark of maturity. Children fail to plan, hence, must hurry to get there in time.

8. For drowsy drivers — "Sleep Offsets Sleepiness." The drowsy driver is courting death. He should pull off the road in some safe spot for a short snooze or stop for an eye opener of coffee somewhere.

9. For critical drivers — "See Our Sins." We are alert to the driving faults of others, yet we tend to have a pretty high regard for our own driving. We should see our driving sins if we really want to contribute to safety.

10. For those who intend to turn — "Send Out Signals." It is much easier to signal other drivers your intentions before an accident occurs. It can be done by means of hand signals, stop lights, directional lights, and by getting into right lane well in advance. If you are too busy to signal, you are too lazy to drive.

11. For lovers — "Smooching Or Steering?" Neither loving nor steering can be done effectively with one hand. Any guy

who one-hands his gal or his vehicle is either a half-hearted lover or a half-witted driver.

12. For lane changers — "Swing Out Slowly." Changing lanes suddenly without looking back can result in two cars trying to occupy the same space at the same time. It just can't be done, but a good many people die trying. Ease out gradually.

13. For close followers — "Short On Space?" If you are close enough to clearly read the letters in the license plate ahead, you probably are not far enough back to follow safely.

14. For horn blowers — "Sound Off Softly." The horn tends to become an audible extension of one's personality. Some use their horn to damn other drivers. Mature men use it more sparingly and properly to courteously say, "Please?" or "See Me?"

15. For slow drivers — "Sort Of Selfish." The slow driver who thoughtlessly clogs highways and indifferently jams up traffic is selfish as they come. He causes others to lose patience. They try to pass, sometime with dangerous results.

16. For stop sign violators — "Slow Or Stop?" The stop sign message means but one thing — stop! And the common plea that "I almost stopped . . ." will prevent neither the accident nor the arrest.

17. For needless chancetaking — "Short On Seconds." The person who tries to save on time by taking needless chances often spends that time making out accident reports.

18. For the late summer season — "School Opens Soon." That means kids on the street morning and afternoon.

19. For the spring season — "School's Out Soon." When school's out the children will be all over the road at most every hour.

20. For the chap who did a little social drinking last night — "Start Out Sober." A good slug of coffee will help if the tag end of last night's fun fogs the brain.

21. For drivers in wintry climate — "Season Of Snow." Drivers who expect snow are generally prepared for it.

So while you are driving along keep looking over the scene and see if you can spot some hazard. Then cook up a S.O.S. suitable for that hazard. Slogans won't prevent accidents, but looking for the situations which could cause them will go a long way towards safety! Play the S.O.S. game.

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## Something new has been added

During the Christmas season this year, the Wing has been brightened, and the people here reminded of the time meaning of the Holy Season by a beautifully executed outdoor life size Christmas scene, erected between the Chapels and across from the Wing hospital. This very worth while project originated with the Chapel Committees early last fall and was carried out by the men on the Wing themselves. Workshops, ME, CE, Fire Hall were directly involved but men from many other departments co-operated in making the project a reality. It is well constructed and will remain in the years ahead as a reminder not only of the timeless Christmas Story but also of all those whose good will and co-operation made it possible. Their names are too numerous to list individually but

special mention should be made of FS Arnott who with Cpl. Gingras supervised the construction and FS Jackson whose artistic capabilities are reflected in the professional of the figures. Other immediately involved men were LAC John Decaire, AC LeBlanc and LAC R. Sawyer, refinishers, Cpl. Blackette and Sgt. Pardo from the CE Section.

Everyone who spends some time at 4 (F) Wing leaves something behind on return to Canada. The contribution of these men will be remembered long after they have departed.

Padre Mould  
Padre MacGillivray

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## Travel Tips



Wales is often described as a "foreign land" within United Kingdom boundaries.

It is a separate country, where the people speak a different language and think in a different way from those living in neighboring England. The Welsh are the descendants of those original "Ancient Britons" — the Celts — who retreated into the mountains of the west before successive invasions of Britain by Roman, Saxon and Dane.

In the highlands they were safe from all attempts to bring them under control.

As a result, they preserved — and have succeeded in preserving to this day — their own customs and outlook, their own manner of speech, even their own distinctive language. They call themselves Cymry which means "comrades" and their country is Cymru "the land of comradeship".

In the early centuries, in a constant struggle against invaders — Romans, Saxons, Danes and English — the Welsh people found solace and inspiration in the elemental music of the rivers and sea, in the poetry of the mountains and valleys.

### PATTERN REMAINS

Their own poetry, oratory and song grew out of the land in which they lived and their spirit expressed itself in religious rites, historical pageants and cultural and physical contests — a pattern which is still recognizable in the towns and villages throughout the entire country.

The Royal National Eisteddfod is held each year alternately in north and south Wales. It is attended during its week's course by many thousands of people, who either want to participate in or be entertained by the competitions in art, crafts, music and literature. The Eisteddfod pavilion is specially constructed to hold 10,000 people, but this is never adequate to accommodate all the enthusiasts.

As equally famous as the Royal National Eisteddfod, though much younger in years, is the International Eisteddfod, which is held each year in July in the Denbighshire village of Llangollen. To this festival, held on the banks of the River Dee, come folksingers and dancers from countries all over the world to compete.

Although coal is mined extensively in parts of south Wales, the country's main industry is agriculture. Most of Wales is many feet above sea level, with hills and moorlands in the south and great mountain ranges in the centre and north.

This highland country lies in the path of fierce Atlantic gales and storms and the yearly rainfall is heavy. This makes it difficult for the Welsh farmer to grow crops and so he has to rely upon sheep and cattle, rather than plowed fields, for a living.

### SILVER SPOON CITY

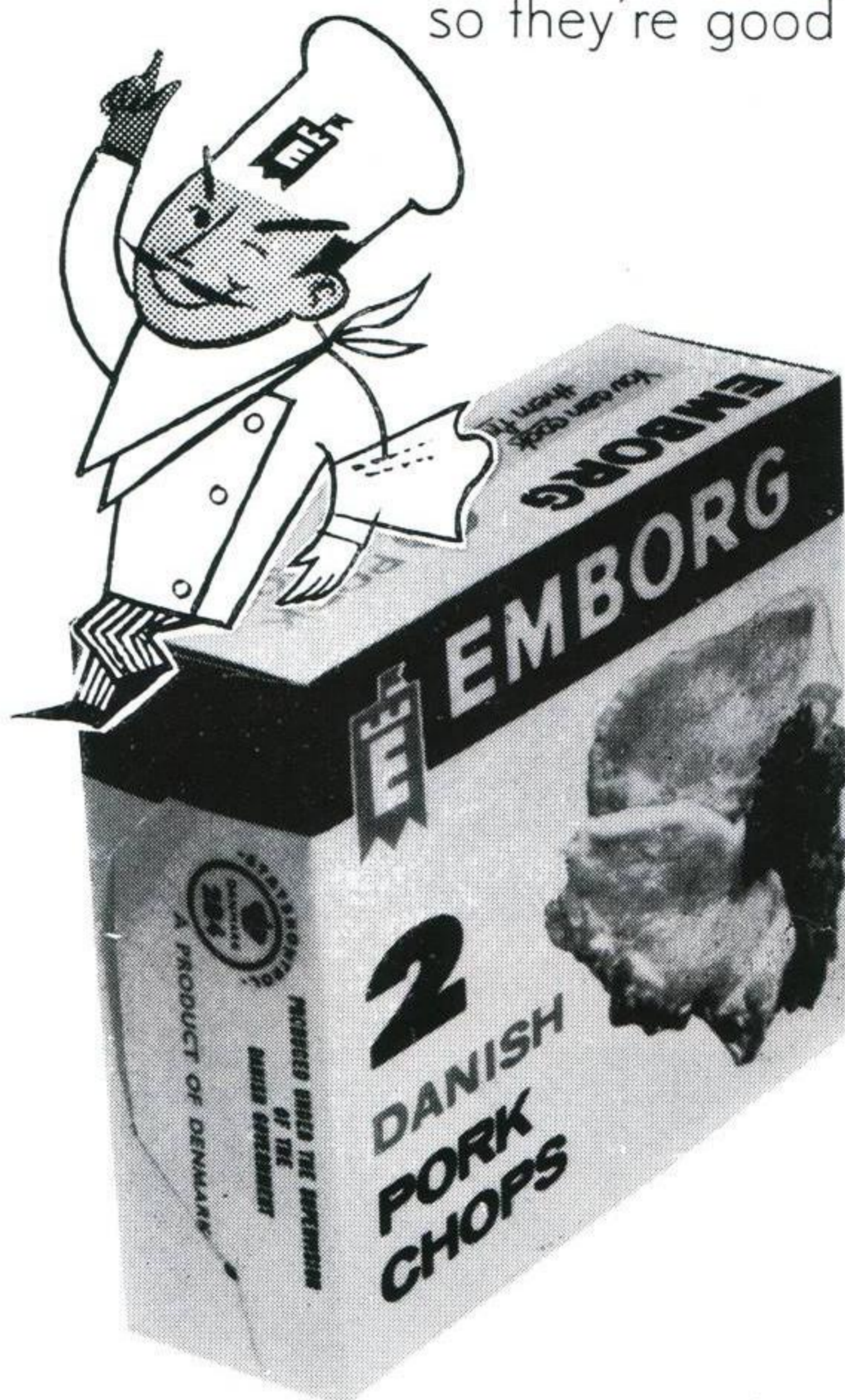
Cardiff, the Welsh capital, was a mere village 150 years ago. It has been said this striking city was born with a whole service of silver spoons in her mouth — she has a fine harbor and forms the gateway to the five radiating valleys which hold the famous smokeless coal of South Wales.

One-fifth of the total area of Wales comes within the boundaries of three of Britain's national parks — all created within the last decade.

These are Snowdonia, Pembrokeshire Coast and Brecon Beacons parks, and it means that the picturesque countryside which they encompass will be preserved and safeguarded for future generations and overseas visitors in all its natural beauty.

# EMBORG PORK CHOPS

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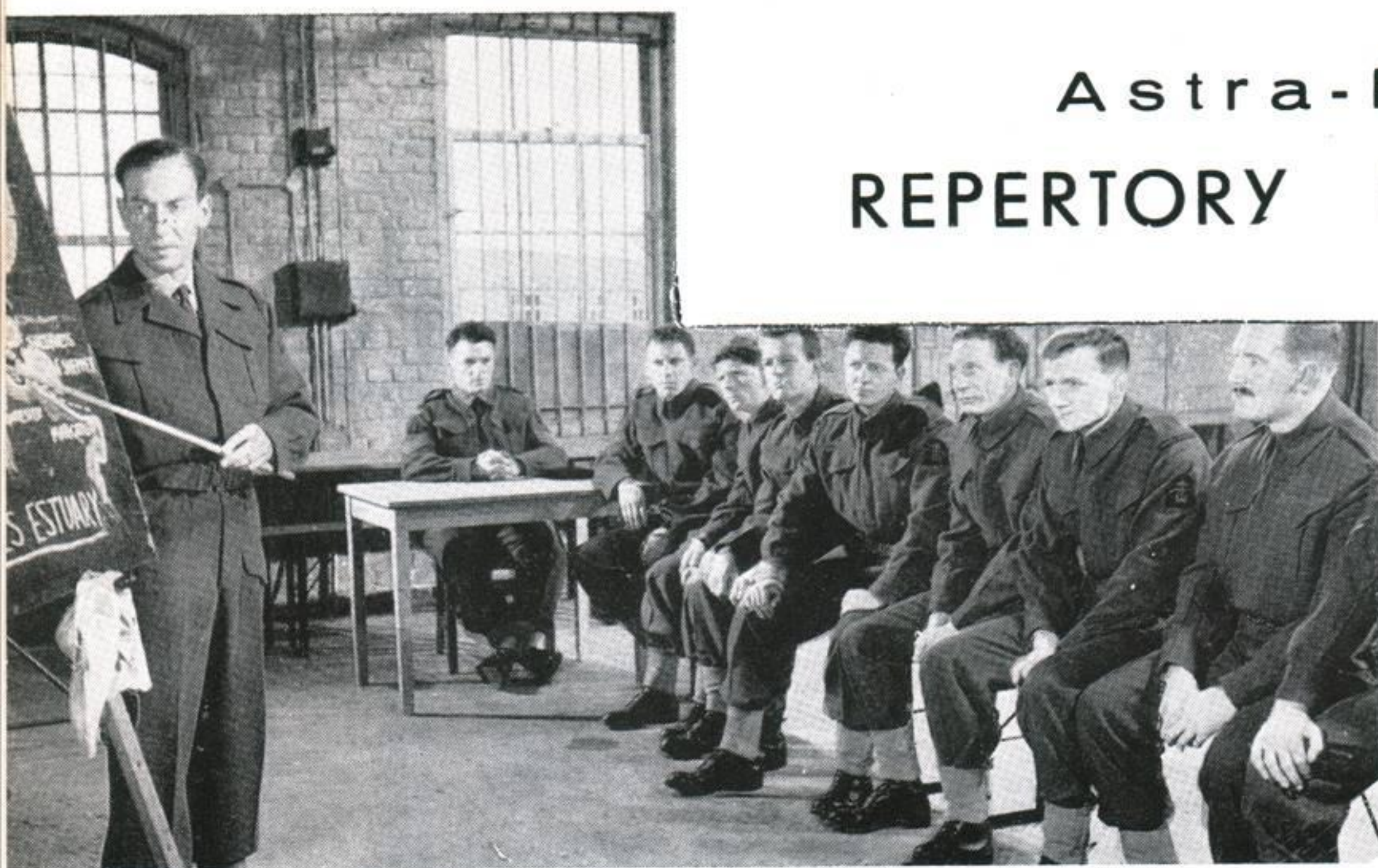
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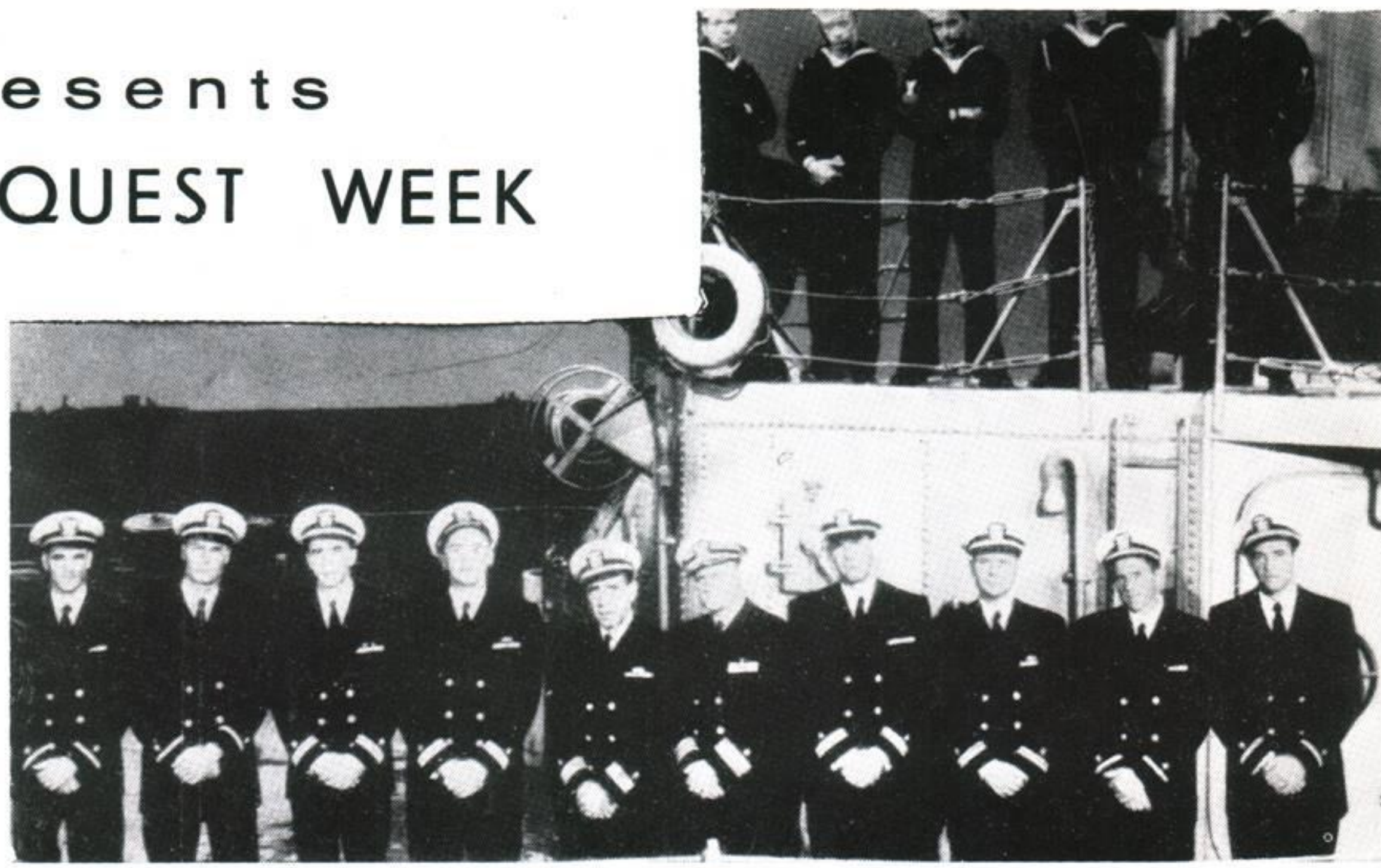
# EMBORG

## AALBORG DENMARK

Astra-Presents  
**REPERTORY REQUEST WEEK**



**SUN.** "COCKLESHELL HEROES"  
 Jose Ferrer — Trevor Howard  
 (CinemaScope — Technicolor) (U)



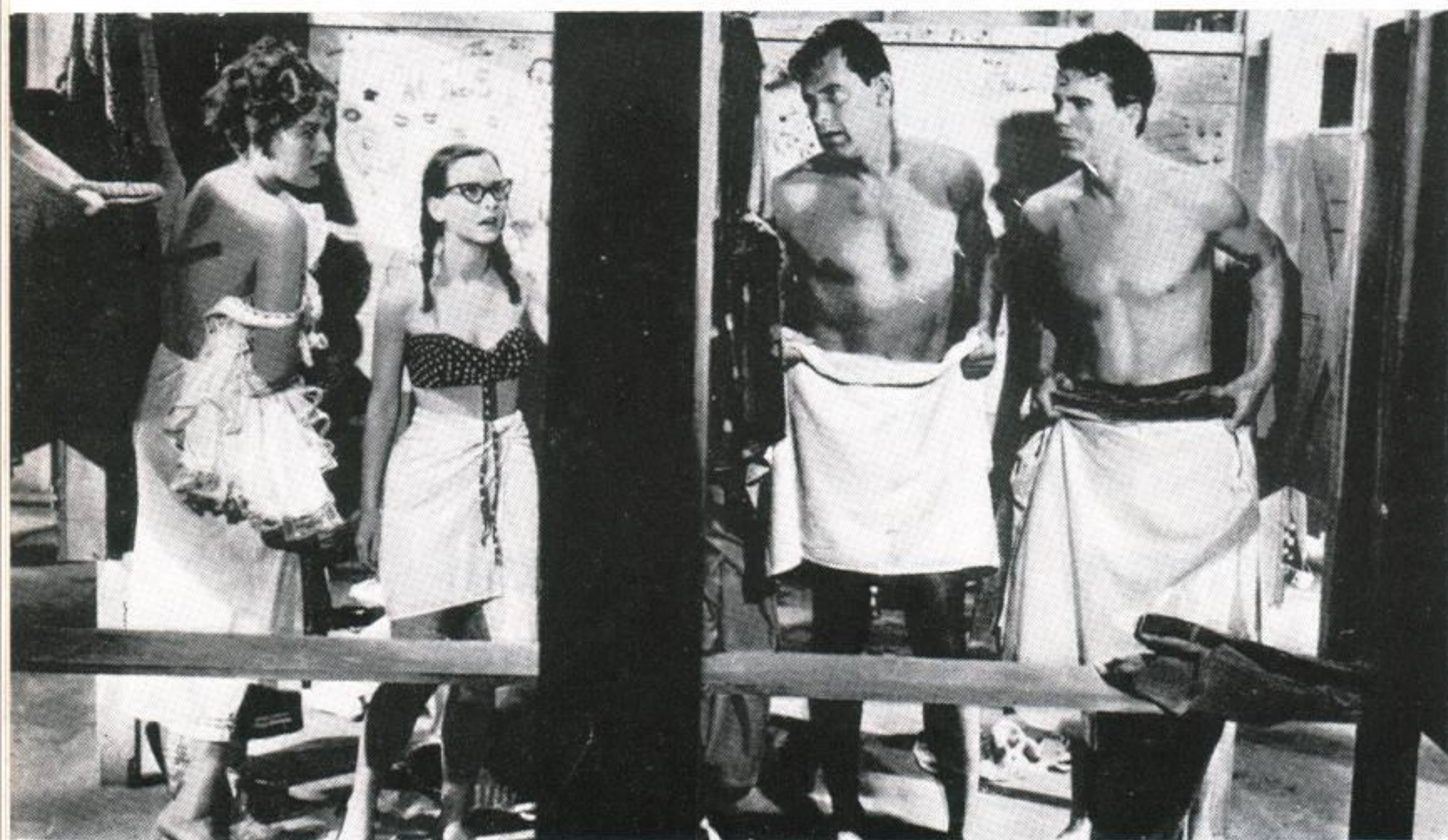
**WED.** "THE CAINE MUTINY"  
 Humphrey Bogart — Jose Ferrer — Van Johnson  
 (Technicolor) (A)



**MON.** "THE BIG HEAT"  
 Glenn Ford — Gloria Grahame (Adults only) (X)



**THUR.** "FROM HERE TO ETERNITY"  
 Burt Lancaster — Montgomery Clift — Frank Sinatra (A)



**TUES.** "PICNIC"  
 Kim Novak — Rosalind Russell — William Holden  
 (CinemaScope — Technicolor) (A)



**FRI.** "THE ADMIRABLE CRICHTON"  
 Kenneth More — Diana Cilento (Technicolor) (U)

Week Commencing  
 Sunday 21<sup>st</sup> January

Twice Nightly at  
 6.15 and 8.45



**SAT.** "THE MAN FROM LARAMIE"  
 James Stewart — Arthur Kennedy  
 (CinemaScope — Technicolor) (U)



# JANUARY **ASTRA** ATTRACTIONS

**Mon. 15th "LET NO MAN WRITE MY EPITAPH"** starring Burl Ives, Shelley Winters and James Darren is an outstanding melodrama concerning concerted efforts by odd characters to help an illegitimate youth, born in Chicago's notorious "Skid Row". (X) Adults only.

**Tues. 16th "SONS AND LOVERS"** a CinemaScope turn-of-the-century romantic melodrama starring Trevor Howard, Dean Stockwell and Wendy Hiller. Based on D. H. Lawrence's perennial best-seller whose story concerns a mining town youth torn between physical love and his devotion to his mother. (A)

**Wed. 17th "THE BELLS ARE RINGING"** in CinemaScope and Metrocolor stars Judy Holliday, Dean Martin and Eddy Foy Jr. A happy-go-lucky comedy with music and songs it tells how a dizzy telephone inquiry girl cures a playwright's inferiority complex. (U)

**Thur. 18th, Fri. 19th & Sat. 20th "THE GUNS OF NAVARONE"** starring Gregory Peck, David Niven, Anthony Quinn and Gia Scala is a thrill packed CinemaScope and Technicolor World War II melodrama adapted from Alistair MacLean's best-seller about "British" saboteurs who spike menacing guns on Nazi-occupied Aegean island. (A) See separate posters for prices and times.

**Sat. 20th Childrens Matinee. "CHUT"** starring Rin-Tin-Tin plus "BUSYBODIES" a Stan Laurel and Oliver Hardy comedy.

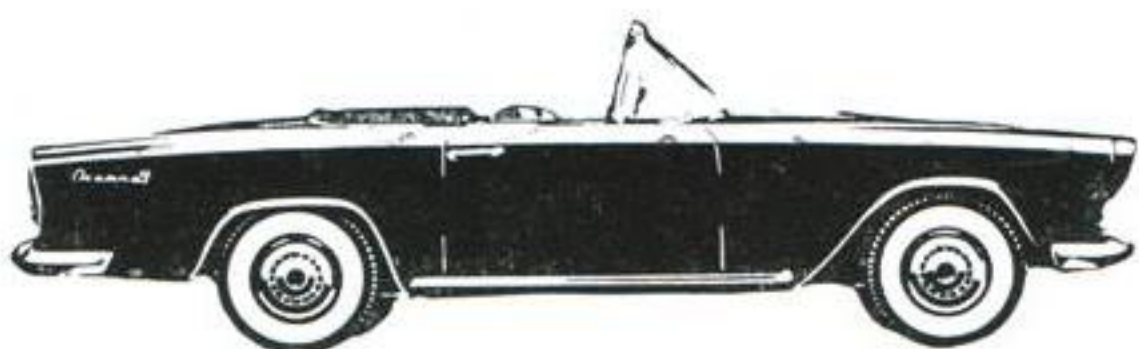
**Sun. 21st** A special Repertory Request Week of outstanding films. Included in this weeks selection are several which were Academy Award winners of a few years ago. Screening times will be twice nightly at 6-15 & 8-45 Sunday to Saturday inclusive. See opposite page for further information.

**Sat. 27th Childrens Matinee.** See weekly poster for film title.

**Sun. 28th & Mon. 29th "GOLD OF THE SEVEN SAINTS"** starring Clint Walker, Roger Moore and Leticia Roman. An outdoor melodrama presented in Warnerscope dealing with the fight between trappers and bandits over gold. (U)

**Tues. 30th "SEVEN THIEVES"** starring Edward G. Robinson, Joan Collins and Rod Steiger is a CinemaScope romantic melodrama about a plot to rob the safe at Monte Carlo's Casino. (A)

**Wed. 31st & Thur. 1st Feb. "RAISING THE WIND"** starring James Robertson Justice, Jennifer Jayne and Leslie Phillips is a comedy extravaganza dealing with the wild adventures and misadventures of music students quartered in London. (U)



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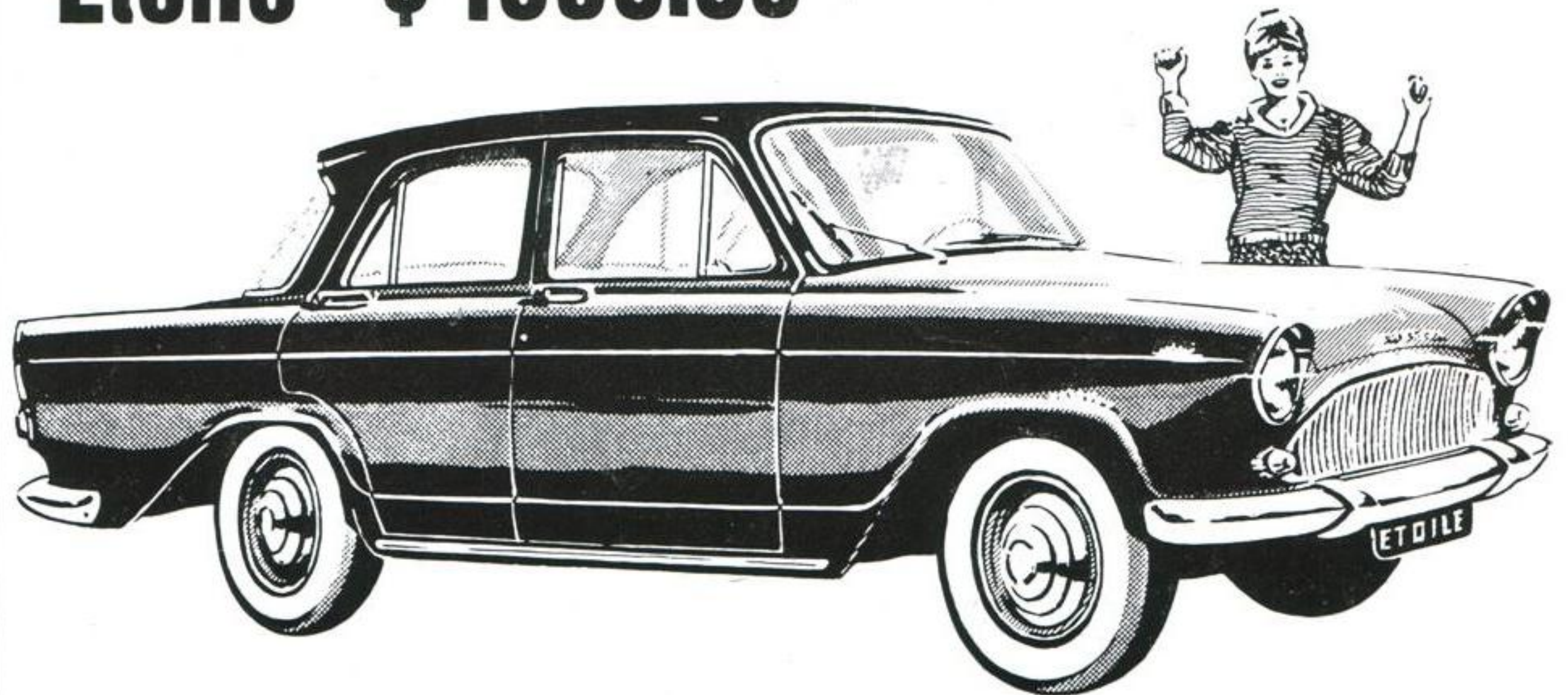
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## Susan Beaumont

Susan Beaumont is seen here with the vintage car "Genevieve" which starred in the film of the same name. As you can see, however, there's nothing vintage about Susan.



# Touring our Flugplatz



419



SQN

F/L W. J. Penfold

Ten days before Christmas, 1941, No. 3 Group of Bomber Command acquired its first Canadian Squadron. The fledgling formation was the third RCAF heavy-bomber squadron to materialize overseas. Its birthplace was the East Anglian airfield of Mildenhall, Suffolk, with a designation of 419.

If there was a factor common to the new unit's executive personnel, it was experience. The Commanding Officer was Wing Commander John ("Moose") Fulton, DFC, AFC, a Canadian with seven years' service in the RAF and one tour of operations, begun over the beaches of Dunkirk, already behind him. The first project given W/C Fulton and his assistants was to have the squadron ready for operations three weeks from the date of its formation on paper. The task was made virtually impossible by a delay in the supply system, by reason of which no aircraft reached the squadron until the day before the projected deadline for the start of operations. Indeed, the unit deserved commendation for breaking into the operational column when it did. That was on 11 January 1942, only one week after the delivery of its first aircraft, two Wellington ICs.

This month, January 1962, is the twentieth anniversary of 419's commencement of operations, and it is felt that a thumbnail sketch of the squadron's wartime history would be of interest to the Flieger readers. For those interested in a more detailed history of the Squadron, "The Roundel" published an excellent article on 419 by F/L A. P. Heathcote of the Air Historical Branch in a five-part serial commencing November 1958.

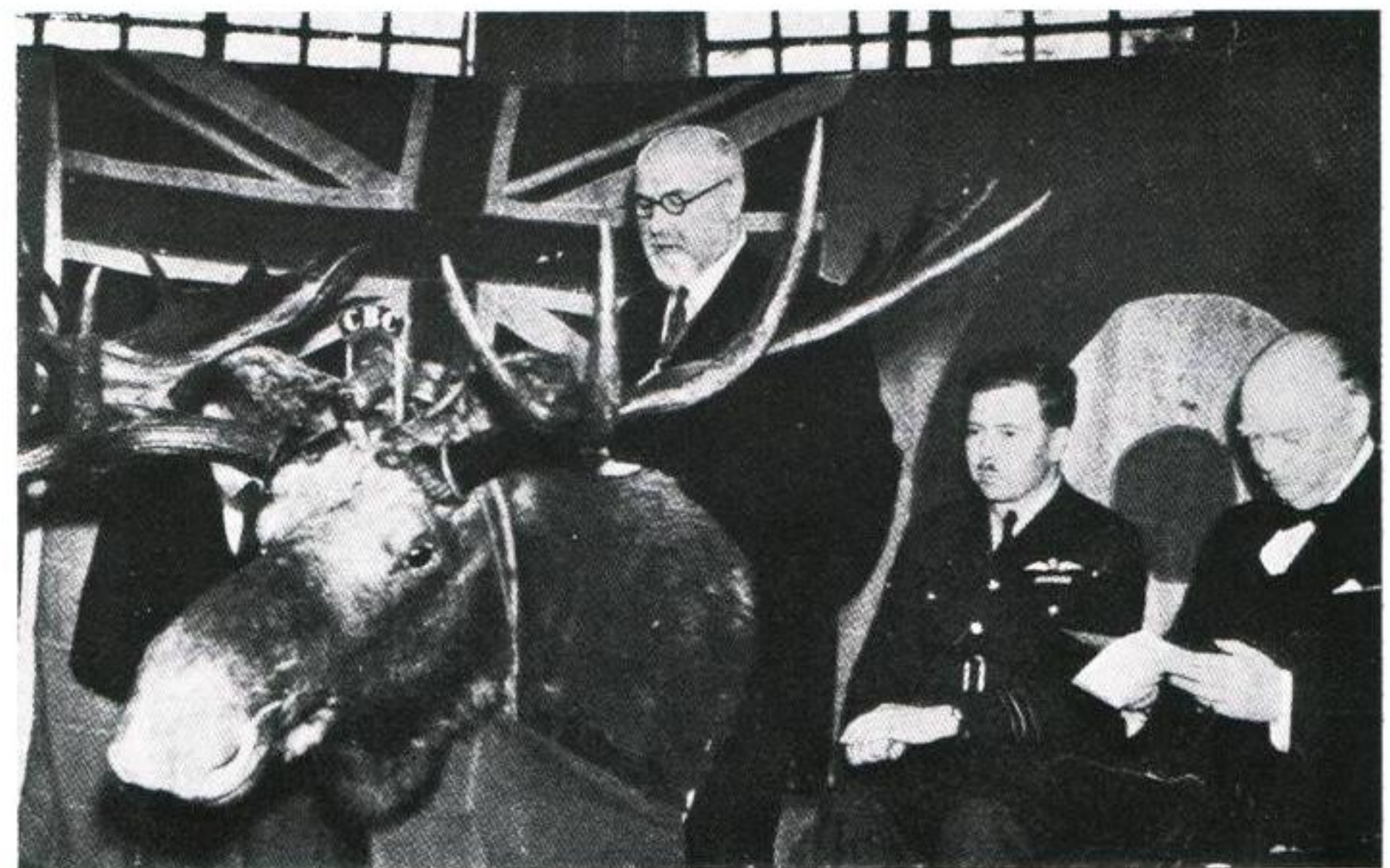
From that second week in January, 1942, W/C Fulton led the unit until he was lost in an attack on Hamburg on



A few of the "Moosemen" talk over 419's 1000th wartime sortie

29 July 1942. It was from this very popular commander, "Moose" Fulton, that the Squadron acquired its wartime nickname which was subsequently embodied in the unit badge.

From Mildenhall, the Moose squadron moved to Leeming in August, 1942, then to Topcliffe; and in January, 1943, was reformed again with 6 Group. From Topcliffe to Croft and finally to Middleton-St.-George, the Squadron moved men and material, until on 9. November 1942 the Squadron converted from the Wellington to the four-engined Halifax heavy bomber. In May, 1944, these were replaced by the Canadian-built Lancaster X which the Squadron flew until it was disbanded in 1945.



The Lord Mayor of London presided at the official presentation to 419 of "Bruce the Moose", on behalf of the city of Kamloops, B. C. Wing Cdr. Fulton and former Canadian prime minister Viscount Bennet listened attentively.

On its operations from 11 January 1942 to 25 April 1945, the "Moose" Squadron flew 4,002 sorties, and dropped 13,417 tons of bombs on enemy targets, losing 867 personnel and 129 aircraft. Among the scores of decorations won by the "Moosemen" was one of the two VCs won by the RCAF during the Second World War, that to P/O Mynarski, posthumously, for bravery and self-sacrifice during an attack on Cambrai, France on 12 June 1944.

After VE Day, the squadron was one of those selected for "Tiger Force" in the Pacific campaign and at the beginning of June 1945, its twenty Lancasters were flown back to Canada. The capitulation of Japan ended the plans for "Tiger Force", and the "Moose Squadron" was disbanded in September 1945.

In the spring of 1954, the Moose re-appeared on the aerial scene, and at a most likely location. Its new stamping ground was at North Bay, gateway to Ontario's northland. The new 419 was originally slated for relocation at Comox, BC, after a short period at North Bay, but a change of plan resulted in the continuance of its operations at the Ontario base. Redesignated 419 AW (F) Squadron, it was equipped with CF-100 jet fighters and given the twofold responsibility of carrying out all-weather interceptions and conducting its own training in that field.

In August 1957 the "new Moosemen" flew their CF-100s to Germany, joining the NATO team here in Baden-Soellingen. This is their home today, from which the cry "Beware the Moose" is borne on the whine of Orendas instead of Merlins as in yesteryear.

422



Sqn

F/O's Wesch &amp; Little

Having missed the November issue of the *Flieger*, it is only fitting that 422's sojourn to the sunny south be mentioned in the first issue of '62. The stay down south was quite out of the ordinary with circumstances arising which were taxing in more ways than one. Rough winter weather left considerable spare time for the boys to indulge in pastimes which normally aren't so prevalent. A few of the sqdn members formed a club and gave it the name of the "Canada Geese Club". Non-club members nicknamed them the "Honkers". Anyone interested in joining could contact Merv Wren, Ken Kee, Tom Ledwell, Wally Wallace or Pat Barret acting as president. Spare time was also spent singing Christmas carols and composing songs, one of which most of the officers' mess members have been introduced.

The Sqn's arrival back home was very enjoyable with many congrats coming from wives, tads and other Sqn members. A big thank-you is extended to 419 Sqn for their considerations and congratulations in the form of a few cases of brew. Space is also due here for a hearty Danke Schön to 444 Sqn for the skit that they put on for 422's benefit at the Fri. nite beer call in the mess.

The big chief and his braves took the opportunity on their arrival back from Deci to formally open the new Hatchet-house in the mess with a feast on the meat of the beast that is fleet of foot. The feast was held in the new lodge with the game being fittingly provided by the big chief.



F/O T. Ledwell



F/L N. C. Lewis

Mention of the new Sqn members has been due for some time so this opportunity is taken to welcome Tom Ledwell and Bill MacLean. Tom hails from Charlottetown and arrived at 4 Wing from the OTU following university. Bill hails from Plenkeim, Ont., and is an ex-instructor from Portage. The Sqn extends a hearty welcome and wishes them the best in Europe.

The Sqn's annual Christmas party was its usual success this year with all kinds of good cheer. Cocktails were held at the OC's PMQ and from there the party proceeded in buses to the Adler at Varnhalt. All returned to the mess afterward with St. Nick being present to pass out the skit gifts. All Sqn members commented on what a good party it must have been.

The 20th of December was marked with the gathering of the tribe at Don McBride's home in Baden for the wrapping of many gifts for the orphans of Oberkirch. The following day a number of Sqn aircrew and groundcrew visited the orphanage to attend the party held for the children.

The SMU held their annual "single men at home" party in the Officer's Mess on the 27th of December. All the Squadron couples were invited to attend the "after-ski party" in suitable clothing. Skits were on and a good time was had by all.

Squadron congratulations go out to Bill MacLean and Norm MacDonald who received their Flight Lt's on the new list.

In closing 422 Sqn wishes the best in the new year to all friends and associates on **The Wing**.



422 SQN Sardinia



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444



SQN

F/O Glen

By the time this is in print, just about everyone will be back to normal after the holiday rush and the numerous parties. We hope everyone had a good time with no accidents to mar the festive season.

Cecil and his troop were not without the odd celebration. We had our usual skit gift party presided over by an early appearance of dear old "Saint Nick" who this year had a slight French accent. Once again our poets came into the limelight with their skillful penmanship to match the gifts which were varied and in many instances, very apt.

There were the usual number of house parties, and the annual Squadron party. At the latter affair, the Cecilist players noted a lot of talent on the part of the airmen who put on some very entertaining acts. These people will have to be tapped again for other get-togethers.

We must not forget the good time shown the brown-baggers by the single men. The married men put the SMU to shame in the games of skill and drinking!

Some of the Squadron members have been putting the icy roads in the dispersal to good use. They are either showing a little tiger spirit or keeping in shape for the Canadian roads in winter.

Seeing as we have no newies, marriages, or divorces and we have been working hard and not creating any earth shattering news, I'll stop now and wish you all a Very Happy and Prosperous New Year.

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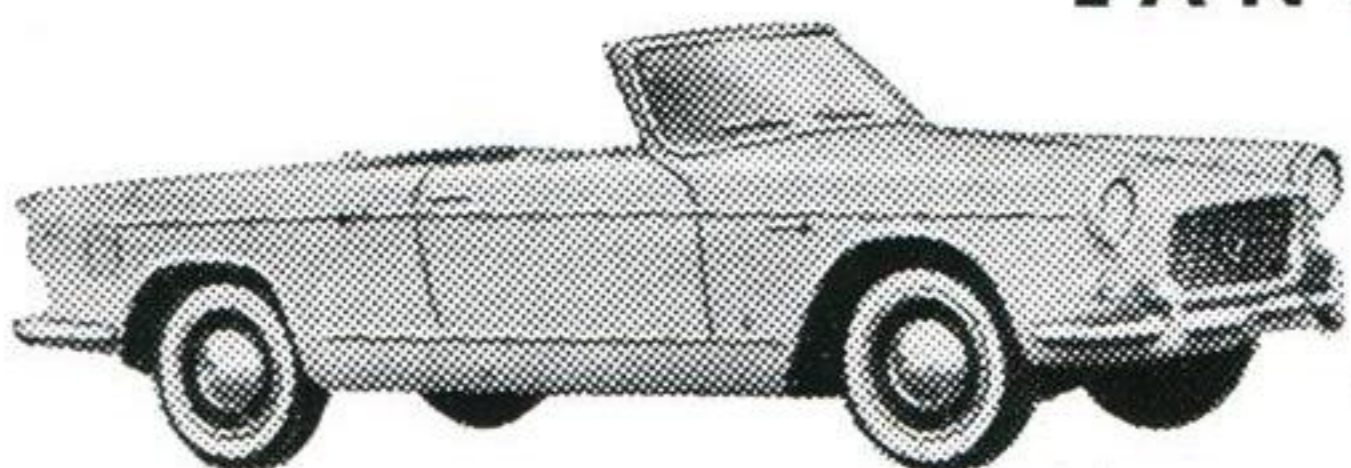
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# Sparks and Barbs

from

Wing Instrument – Electrical Section

by Dick Farroway

When this article comes to press, Christmas and New Year's will have come and gone. Nevertheless, for lack of something better to write, we will mention some requests Santa got from a few of the boys. LAC Nayha is just a little different than other airmen. Where others carry a picture of some glamorous doll in their wallets, he carries a picture of a Citroen. This being the case, you know what he asked Santa for. LAC Johnson asked Old Saint Nick for what he thought a reasonable gift – all he wanted was Julie London. According to Al – the old fellow in the baggy red suit let him down badly. "Cause all he got was a nights" dreaming of Gina L.

Sgt. Conn was a little mercenary in his request. He told Santa he was tired of hearing a certain Sgt. brag about the coupons he is always cutting from his many stocks and bonds. So he asked the old gent to "share the wealth". Now I understand the certain "Sgt" is still cutting coupons and Sgt Conn spends his winter evenings cutting paper you-know-what.

Some of the fellows have made a few New Years Resolutions (and will probably have broken them by press time). Cpl. Praud has resolved that he will not make any changes on Sgt. McCabe's Zulu board in 1962. Cpl. Weese has said he will not upset the troops with his practical jokes. Cpl. Lyka has resolved to let Cpl. Praud win a game of darts.

The Holiday Season was something to really celebrate for LAC McIntyre because shortly before Christmas he had a leg cast removed. He has resolved to be careful of the company he keeps and not to walk in fields where horses run. Last but not least, the whole of the Electrical section has resolved to be as easy to get along with as the Instrument section is now.

In closing the gang would like to wish one and all a Happy New Year.

## Maintenance notebook

LAC Wesley & Cpl. Taylor

Santa has come and gone and has left everyone full of turkey and high spirits.

Congratulations go out to our W/C Walker on his recent promotion. Maintenance is very happy to see our boss man receive such a just reward for his many years of valuable service.

We all managed to keep our cars intact so far in the festive season. Lets hope we can manage an accident free record in 1962. Now might be a good time to make a New Years resolution – with a promise to drive with utmost care for the safety of you and yours.

Maintenances' contribution to the Sinzheim Orphanage was heartily received. Sgt. Gagne and Paul were in attendance and had nothing but praise for the conduct of the little members and the staff.

The Annual Christmas Maintenance party was a roaring success. The band and floor show was of top quality and a very excellent time was had by all.

Safety Equipment say they are not throwing stones this month — just hitting them, thus, with Riel artfully changing the design of the fender on his car, Cpl. Taylor purchasing gears for his, and LAC Sindstein reduced to walking (a Mercedes can break down too you know) the section has had a tough time remaining mobile, and most grateful that we have a friendly bank manager on the Wing. Here's to safer motoring in 62.

## Workshop Quips

by Chuck Thornhill

The Festive season is now part of our past. The headaches of partying and the rushing around. Once again we greet you with a Happy New Year and may the unforeseen problems that may arise be only of a small nature.

Well! Ron Lecuyer finally is in receipt of the Vauxhall (Victor) he anxiously waited for. Ron, his wife and family are all set for that summer travelling through Europe.

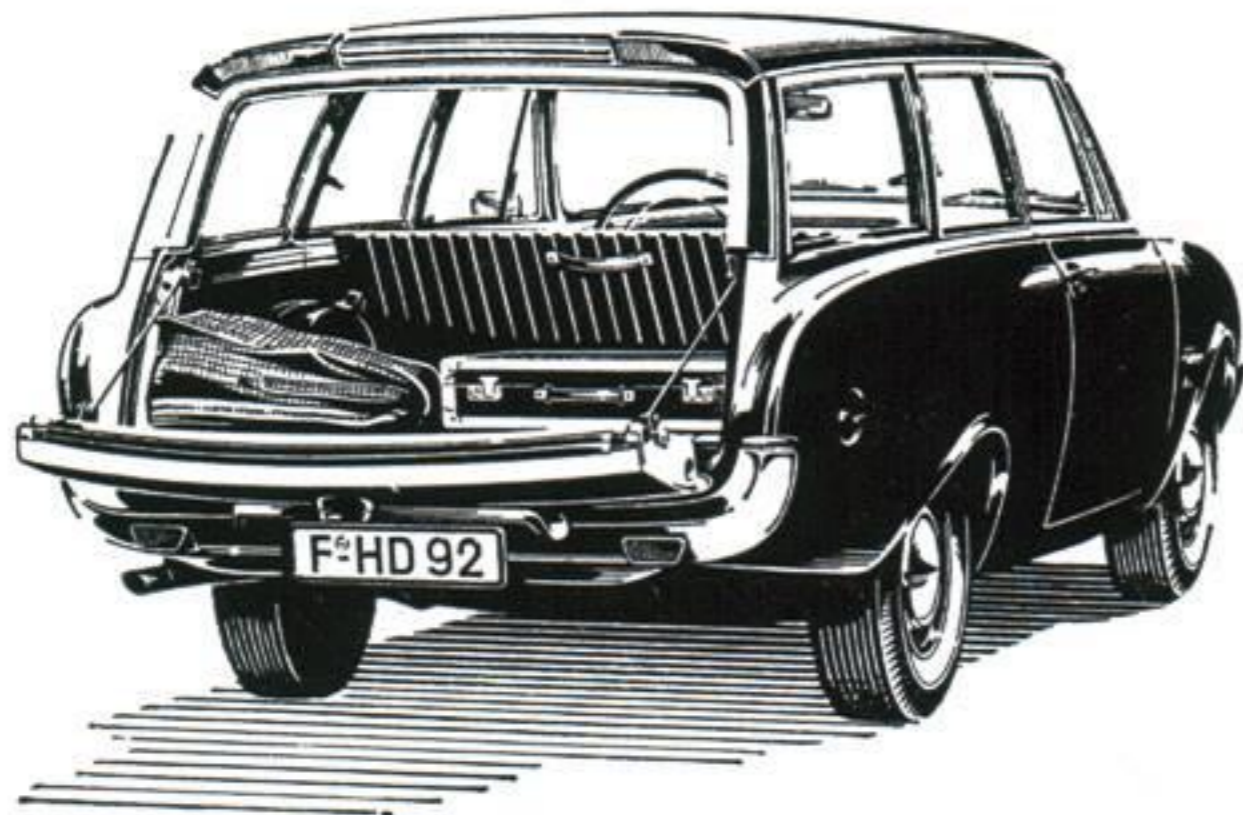
About the Christmas party we had, it was great. Dancing, games, plenty of food and drinks help to give us the wonderful time we had. We thank the gentlemen responsible for organizing this fine evening. To Ron Sawyer, Ted Richards and Russ Nichols, thanks again.

Ernie Messner has now joined the ranks of "Yes Dear, No Dear". Ernie went home to Ottawa in December and married the girl of his dreams. After flying to Europe and spending New Year here, they left for points undisclosed. Mrs. Messner, we welcome you to the 4 Wing Workshops' Family.

Congratulations are extended from the personnel of this Section to W/C Walker on his recent promotion.

"The reward of a thing well done, is to know you did it." Well as Woody Woodpecker would say: "That's all folks."

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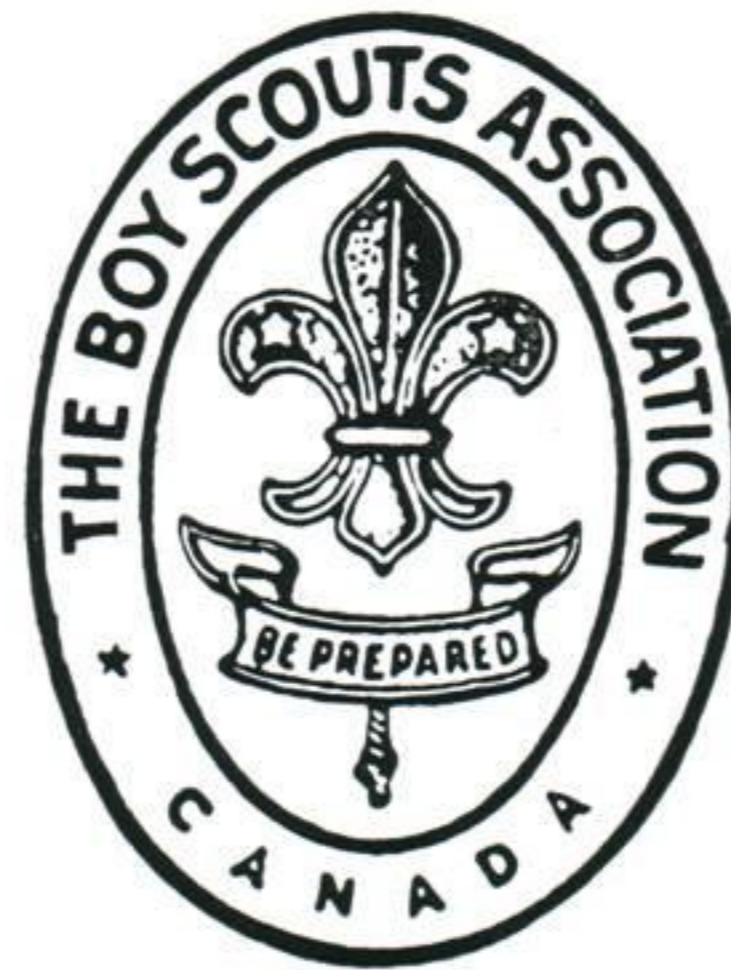
## Officer's Wives Club

On the night of the 14th of December the Officer's Wives Club held their annual Christmas party. The spirit of the season was expressed by donations from each individual, either of food or clothing, including a complete Christmas dinner. This was presented on the 23rd of December to a needy family in Baden-Baden.

Following this Cocktails were served and a sing song started establishing the spirit of Christmas. Soon each Squadron and Headquarters presented their entertainment with skits, satire and carolling. Much fun and laughter was enjoyed by all. Santa Claus then appeared and created great speculation as to whom he was. True to the spirit of Christmas his bag was laden with presents for each of us.

At this time our resident, Mrs. Penfold, wishes to take this opportunity to thank everyone for their co-operation and efforts in making the Christmas party such a success and particularly the benevolence portrayed by each individual towards the family in Baden.

We sincerely trust all spent a pleasant and happy Christmas and New Year and hope to see you at our next meeting in February.



## Boy Scouts

4th MAPLE

LEAF DISTRICT

The Christmas season has disrupted the normal flow of communications, with only two Cub packs being heard from this month. Next month should see a report from all Troops and Packs.

### BEAVER PACK

Cubbing was very quiet in December for the Beavers, only two regular meetings being held. Garry Noe and Stephen Murphy were invested. Stanley Brown was awarded his First Year Star, and Randy England was welcomed as a New Chum. On December 18th a joint Christmas Party was held with Canuck Pack in the School Gym, and a very good

time was had by all. It was a straight "games" evening, no Cubbing activities taking place. All parents of the two Packs had been invited to attend, and several accepted the invitation. Many thanks to all the parents who so kindly sent along the goodies which were so gratefully received towards the end of the evening. Santa paid a surprise visit, a little early, and all Cubs received a small gift. On December 23rd the Sixers from Beaver Pack were taken into Rastatt and there they delivered the food hampers for which the Pack have been earning their fifty cents. The Red Cross had given the name of a needy family. They were found in an old army barracks, and the food handed over. The five children sang Holy Night in German, the Beavers joining in English. The family were genuinely touched, and very thankful, for the visit. Our thanks to Miss Kara for being our interpreter. There being no meetings on Christmas or New Year's Days, the next meeting of the Beavers will be on January 8th, when some more hard work will be put in on test passing and badge earning. The Beavers and their leaders wish everyone at 4 (F) Wing, and Scouts, Guides, Cubs and Brownies everywhere a very Happy New Year.

### CANUCK PACK

As we drew near to the Christmas season, things were moving at a very fast rate in the pack. Many tests being passed to gain that next star and rapid preparations for the coming Christmas party for combined Beaver and Canuck packs. A secret draw took place by each cub to see who he should buy a small gift for.



Beaver and Canuck Pack at the joint Christmas Party in the school gym.

New chums welcomed during the last month: Alec Hurbise, Jimmy Praud and Gerrard Connors. Ford Thornhill has now been invested and welcomed into the great brotherhood, now feeling his way very cautiously through the jungle. Good hunting to these cubs and may we soon see you with your first eye open. After lots of hard work Murray Mackey

has now been presented with his first star and swimming badge. 18th of December saw the big day, party day, and many happy faces with small gifts were in attendance, also a big welcome to the parents who came to join in our fun. Some good games with balloons, a musical parcel game, then eats supplied, prepared by the parents. After eating and drinking, a film about "Home". After the campfire, Santa arrived to distribute the gifts. We would like to give a word of thanks to Mrs. Scott and Mr. Fulton for their very able help, also all the other parents, and wish you all a very happy new year from Cubs and Leaders.

### Recommended Library Reading

#### The Heartless Light – Gerald Green

"The Heartless Light" has the dramatic tension of a crime story; the plot centres around a kidnapping and you are taken hour by hour through the investigation of a particularly baffling case. What begins in a small Los Angeles suburb becomes a drama for the nation to look at, and here is the real crisis of Mr. Green's story and the theme he cares deeply about. He shows what happens to a family, to a whole community, and to the workings of the law when the huge machinery of mass communication goes into operation; when newspapers, radio, and television assume as their property the agonizing plight of two people whose child has vanished. Policemen, reporters, prying neighbors, T.V. personalities, high executives – the Andrus case becomes crucial for all of them; and Gerald Green brings them all to life in an exciting, poignant and disturbing book.

#### Rizpah – Charles Israel

A novel of the times when Israel was guided by the prophecies of Samuel and led by the anointed king – Saul, in its mortal struggle with the Philistines, Rizpah is only fifteen when her parents are killed by Philistine raiders, and she herself is taken to be sold in the slave market of the pagan city of Askelon. Three years later, the triumph of the Israelite army brings her home once more – strong-willed, beautiful, and irresistible to Saul, the King. Their love for each other endures through the birth of their two sons and Saul's fits of madness, Samuel, through his bitter conflict with the young David, to the final tragedy when David has Rizpah's two children murdered.

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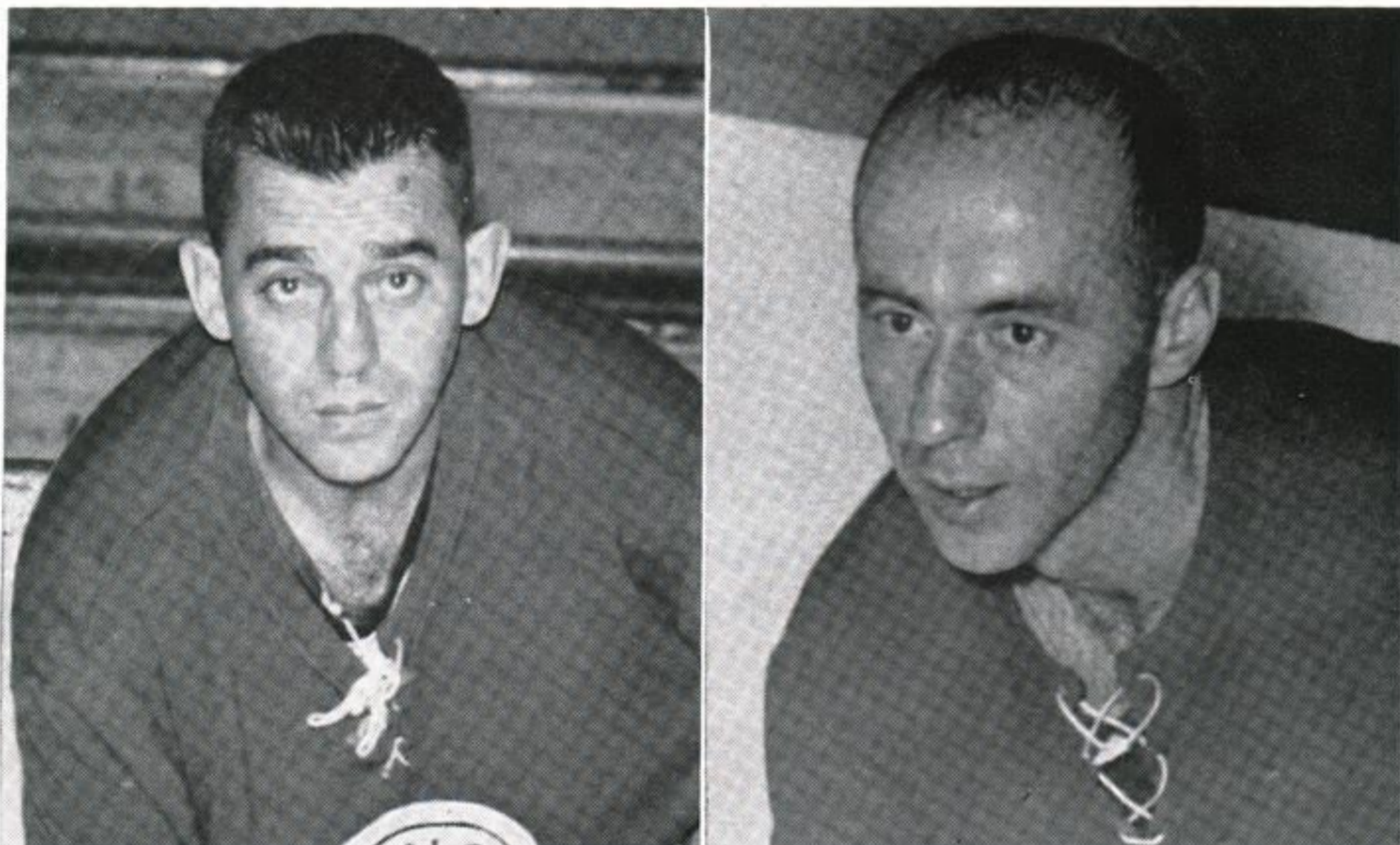
# Sports and RECREATION

## MEET THE RAIDERS

BY C. THORNHILL

Success seems to be the word with the Raiders. Although they have suffered a couple of defeats in the past month, they are locking forward to more of the fine hockey within the Air Division loop. On 23 January the 2 Wing Eagles will be here and if one recalls, the game between these two clubs proved to be an excellent display of Canadian hockey. See you at the games.

Cpl. Bill Guderyan hails from Grand Prairie, Alberta, where he played both intermediate and junior hockey prior to military life. Bill is a steady, hard fighting forward for the



LAC Guderyan

LAC Audet

Raiders and in the last two seasons his ability to get in there for the puck has given him a comfortable spot in the Air Div ratings.

LAC Lorne Audet's hometown is Sherbrooke Quebec. His hockey started there in the city leagues and helped to develop him to the ambitious right winger he is today. Before coming here Lorne placed hockey at Stations Bagotville, Uplands, St. Hubert and Moisie. A supply tech who keeps our ME Section well supplied.

LAC Gil Stanley was born at Quebec City, played hockey at Bathurst, N.B. and now calls Timmins, Ont. home. Gil is perhaps the biggest backer of the Raiders and his main ambition is to see that the boys' equipment is up to scratch. He has the respect of all the players for his efforts as the Club's Equipment Manager. Gil works in pay accounts.

### Air Division Coming Sports Events:

|                                         |                   |
|-----------------------------------------|-------------------|
| Airwomen's Broomball at 2 Wing          | 27-28 Jan 62      |
| Rifle Shoot (small bore) at 1 Wing      | 3-4 Feb 62        |
| Curling RCAF Europe Bonspiel at 2 Wing  | 7, 8, 9 Feb 62    |
| Curling Air Division Bonspiel at 3 Wing | 10, 11, 12 Feb 62 |

As you can see from the above, there is plenty of sports activities coming up in the near future. If you are travelling around these different Wings at these times, why not drop in.

For information on any sports or recreation on the Unit, call Local 65.



## 4 (F) Wing Hosts Swim Meet

4 (F) Wing hosted an invitational Dependents' Swim Meet on the afternoon of the 9th of December, 1961.

Teams from ADSU, 1, 2 and 4 Wings were represented, which totaled one hundred and twenty-one contestants. If you happened to have been around the pool on that afternoon I am sure that you heard the high degree of enthusiasm which was being expressed.



The event consisted of two meets in one. A girls meet and a boys meet; the age categories being 14 and under and 14 and over. Our 4 Wing teams performed exceptionally well. Our girls winning their meet by 1 point and our boys coming in second with a mere 6 points behind 1 Wing. I am sure that everyone from 4 Wing will join me in congratulating our teams.

Congratulations are also in order to Jackie Campbell for having won the Girls High Aggregate in the 14 and over group. Jackie broke the Air Division 50M Breast Stroke record with a time of 52.2 seconds. She also came in second in the 75M individual medley.

A word of thanks to the Rastatt Swim Club for putting on a demonstration in Synchronized Swimming, which drew a hearty applause from the spectators.

The recreation staff wish to thank all officials, coaches and participants who helped to make the meet the success it was.

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## How to Bowl Five-Pins

by Bert Garside and Jim Hoult

### HOW TO KEEP SCORE

It's astonishing how many people go bowling fairly regularly, but still don't know how to keep score. Every bowler ought to know how to keep score. If you don't know how, you can't play properly.

There used to be a confusing variety of scoring methods, used in different parts of the country. The confusion has now been ended, and the "National Count" is officially accepted everywhere in Canada. The diagram shows the scoring value of the pins.

Behind every two lanes, you'll find a score stand and pad of scoresheets supplied by the bowling centre. Though a completed scoresheet may look complicated at first sight, scoring is actually quite simple.

A bowling game consists of 10 frames, represented by one line on the scoresheet. In each frame, you're allowed three balls — unless you manage to knock down all the pins with fewer. In the last frame, you must always roll three balls.

Under the "National Count", if only the headpin is standing after two balls, you must roll the third ball. Some old systems, in which the headpin had less value, conceded this pin to you if you had knocked down all rest. This no longer applies to 5-pin bowling.

You score the value of the pins you knock down with three balls in each frame. However, the left corner pin — the counter pin must be knocked down in each frame. If it is left standing, this is called a "blow", and you get no score for that frame.

A perfect game — a strike each ball you bowl — is 450 points.

### SYMBOLS OF SUCCESS AND FAILURE

To keep track of exactly what you bowled each frame, and what bonus points you are entitled to, a number of symbols are used:

A. Strike — If you knock down all the pins with your first ball, this is a "strike". You don't bowl the remaining two balls in this frame. For the frame, you score 15 points, plus a bonus of the pins you knock down with the next two balls you bowl when your turn comes again. You mark an "X" in the small square in the upper right hand corner of the frame.

B. Spare — When you knock down all the pins with two balls, this counts 15 points, plus a bonus of the pins you knock down with the next ball you bowl when your turn comes again. For this, mark an oblique stroke "/" in the small square at the top of the frame.

C. Head-Pin — When your first ball picks out the No. 5 pin only, you designate it a "head-pin" and mark it "HP".

D. Split — When the No. 5, and one of the No. 3 pins are bowled down on the first ball, this is a "split", marked "S".

E. Chop-Off — When the No. 5 pin, and the No. 3 and No. 2 on either side are bowled down on the first ball, mark this "CO".

F. Aces-Up — When both No. 2 pins remain standing after the first ball is delivered, mark "A".

G. Corner-Pin — When either No. 2 pin is left standing after the first ball. Mark "R" for right No. 2 pin "L" for left No. 2 pin.

H. Foul — When any part of the bowler's body touches the lane beyond the foul line, this is a foul. At the end of the game, 15 pins are deducted from the score. Mark an "F" in the frame.

I. Error — When the first ball is delivered, you can put a dot in the small square. When the second ball is delivered, you can put a horizontal line in the same square. This indicates an "error" by not bowling either a strike or a spare.

J. Blow — When the counter pin is not bowled down, there is no score for that frame. It is marked by a double diagonal line through the frame.

In a later column we will illustrate scoring for a sample game, meantime let's get back to the game itself.

## These Strange German Ways



In German restaurants, you will often see a little ceremony: Before serving wine, the waiter will pour a small amount into the man's glass, who samples the wine — usually with a connoisseur's air — and then decides whether or not it is the right one.

"Prost!", "Zum Wohle!", "Wohlsein!" — According to German drinking habits one clinks the glasses together only

with wine, not with beer or other drinks. Glasses are held by the stem and not by the cup.

Don't be surprised if your German host doesn't refill your wine glass before it's empty.

Also with other drinks, glasses and cups are usually not refilled before the guest has finished its contents.



# Winter-Sports

The Bavarian Alps

Along the southern border of Bavaria, the high walls of the Alps separate Germany from Austria. These are real mountains — Germany's highest peak, the "Zugspitze", is here, rising to nearly 10.000 feet — and one might expect, accordingly, that it would be difficult to get about in the country. The Bavarian Alps however, are highly accessible.

This region of the Bavarian Alps (Upper Bavaria, or "Oberbayern" in German) is the most typical of Bavaria, or at least the most representative of what is usually associated with Bavaria.

The people here are easy-going, the village inns resound with zither music, the village squares with brass band tunes, the mountains with the yodelling of hunters and (less frequently) of lumbermen; and on Sundays and festival days the villagers take pride in wearing their traditional folk dress.

The houses are large, the roofs almost flat, often having their slate shingles weighted down by stones. Usually they are chalets, with wooden balconies running along them, while their facades are often elaborately painted.

## Garmisch-Partenkirchen

This town is probably the world's Number One winter sports centre; in any case there can be no doubt that it is Germany's. It was the ski that made Garmisch-Partenkirchen (or "GaPa", as the colloquial abbreviation has it) the world-renowned place it is. Before WW I there was only a village here, or rather two villages — Garmisch and Partenkirchen. At that time it took ten hours to reach the peak of the "Zugspitze", Germany's highest mountain. Now thousands reach its top every year in about two hours by the "Zugspitzbahn" mountain railway.

Garmisch-Partenkirchen lies on comparatively flat ground, from which mountains to terrifying heights on every side. The giants of the groups are the "Wank" to the east (5,840 feet), the "Kreuzeck" to the south (5,420 feet), and to the south-west, on the Austrian border, the majestic "Zugspitze" (9,782 feet).

These great peaks, plus Garmisch-Partenkirchen's famed sunny climate, are the natural factors which account for the popularity of the place, which was a health resort before skiing seized upon it. An additional advantage is the fact that snow can be depended upon there from the latter part of November until the middle of May.

There are further assets. The Olympic Ski Stadium and Olympic Ice Stadium were built for the Winter Olympic Games held here in 1936. The Olympic Ski Stadium has two ski jumps and a slalom course. There is place for 100,000 people, though "only" 30,000 of them can be accommodated in the grandstands. The Olympic Ice Stadium provides nearly an acre of ices surface, while its grandstands can take 12,000 spectators. Ice Skating competitions and ice hockey games can be held at night because the ice rink can be floodlit to daylight brilliance by extremely powerful reflectors. Another rink, with stands for 6,000 persons, is located next to the first one and is used mainly for training and public skating.

## Sightseeing Trips

Naturally Garmisch-Partenkirchen is ideal for all sorts of winter sports, like skiing, skating, tobogganing and bobsleighting. There are a number of ski-lifts that take you up to the ski-starts on the top of the hills within a few minutes. You may also use a cable car to the summit of the "Wank" or to the peak of the "Kreuzeck", while a small gondola (for two people) will take you from the Olympic Ski Stadium to the "Eckbauer" inn in about 10 minutes time.

But if your aims are not so high, you may walk leisurely along the well-kept footpath of the "Kramer-Plateau-Weg", high above the town, which offers a unique and ever-changing scenery. Its total length is 6.5 kilometers, starting near the "Sonnenbichl" hotel and continuing till the neighbouring village of Grainau. If the total length should prove too much for you, you may use one of the many paths that connect the "Kramer-Plateau-Weg" with the town in between. Or you may take a stroll along the charming "Philosophen-Weg" ("Philosophers' Path") which starts at the chapel of St. Anthony ("Antonius-Kirchlein") in Partenkirchen, leading to the village of Farchant in the vicinity — a sort of counterpart to the "Kramer-Plateau-Weg".

Then there is the "Zugspitzbahn", a cog-wheeled Railway going up to the "Zugspitze" peak, where the "Schneefernerhaus", a luxurious hotel, welcomes guests. From its terrace you have a wonderful view over the innumerable summits of four different countries: Austria, Germany, Italy and Switzerland, covering an area of a radius of more than 60 miles. Incidentally, people will travel far and wide to have an opportunity of spending Christmas or New Year's Eve there, which is generally considered an outstanding experience.

## Accommodation and Entertainment

It is obvious that the natural advantages of Garmisch-Partenkirchen should be supported by installations whose sole object is to serve the visitor. Establishments range from luxury hotels to small hospitable inns and boarding-houses where guests can mix with the local people and get some idea of the life, customs and manners of the mountain folk, which are so much different from the daily habits of the people here in Baden.

On many houses, old-fashioned as well as modern ones, you will notice beautiful fresco-paintings. There are shops in the town which offer anything the eye likes to see, and that of a standard expected in a modern international health-resort. On the other hand you will also find narrow alleys and byways reminiscent of romantic-bygone days.

Cultural events, too, play an important part in the life of Garmisch-Partenkirchen, with guest performances at the "Kur" Theatre by Munich State Opera and Operetta and the Munich Philharmonic Orchestra as well as by leading artists of international repute. Sporting events, of course, are as much a part of the place as the snow and the mountains. There are ice hockey matches in the Ice Stadium, Ice Skating Shows nightly at the US Club "Casa Carioca", ski jumping from the Olympic Jump, and bobsleigh contests on the Bob Run. The most spectacular event is the annual "New Year Ski Jump" at 1 p.m. on the 1st of January, when international jumpers show their skill. Folklore vaudeville is presented nightly at the "Restaurant Bauer", close to Garmisch Parish Church. Don't miss it!



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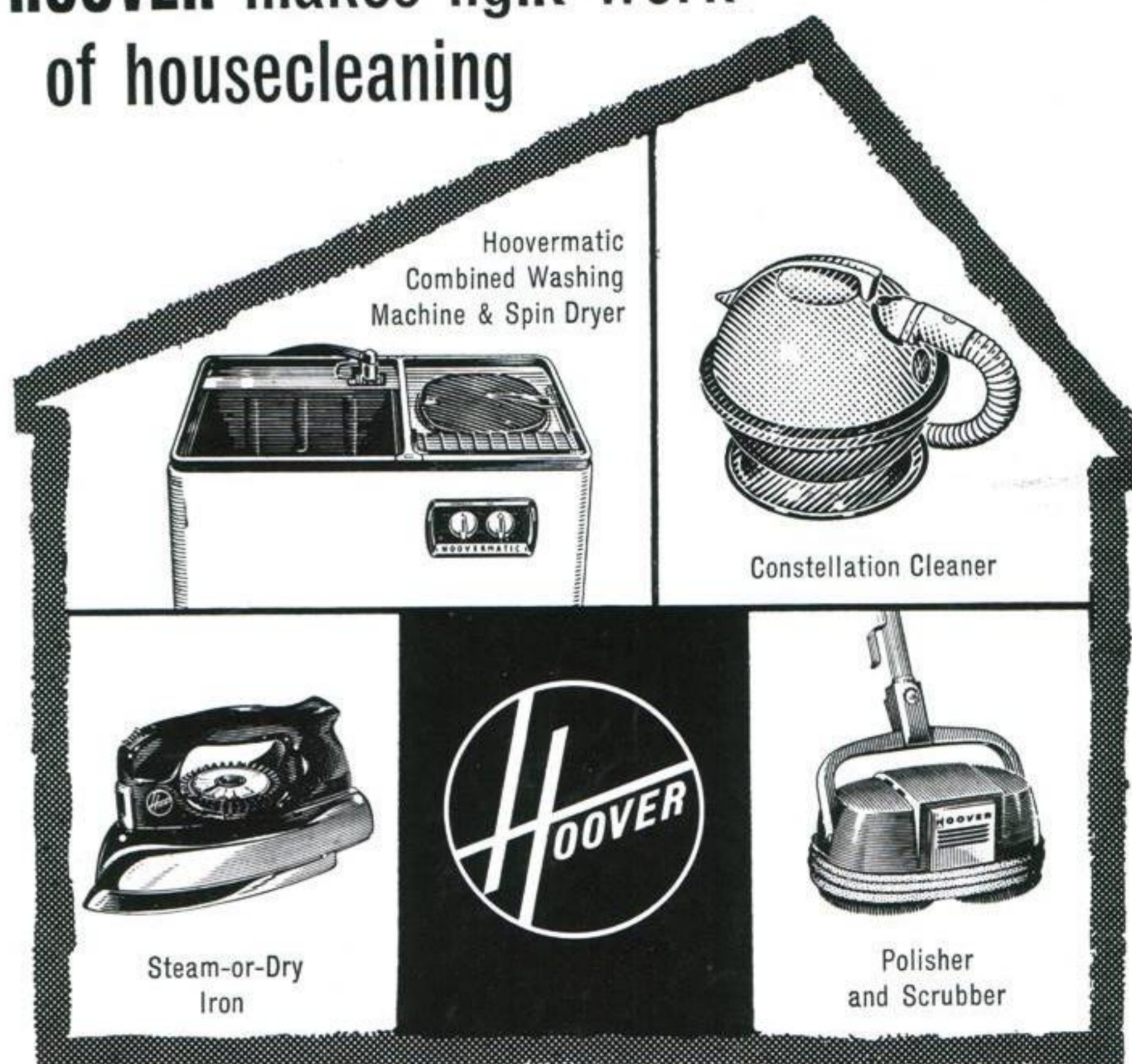


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