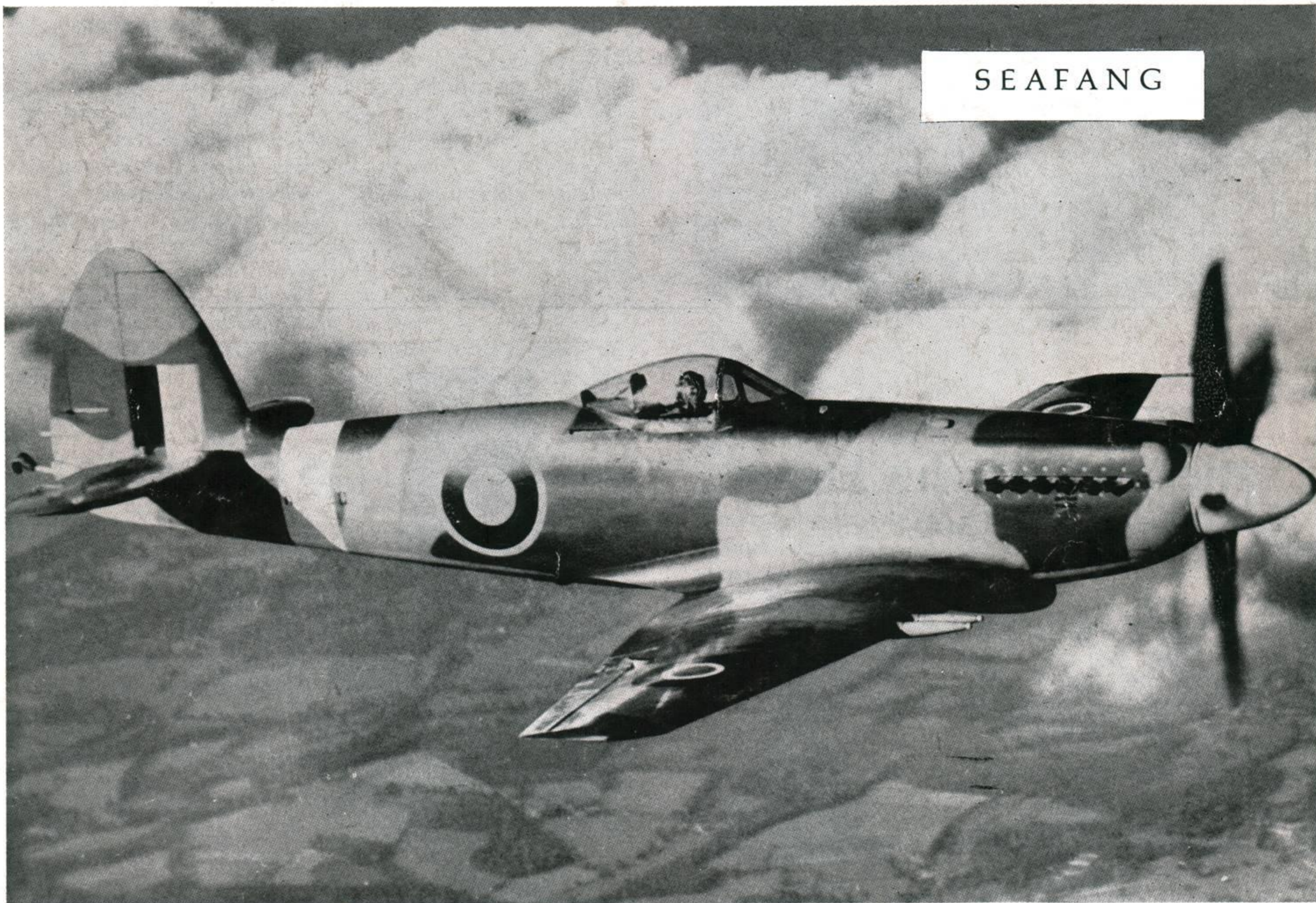


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### The NAVITIMER

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# THE SPITFIRE STORY

by WO<sub>2</sub> H. Tate

Throughout the world whenever the word "Spitfire" is mentioned it brings back nostalgic memories to those who gallantly flew them, those who built them, those who maintained them and also to those who fought against them. From World War I to the present day, few aeroplanes have been so revered or spoken of so highly. At this moment it is well to pause and look at the pedigree of this immortal steed, the "Spitfire".

It all began in 1912 when a Mr. Pemberton-Billing decided to build a boat that would fly. His first flying boat was the PB-1 and for his address he chose "Super Marine". Here was born Super Marine Aircraft which in the later years was allied to Vickers and became Vickers Supermarine aircraft. World War I, 1914, their first Scout aircraft the PB-9, then the PB-25 single seat pusher fighter. Control of Super Marine was taken over by the British government during World War I and was managed by Scott Paine. (Sir Hubert Scott Paine was later noted for his motor boat racing.)

In the year 1916, a young engineer, R. J. Mitchell joined the firm and it is through his efforts and dreams the "Spitfire" came into being. R. J. Mitchell's first real success came from the 1919 Schneider Trophy flying boat "Sea Lion" that won at 150 MPH. In 1923, Britain's "SEA Lion III" was beaten by the American Curtiss C-R-3 float plane in the Schneider Trophy race at Cowes, England. From this race, R. J. Mitchell could see that the flying boat held no future for racing and that he must design a streamlined float plane for the job. This idea was very difficult to sell to Super Marine as his plans and drawings were so radical for the year 1925. At this time, the Air Ministry instituted a programme of high speed aircraft development and funds became available to Super Marine. The S-4, Super Mairine's fourth entry for the Schneider Trophy was born in March, 1925 and was ready to fly in August, 1925. For its day, the S-4 was a radical change, a mid-wing float monoplane, beautifully streamlined and powered by the well know 12 cylinder "W" Napier Lion (3 banks of 4 cylinders). During its first flight, R. J. stood by in a boat, with his bathing suit on in case of trouble. Due to poor visibility, the pilot, S. Baird on the takeoff nearly hit the White Star Liner "Majestic" and when landing it took him 2 miles to stop. During turns the aircraft was found to have a slight amount of wing flutter. On September 13th, at Calsot, England, the S-4 made the world's speed record of 226.0 MPH over a straight 3 KM course.

In October 1925, the Schneider Trophy races were again on at Bay Shore Park, England. Entrants for the race were the S-4, (pilot S. Baird); two Gloster Napier III's, pilots Hubert Broad and Bert Hinkler; 2 American Curtiss R-3-C 2's, pilots Lieutenant Oftsie and Jimmy Doolittle. The S-4 was damaged days before the race, 24 October 1925. On the 23 October, the Curtiss R-3-C-2 and the Gloster III's had flown. S. Baird took off in the S-4. A good take-off, then a tight turn severe wing flutter, the control column was banged violently from side to side and the S-4 spun into the water. Partial control was gained close to the water and the machine stalled and pan-caked flat on the water breaking in two. Baird was

knocked unconscious and then revived as the aircraft sank to the bottom in the cold water. Holding his breath, he struggled with his straps, released them, floated to the surface, blew up his life jacket, and forty-five minutes later he was rescued. Jimmy Doolittle, won the trophy in the American R-3-C-2 Curtiss, speed 232.5 MPH, 24 Oct. 1925. After the S-4, came the S-4-B, S-5, S-6 and finally S-6-B. The S-6-B won the Schneider cup for Britain for all time on 13 Sept. 1931 at 397.05 MPH, pilot F/L Stainforth. This was the third time that



MK 1 Spitfires — Battle of Britain

Britain had won the trophy and under the rules the cup became theirs to keep. September 29, 1931, S-6B pushed the world's record to 407.5 MPH and then on to the Spitfire.

Two more interim models were built before the Spit as we know it finally came forth. The F7/30, an inverted gull, low wing, 4-gun fighter with a Rolls Royce Goshawk V-12 engine. The engine was a comparative failure and the landing speed too high. The next was the type 224, Goshawk engine, conventional wing of broad chord and retractable undercarriage. This was then a good start for a Spitfire. Around this time, Rolls Royce came out with its PV-12 (Private Venture) which became the "Merlin", another world famous name. The type 224 became the type 300 to conform to an

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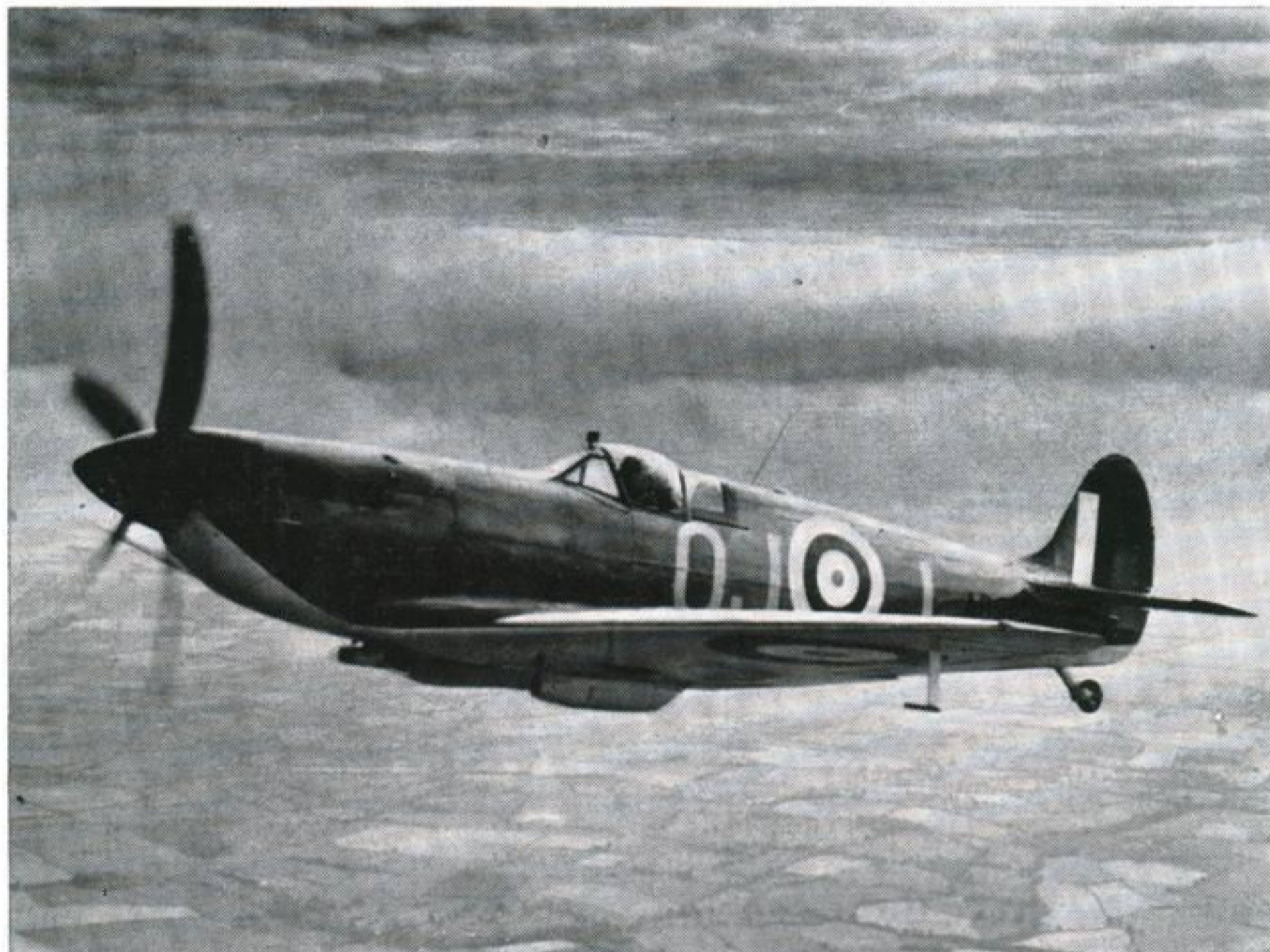
The "Schwarzwaldflieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C J. J. Jordan, AFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th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

Advertising Manager Flight Lieutenant J. M. Sabey.  
Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

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Air Ministry request for a fighter with 8 guns, speed not less than 275 MPH at 15,000 feet, endurance 1½ hours and capable of fighting up to 33,000 feet. The first Spit was Serial K 5054. Recognition feature of the Spit was coolant radiator beneath the right wing, elliptical wings, outward retracting undercarriage due to design strength problems, vertical fin integral with the fuselage and the smooth cowled Merlin V-12. The first flight was with K 5054 on 5 May 1936 flown by Capt. Summers at Eastleigh aerodrome.

The first impression of K 5054 as given by a flying student on the field that the highly polished silver aeroplane looked ridiculously small that it had such a large two-bladed wooden propeller. The aircraft took off 35 degrees across wind to allow for propeller torque. The throttle was opened up and it appeared as if the aircraft became airborne immediately. The undercarriage retracted swiftly and K 5054 was lost to sight in a very short time. It is recorded that all spectators were more than favourably impressed and the Spitfire had flown successfully. The first contract for 310 Spitfires was signed, 3 July, 1937 just before the first production models appeared. It took 330,000 man hours to produce each MK-1 Spitfire or one man a lifetime to produce one airframe. The first production Spitfire was K 9787 completed July 1938; first Spit in Squadron service was K 9787 at No. 19 Squadron Duxford.



MK 5B Spitfire

The biggest problem with Spitfires when they first went to the Squadron was pilots forgetting to lower the undercarriage. The first Spit with a controllable pitch propeller was K 9785, July 1938. Speed, 368 MPH at 18,400 feet. The first cannon Spitfire was L 1007, June 1939 with four 20 MM Hispano cannons. By August 1939 there were 400 Spits in service and 2,160 on order. In 10 years of production, 20,351 Spitfires and 2,408 Sea Fires were built. Spitfires were flown by British, Canadian, American, Russian, Belgium and many others. Some of the aces who flew Spitfires were: Douglas Bader, Johnny Johnson, Buzz Burline, Sailor Malan, G/C McNair (ex 4 Wing CO) and others.

The following narrative is a pilot's impressions of the character and performance of this winged beauty. It is a fact that the more powerful the engine and the later the model Spit, the more the torque had to be considered on take-off and doing an overshoot during landing.

### Characteristics of the Spitfire

MK-1 Spitfire: Wing Span: 32 ft. 10 in.  
 Length: 29 ft. 11 in.  
 Height: 12 ft. 7¾ in.  
 Wing Area: 242 sq. ft.  
 Weight Loaded: 6,200 lbs.  
 Wing loading: 26 lbs. per sq. ft.  
 Max. speed: 362 M. P. H.  
 Rate of climb: 2,530 ft. per min.  
 Time to 20,000 ft.: 10 min.  
 Range: 395 miles (this includes take-off and 15 min. combat)  
 Fuel Capacity: 85 gals. MK-1 octane all other MKs 100 octane

MK-1 first 77 with wooden propellers, the remaining MK-1's had 3 blade de Havilland 2-speed all metal propellers. In 1939, 3-blade 2-position rotol propellers were fitted to some Spits but by June 1940 an order was issued that all Spits and Hurricanes would be converted to constant speed propellers and de Havilland was told to give priority to building constant speed governors. This modification was a dire necessity at this time as the German ME-109s with its VDM constant speed propeller had a much better rate of climb. By mid-August 1940, all aircraft were modified.

What was the Spitfire like to fly and how did it compare to the ME-109s?

The Spitfire was considered an exceptionally good aeroplane for acrobatics. Aileron control was excessively heavy at high speed. This was overcome on the MK-V when they changed the ailerons to metal. The aircraft had a safety factor approximately 10 G but if more than 10 G was pulled you would ripple the wings and risk a wing failure. The maximum diving speed was recommended at 450 MPH.



MK 9 Spitfire

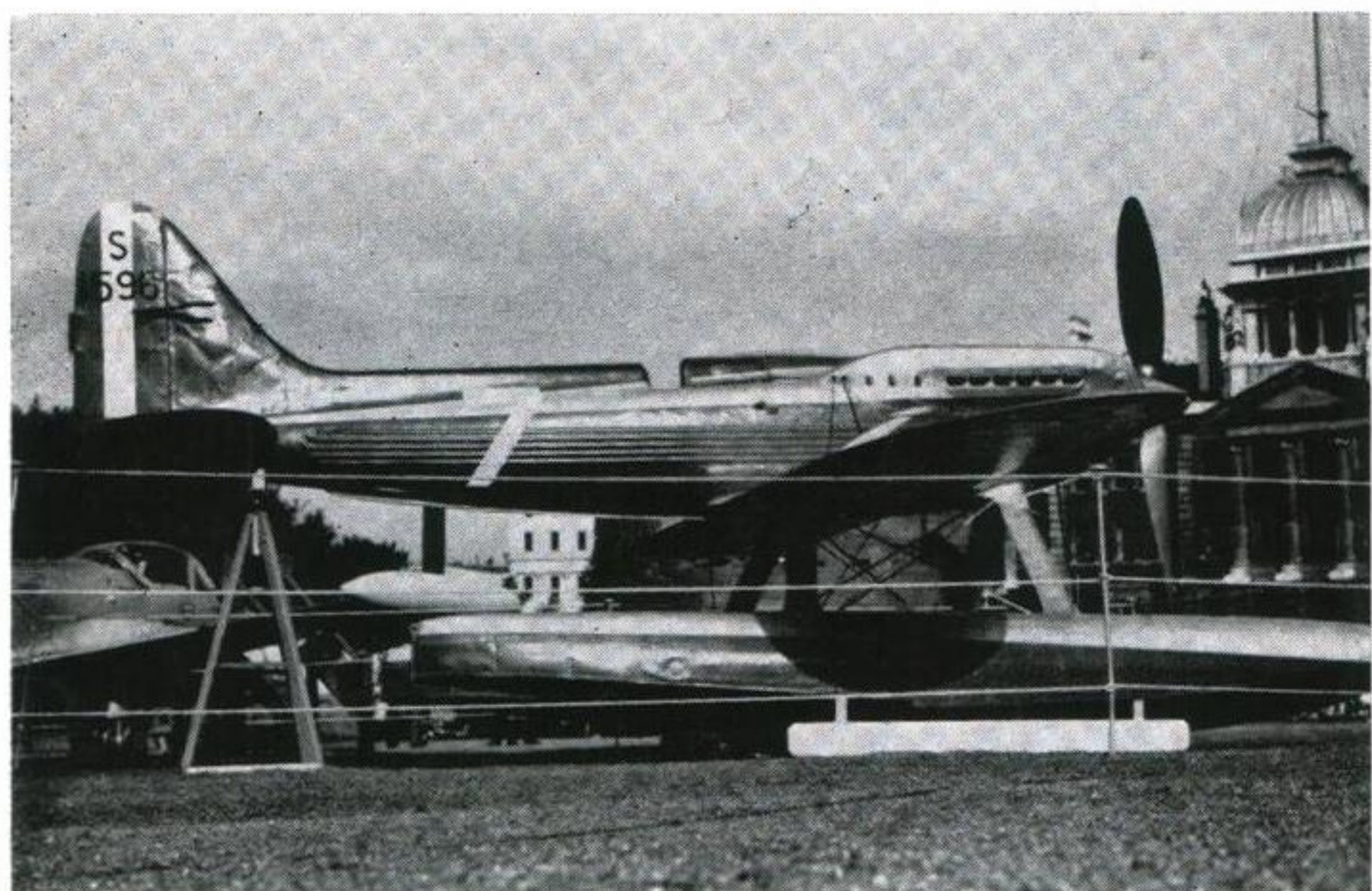
Here is an account of a pilot's first flight in an early model Spit. The pilot was given a few hours on Miles Masters at the OTU and then a Spit. He was given the following advice; cockpit entrance flap, make sure its locked or it will blow off when you open the throttle and knock the ruddy tail off. Taxi slowly and zig-zag so you can see where your going



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# BOLS

(the Spit was very blind taxiing due to the long high nose), get off the deck quickly (a liquid cooled engine would boil if prolonged taxiing or runups were carried out). Don't open the throttle too much if you get stuck in the mud, do this and the aircraft propeller was bent or she was up on her nose. After take-off, let the undercarriage handle out of the down position and pull it as far as it will go until the red lights come on and the indicators are down, then put the handle in the up position. After all these warnings, he was ready to start. Fuel on, throttle just cracked, a few shots of the priming pump, switches on, battery cart in and the pilot pushed the starter button, a couple of turns of the prop and a cough, a cloud of blue smoke and the Merlin was purring away. Battery cart out, chocks away and taxi immediately, zig-zagging to the run-up point near the runway, cock-pit check, mag check carried out, propeller fine pitch, flaps up, gyro caged, trim just a bit behind neutral then throttle wide open, and away he went.



Super Marine S 6 B

The Spit seemed to be airborne immediately, so up with the undercarriage lever and take hold of the hand pump (right hand) pump up the wheels. What! The aircraft is going up and down like a roller coaster! He's pumping the stick also. Now he has everything under control again, he breathes a sigh of relief and settles down his flight across the country. Coming back he decides to do some aerobatics, delightful. He decides to go down fast so ahead with the stick and down we go in a bunt but what happens — the Merlin goes burp, burp, burp, and quits. This is the outstanding fault of the S. U. carburetor on the Merlin engine, that allowed the ME 109s to pull away so quickly from a Spitfire in a dive. If you wanted to go down in a hurry you rolled her over and pulled the stick back to your stomach and away you went. Later model Merlins had an anti "G" device in the carburetor, although the engine would restart immediately, the negative "G" forces ceased to exist and if the throttle was wide open the torque effect was quite noticeable. Time for the first landing. Downwind throttle back to 180, propeller fine pitch, pump the wheels down (indicators and green lights visible), flaps down, trim back, hood open, heading over the fence and for the grass patch, 90 miles an hour, level off, stick back, hold off and she's down. What a relief! Brake carefully, flaps up, coolers open, park aircraft, pull idle cut-off. He climbs out, his shirt is wet with sweat and mud, but he's happy.

The Spitfire may not have been the fastest or have been the longest range for a fighter but it was practically viceless and endeared itself to all who had anything to do with it. If anyone would like to read the complete history of the Spitfire, the Harbourough edition "Spitfire", \$ 8.50 is available.



# Editorial



Do you believe it is important to win at all costs in a game? People answering this question can be fitted into three different categories:

- (a) Some of us who do wholeheartedly
- (b) Most of us who do—to a degree
- (c) Very few of us who don't.

Some of us who wholeheartedly believe it is important to win at all costs are fortunately in the minority. They are the ones commonly referred to as "mean" players. When on the winning side they are ecstatic; when on the losing side they are in the depths of despair. Are these players good team men, or do you think their "crabbing" at team mates tends to destroy morale, and make the situation hopeless?

Most of us, to a degree, believe it is important to win at all costs. We pay lipservice to the theory that it doesn't matter who wins as long as it's a good game. When the going is tough we are apt to use any means to win, providing we don't make the means too evident. Most of us belong to this group because we are taught by example. The accent is on winning—not on good play and sportsmanship. The clichés like "to the victor belongs the spoils", "the end justifies the means", "there's no room for a loser" are well known and meaningful. Are we inclined to be front runners, are we apt to lose heart and are we the best team players?

Very few of us do not believe that it is important to win at all costs. Very few of us believe that it is more important to play the game well and at the end be able to say "I've done my best." Would we love to be like these few? Do they always seem on an even keel? Invariably when the going gets tough, aren't they the ones to encourage and give strength to a team? Are they not the hard kernel of excellent morale? Wasn't it people of this calibre participating in the Battle of Waterloo who caused the Duke of Wellington to make his famous observation "The Battle of Waterloo was won on the playing fields of Eton"? We can certainly try to be one of the very few.

Can it not be said that life is similar to a game? If so, do we "play up, play up, and play the game"?

S/L E. A. BRAIN,

Officer Commanding 314 Technical Services Unit.

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# Murder is Murder

by Maj W. A. Long



I'm getting pretty fed up with reading about "fatal accidents" on our highways. It's high time we start calling fatalities by their name — Highway Murder. To have an accident there must be an element of chance. In this slaughter on our highways, the vast majority of cases involve a violation of one or more traffic laws. In all but a tiny fraction of the rest, there is gross negligence or carelessness to a criminal degree. No element of chance forces the erring driver to drink before driving, to drive too fast, to weave in and out, to follow too close, to run a red light or take a chance on a bald tire. He does these things deliberately of his own free will. Where, then, is the element of chance which makes this kind of killing an "accident"?

Who or what is to blame for this senseless slaughter? Poor roads? No — they make driving more difficult, but the duly cautious driver can negotiate safely. The law-breaking driver. Yes, certainly he is the direct cause. But in the larger sense, all of us are responsible. Every policeman who lets an offender go with a warning instead of a citation; every jury which refuses to convict the obviously guilty; every judge who imposes a sentence too light for the offense; and every person who observes the law being broken and does nothing about it — all of us are guilty of fostering this fantastic carnage.

Our indifference toward traffic offenses is at complete variance with our attitude toward other offenses which are far less dangerous. If I were to stagger out of a bar, and go reeling up the street firing a pistol into the air, it is unlikely that my spent bullets would so much as damage a roof; yet the phone would be jumping off the hook at police headquarters as indignant witnesses called for my arrest. I could stagger out of that same bar, though, and crawl into my car, and bystanders would remark, "Boy, he's really got a snout full", No one would think of calling the police as I drove off in 4000 pounds of lethal weapon, a potential killer of a whole family.

If a bull escaped from his pasture, and stood pawing and bellowing in the street, once again the police would be deluged with calls. The bull would be easy to evade, but the owner might be charged with criminal negligence. But who ever calls the police when he hears the roar of open exhausts as a "squirrel" in a hot rod "lays rubber" down the street?

If we see a burglar breaking into a building we scream to the police even though he would cause no loss to us personally. We won't report reckless driving yet careless drivers hit every one of us in the pocketbook as our casualty insurance rates climb and climb.

If we saw a gunman stalking his victim we would unhesitatingly call for the law. Which of us has called the police to report the license number of a driver exceeding the speed limit or passing on curves? The reckless driver is a potential killer stalking many victims.

When we begin to see the traffic law violator in the same light as any other law-breaker; when we demand more vigorous enforcement of the law; when we sit on juries to convict when the evidence says guilty; when we demand that judges rule repeating offenders off the highways; when we become willing to report a traffic violator and willing to go to court as a complaining witness against him; in short, when we begin to think "highway accident" — then, and not until then, do we have a chance to stop this slaughter on our highways.

(Reprinted from the Police Chief, September 1961 and the Royal Canadian Mounted Police Gazette, November 1961).

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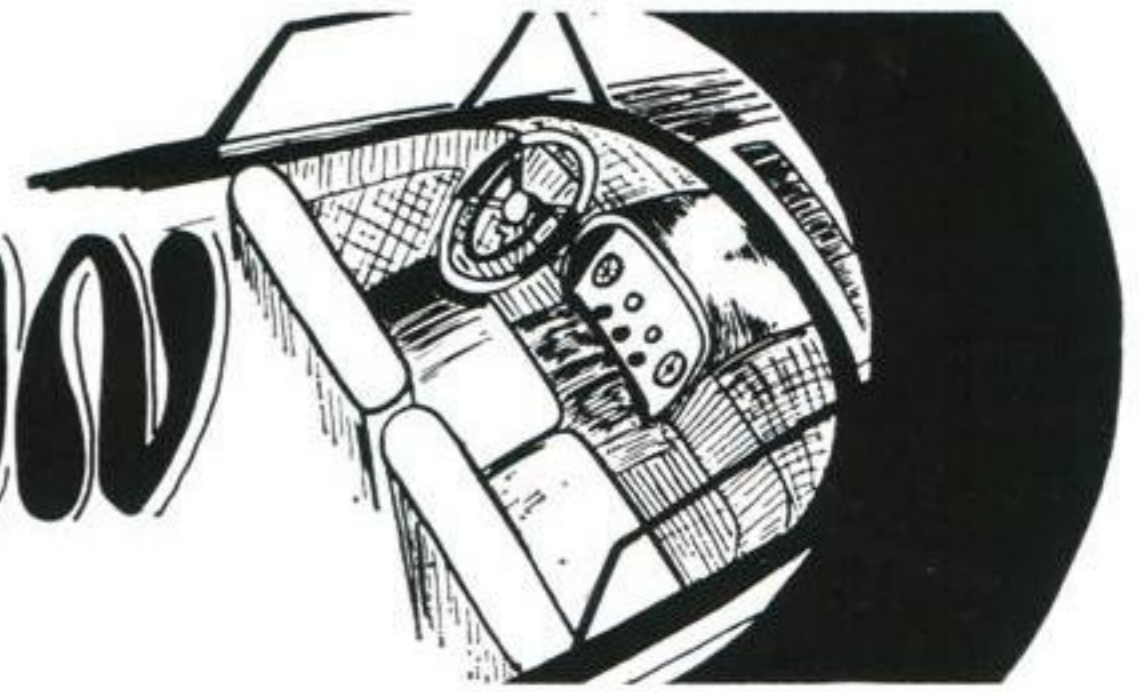


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# THE STEERING COLUMN



## People drive as they believe

A man's driving is a pretty good index to what he really believes.

A state trooper once observed that he could tell what any unsuspecting driver really believed about driving by following him five miles. In that distance the driver will reveal his real attitudes toward driving and toward others.

Funny thing is that what we claim to believe and what we really believe can be two different things!

When I was a state trooper I'd sometimes tail some wild driver through a series of flagrant and unlawful exercises. Perhaps he'd rip through speed zones 20 miles above the posted limits. He'd cut in and out, of traffic, pass in the "third lane" and leave a trail of gross violations. Finally I'd stop him. His argument generally would run like this:

"Look here, officer, I'm a law abiding citizen!" He really believed that! But he really meant that he was not guilty of murder or bankrobbery. He was *not* abiding. He was a law-breaker from way back.

"I've always been a careful driver." He has been if you ignore the accidents, the near misses, the arrests and the warnings, and the scared people in the wake of his driving! He was careful, alright. But he was careful of cops, instead of driving!

Some drivers claim that they believe in obeying speed limits, but they disprove this by voluntarily driving at break-neck speed. Their speed continually stays above that permitted by the law or employed by other drivers. They'll look you in the eye and state that they believe all violators ought to have the book thrown at them. They mean all other violators!

They are bothered by you slow-Joes who adhere to posted speed limits. They really believe that speed limits were established just to give police legal grounds for arrest. They drive as they believe. With this warped outlook, they'll maintain the posted speed limit even if the road is covered by snow or ice. At least they will until interrupted by police or accident.

Some drive as though they don't believe all the talk about the perils of tail-gating. They hang right under some other vehicle's tailgate, oblivious to what will happen if and when the chap up ahead has to slow down suddenly.

Follow vehicles for a few miles and you will see some bully-boys. They feel muscular and strong because their vehicle looks too big to tangle with. Sensible people are unwilling to tangle with the bully-boy, so he lays claim to the passing lane and he delights in making oncoming traffic "chicken-out."

I recall hearing of a taxi driver who believed that might made right in driving. He demonstrated it on a run. His passenger was late to catch a train. This taxi driver tore down a four lane street at nearly 90 miles per hour, assuring his passenger that he was a good driver and that he knew all the cops. He believed it, even if his passenger didn't.

The cab approached a four-way stop intersection. The passenger breathed a sigh of relief. They sped past the signs warning that a full stop was required some 800 feet ahead. The cab driver did not slow down. He started blowing his horn!

They shot past the second warning sign, some 250 feet from the crossing. The passenger was startled to see another speeding cab approaching that same intersection on the cross road from the right! Its driver also was blowing his horn! Two cabs on a collision course, each driver believing that the other would stop. It was pretty obvious just what these guys really believed.

Just short of the intersection the other taxi driver "Chickened out." He slammed on the brakes, swerved, and, though he bounced his passenger around, he did stop. He believed that the other guy might not stop. Our cab tore on across that intersection. A look of supreme triumph was on his face.

About a quarter mile beyond, the cabbie turned his head to loftily assure his scared passenger:

"Nothin' to worry about. I knew that other guy would 'chicken out'!"

It's just a matter of time until this belief will get this guy into an accident. You've got to look out for his type.

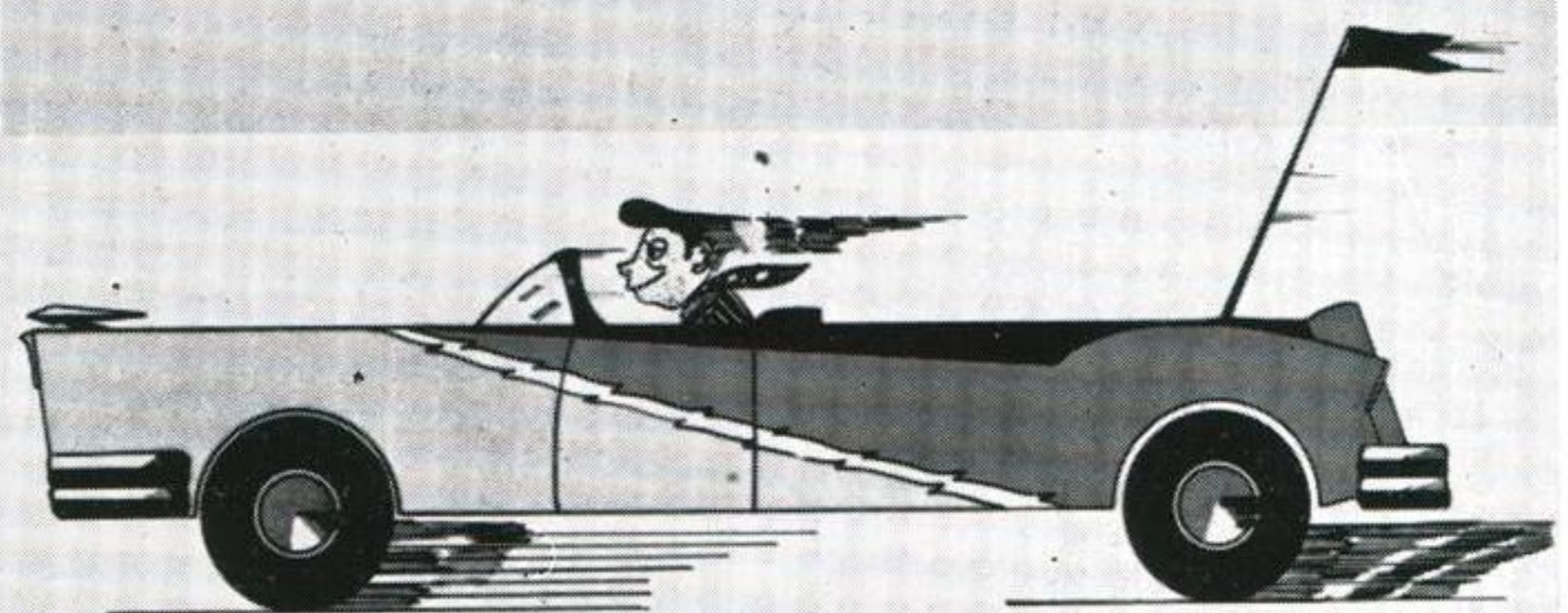
One of the most dangerous beliefs you'll encounter is the feeling by the average motorist that his car can stop on a dime.

While you may believe that laws should be obeyed, the other guy may be looking for the radar traps and parked patrol cars.

You may believe that you should treat others as brothers on the highway, but the other guy may believe all other drivers to be a menace to his peace and comfort!

We drive as we believe. Some drivers on the highways display traits of selfishness, haste, discourtesy, unconcern for the feeling of others disregard for law, or lack of feeling for the timid or inexperienced. But as a professional, you must hold fast to the belief that courtesy is contagious, and your courtesy may help the discourteous guy to change his belief.

## DRIVERS WE CAN DO WITHOUT



BEWARE OF THE

# SPEED DEMON

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

# Tips on how to be a good photog

by A. Lenz

For newly-arrived Gyroscopers and those of you who've gotten a new camera for Christmas, we've got some tips on how to take care of your camera in Europe, and how to make the most of your picture-taking opportunities here.

First, six hints on camera care:

1 — When you start out on a photo-taking trip, make sure your lens is clean. Even a few fingerprints or specks of gadget-bag dirt can spoil an otherwise excellent picture. Don't try to take your lens apart for cleaning though. Wipe it gently with lens tissue (available in the PX) or with a lens chamois.

2 — When you load your camera, check the film instructions for the film speed. If you use a light meter, set this speed at once on the meter.

3 — Double check your camera after loading. Make sure it is running right and transports into the take-up drum, otherwise you may miss the first exposure.

4 — When shooting, hold the camera steady and squeeze the shutter release. Don't jab at the shutter release.

5 — Never store a loaded camera near a radiator or in the glove compartment of your car. Temperature changes are hard on film. It is also possible that the cement in your lens may be damaged by heat.

6 — Have your film processed as soon as possible after finishing a roll, especially if the weather is damp. With color films you may begin to lose color trueness after a few days.

With the technical side taken care of, we've got a few tips on how to take good photos in Europe. When you return Stateside, you'll want to show your European pictures, and you certainly keep them a long time. They are actually treasures of experience, and the more effort you put into your photos here, the more valuable your treasure will be.

Ask yourself three questions before tripping the shutter on your next pictures.

1 — Can I see the subject clearly, is it in focus, and is the exposure setting right? When the answer is "yes", this means the technical side of the picture will be okay.

2 — Is the subject interesting? Here is where you get a chance to put a bit of yourself into your photography. If you choose subjects that have interest for others as well, you are on the way to becoming a good photographer.

3 — Am I shooting from the right distance — and from the right point of view?

This last question is important because it distinguishes photographers from snap-shooters.

"There's a wonderful picture"" you might say, viewing an Alpine landscape. And the view might be wonderful to your eyes. But how does it look through the camera eye? That's what you'll take home on film. The picture you get is only what appears in the frame of the viewfinder.

If you are not getting all you want in the viewfinder, back up a bit.

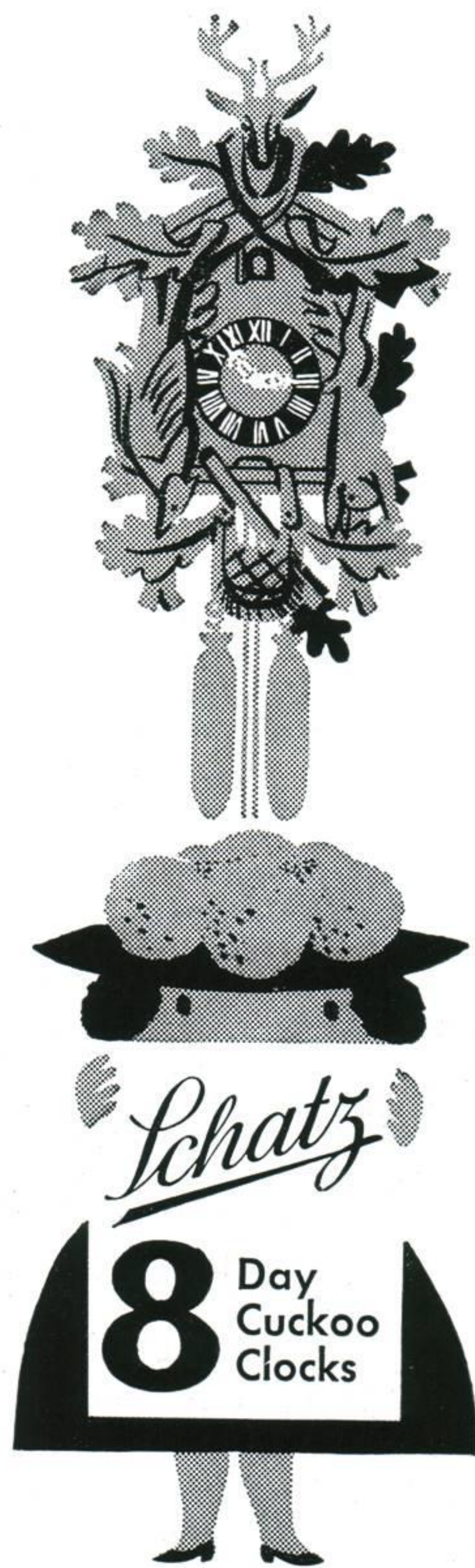
If you are getting too much — and this is the most common mistake among amateurs shooting their first pictures in Europe — get closer.

Is the shooting angle right? For children and animals, get down low. Often a few steps to the left or right will improve the effect and produce a far better picture.

## IMPROVE YOUR PICTURE EYE

If you are in a picture rut, try assigning yourself a picture-taking theme every month or every quarter. If you concentrate on one particular area of photography, you'll find your picture eye will improve rapidly.

Here are a few suggested themes: European architecture, Gothic windows (in color), animals, winter, spring, etc., portraits, closeups. There's no end of fields you can explore.



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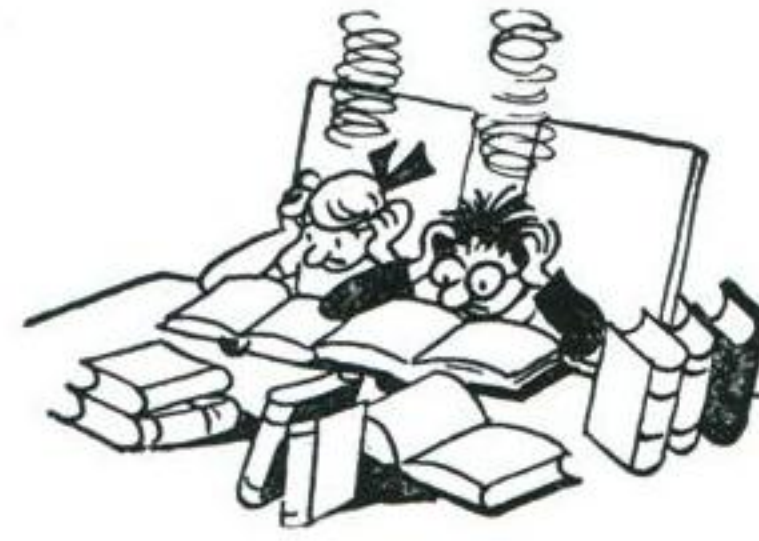
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Dear Sis,

15 February

Someone said the other day that one isn't educated until he knows how little he knows. Well, I'm discovering my abysmal ignorance of the Bible! You know, Sis, when I started teaching this class of fifth graders, I know I felt a little fearful of them. But I had no doubts that my meager store of Bible knowledge, gleaned from a childhood and youth experience in the Sunday school would suffice for their needs.

After three months of teaching, I know how wrong I was. I've just finished reading the next unit of study, Sis, and I'm worried. This unit, it seems to me is the most important a teacher could be asked to teach; it's on the ministry of Jesus. I've always thought I knew enough about the life of Jesus to get by as a Christian. Goodness knows I've listened to enough sermons on his teachings. I've wondered about lots of things,



Junior children arrive by bus

but not enough to look for the answers. I guess I've been a pretty superficial sort of Christian. But that isn't the sort I want my fifth graders to be.

Oh, I can hear the children's questions now: "Why do we have to have four gospels that tell the same story? Why isn't one enough? Does Jesus really expect us to love our enemies? What kind of a guy would I be if I didn't fight back?"

I know there should be good answers to those questions, but I'm afraid I don't know them. Next Sunday we have a lesson on the land in which Jesus lived. Now, my grade school geography lessons are long way back, and I've entertained some grossly mistaken notions about the land of Palestine.

There's another thing. I realize now, that despite my Christian upbringing I never learned to enjoy reading the Bible. How can I help my class love to read the Bible? Do they have to stumble around through it, as I've done, and miss much of its inspiration and power?

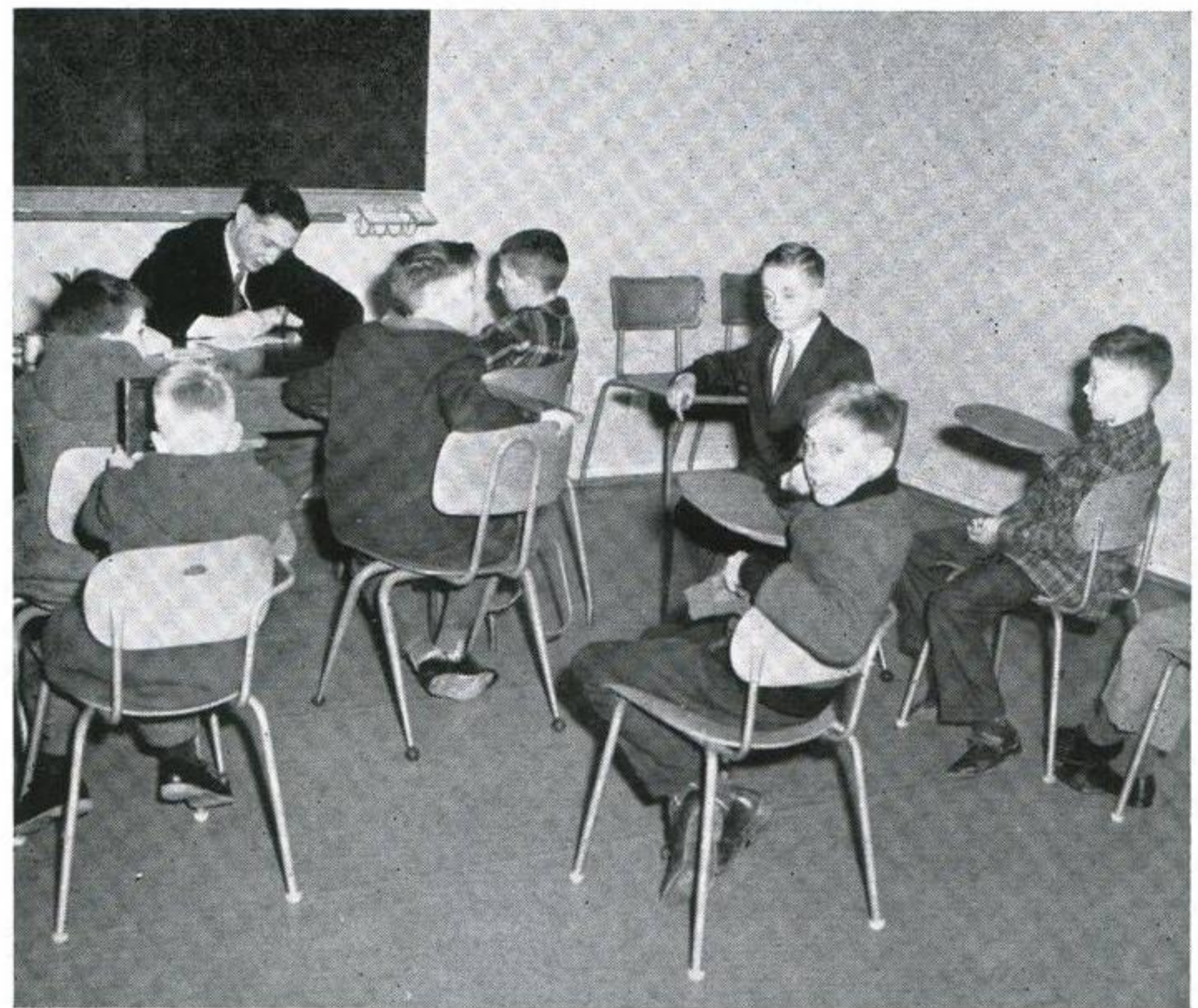
You remember I told you of the discussion we teachers had about our purposes in teaching? There's a little phrase that the Superintendent kept saying over and over again that I can't forget. It's the phrase before each of the objectives of Christian education: "to guide growing persons". I've been saying it over and over to myself tonight, Sis: "to guide growing persons". One can't be a guide to growing persons unless one is growing too. Little did I dream that guiding fifth

graders meant stretching my own mental and spiritual horizons.

Sis, I don't expect you to know all the answers. But I know you can tell me where to find help. I want Marian and Ted and Shirley, all of my Church class, to learn to love the Master — yes, with all their minds, as well as all their hearts. That means their "guide" must grow.

Polly

The above letter could have been written by any Sunday School teacher to her sister, and shows how, through teaching the scriptures, one learns more fully their meaning.



Sgt Byrne learns from 10 year old boys

The Protestant Chapel at 4 Wing has many teachers, or they might be called "learners" in many departments. The diaper set is met and cared for at 1050 hours on Sunday in BB20 as are the nursery and beginners, thus enabling the parents to attend church, or to teach a class. To the uninitiated, BB20 is the day school nursery and kindergarten whose excellent facilities are of course graciously loaned to this church department. The junior (9 to 11) and primary (6 to 8) classes meet at 0945 and 1045 hours respectively in the education building on the Wing. Finally, the senior class, from age 12 on, meets in the Chapel at 0945 hrs.

The phrase "many teachers" has been mentioned. It is true there are many; but not enough. Substitutes especially are needed. This means perhaps one Sunday a month. Telephone Padre Mould if you feel you can contribute. You'll be surprised what you can learn!

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## FEBRUARY ATTRACTIONS

- Thur. 15th "THE NAKED EDGE"** starring Gary Cooper, Deborah Kerr and Eric Portman is a psychological thriller set in London, concerning a tycoon's wife that is obsessed with the idea that her husband is a murderer. (A)
- Fri. 16th & Sat. 17th "MORNING DEPARTURE"** starring John Mills, Richard Attenborough and Nigel Patrick is a first class British film of the submarine service. (A)
- Sat. 17th Childrens Matinee. "SONS OF THE MUSKETEERS"** starring Cornel Wilde and Maureen O'Hara plus "SAY ABRACADABRA" (short subject).
- Sun. 18th & Mon. 19th "A RAISIN IN THE SUN"** starring Sidney Poitier, Claudia McNeill and Ruby Dee. A holding and poignant human matriarchal melodrama about Negro family, living in Chicago who nearly lose family unity while waiting for a ten thousand dollar insurance pay-put. (A)
- Tues. 20th "SERGEANT RUTLEDGE"** starring Jeffrey Hunter, Constance Towers and Woody Strode is a Technicolor court room melodrama, told partly in retrospect about US officer who defends an Negro sergeant charged with rape and murder. (A)
- Wed. 21st & Thur. 22nd "RETURN TO PEYTON PLACE"** starring Carol Lynley, Jeff Chandler and many other well known stars is the recommended film of the month and is more fully described above.
- Fri. 23rd "IN THE NICK"** starring Anthony Newley, Anne Aubrey and James Booth is a "Big House" CinemaScope burlesque. It concerns a vicious gang leader and his mob, sent to an "open prison" who, after kicking over the traces, are cut down to size by a quiet, self-effacing resident psychiatrist. (U)
- Sat. 24th Childrens Matinee.** See weekly posters for title.
- Sat. 24th "ON THE FIDDLE"** starring Alfred Lynch, Sean Connery and Ann Beach. World War II comedy concerning two RAF characters who con their way into the "honours list". (A)
- Sun. 25th & Mon. 26th "THE LADIES MAN"** starring Jerry Lewis, Helen Traubel and Pat Stanley. A crazy comedy with music and songs, photographed in Technicolor. It concerns a goofy misogynist, just out of college, whose woman-hating complex is tested to the full while he's acting as houseboy in a girls' hostel. (U)
- Tues. 27th "LEAGUE OF GENTLEMEN"** starring Jack Hawkins, Nigel Patrick and Richard Attenborough is a suspense melodrama that concerns an ex-regular army man who, goaded by his country's ingratitude, forms a crime syndicate from discredited ex-officers and plan the "perfect" hold-up on a London bank. (A)
- Wed. 28th & Thur. 1st March. "FLAME IN THE STREETS"** a CinemaScope and Eastman-Color racial melodrama starring John Mills, Sylvia Syms and Brenda de Banzie and hinges on the domestic difficulties arising from a white girl's love for a Jamaican. (A)
- Fri. 2nd "AROUND THE WORLD IN 80 DAYS"** starring David Niven, Cantinflas, Shirley MacLaine, Robert Newton and many other international stars in CinemaScope and Technicolor. One show only at 20.00 hrs. (U)
- Sat. 3rd Childrens Matinee. "KIT CARSON"** starring Dana Andrew plus "THE TWO BOYS" (musical short).
- Sat. 3rd "SINK THE BISMARCK"** starring Kenneth More, Dana Wynter and Karl Stepanek. A CinemaScope war dramatic documentary, adapted from C. S. Forester's book, vividly re-creating the momentous 1941 battle of the North Atlantic, culminating in the British Navy sinking the Nazis' "impregnable" Bismark. (U)

Your Fieger:

"GIRL OF THE MONTH"



*Mitz Gaynor*

The lovely and charming star of the world famous movie "South Pacific".



# Touring our Flugplatz



419

SQN

F/L W. J. Penfold

Recently another of 419's stalwarts hit the 1000 hour mark on the intrepid CF100—F/O Bob MacWilliam. No sooner had he accomplished this fearless feat, when on he went to capture the hand of F/O Nancy Casey in as lovely a wedding as one has seen at 4 Wing. And a lovely bride, too!



W/C Etienne congratulates F/O MacWilliam on attaining 1000 hours

And speaking of lovely brides, F/L "JB" MacDonald took himself one in the pretty person of Miss Dora Petersen late in December. Congratulations to both "Macs".

To celebrate last month, the 20th anniversary of 419, the past and honorary members of the Squadron honored the regular members at a reunion party. With the large glasses, delicious birthday cake, and short speeches, everyone enjoyed themselves immensely. Our thanks to the sponsors.

One more occasion lights up January; or better still, dims it out. To the primeval chant of new Moosemen intoning the sacred oath by Bruce's beard, 419 initiated four new members. We are happy to welcome W/C J. MacKay, F/L Bill Hawkins, and two of our USAF friends, Lt Col James Covington, and Capt John Perkins of the 496th Fighter Interceptor Squadron. Glad to have you with us!

This month's column couldn't be complete without at least reference to, no, not an optical illusion, but the Brothers Beck. In this light, the following is contributed:



Double trouble

You'll see him walking by the Mess  
With Purcell, Smith or Carle.  
You'll say, "Hellow, Cliff, how's the boy?",  
He'll say, „Not Cliff, I'm Charley“.

Or with the girl in the Nash convert,  
He'll have a little tiff.  
She'll say, "Now Charlie don't drive fast!"  
He'll say, "Not Charlie — Cliff“.

But some day Charles will join up too,  
(That makes him lose composure!)  
And on an E & E they'll both  
End up with double — exposure.

And with that, this writer not only signs off for the month, but from 419 column contributions to the Flieger. I hope my successor, F/L Joe Smallwood, will meet with the same cooperation and aid from the editor and staff of the Flieger as I have so fortunately had. Thanks to these people and those other Squadron members who have assisted in preparing the 419 Squadron news.

..... Auf Wiedersehen!!



Speed Kills

Slow Down



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422



Sqn

by F/O's Wesch &amp; Kee

Although the scribes of this article have been very adept at failing to submit columns during the past few months, with great effort and tribulation, we made it this month, which should prove unfortunate to the readers, if read further.

January was a quiet month at 422, which may be accountable to the alcohol consumed during the festive season, or more likely, to the proximity of Fasching. Doc Strath has very generously provided the Squadron with one-a-day vitamin pills to rid us of any consumption, scurvy, etc., that might result from the parties to come.

It was surprising to find that 422 had been endowed with a famous-the-world-over cook and translator, unbenounced to all. Currently, Squaw Waldrumdrum is the pretty button pusher in the hatchehouse, and has listed some exotic dishes with jiffy translations in German, Indian, and Hebrew.



Squaw Waldrum Drum

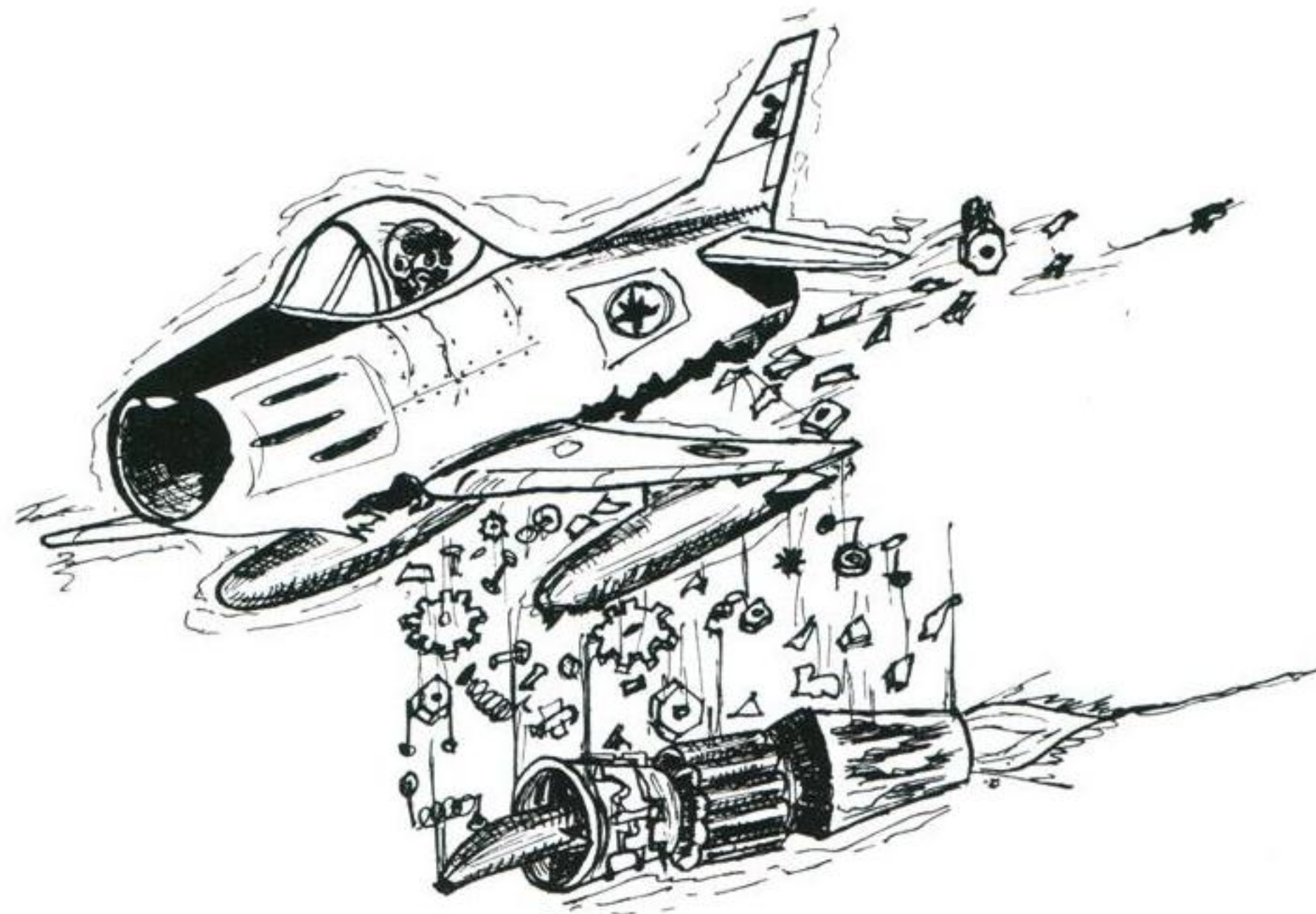


F/O R. C. Miller

Being adventurous, or better, lacking something else to do, assorted squadron members have taken to the blue in our trusty steed for such far off places as England and Norway. The writers were interested in bringing to the reader the historical and sightseeing experiences of these learned travelers, but on being approached, all pleaded the 5th Amendment, with such quaint quotations as: "If you print any of that, Wesch, lightning will strike you, and you will die!" so, nothing was printed.

434 Sqn was hosted and filled in by 422, 444, and 419 one Friday in January and it was an excellent opportunity for the Hatchetmen to test their new "firewater". No one suffered any epileptic attacks after drinking it, although minor lip and facial burns were recorded. After a thorough survey, the brew has been accepted as the official 422 "firewater".

On the sporting side of the squadron, Ron Woods and curling companions are in the final Wing play-off for the Air Division finals, lots of luck men, and easy on the hot rum. The 422 hockey team has played 16 games, winning 6, losing 9, and tying one. Not such a bad record considering the amount of time the boys have to practice.



### OUR TRUSTY STEED

The last newie to come from Canada arrived this month. F/O Dick Millar is an ex-T-33 instructor, being hatched in Winnipeg, Manitoba. Dick was formally greeted at the bar by the SMU and the party unfortunately lasted only 1<sup>1</sup>/<sub>2</sub> hours due to the disappearance of the "newie". How were we supposed to know that Dick didn't like Boilermakers, Compressor Stalls, Port and Starboard Lights, and the like???

As a closing comment, 422 take this opportunity to wish Cecil and worms good shooting down south and remember fellows, we will expect "nickels at the door" when you return. Good Fasching, people.

**R. C. A. F.**



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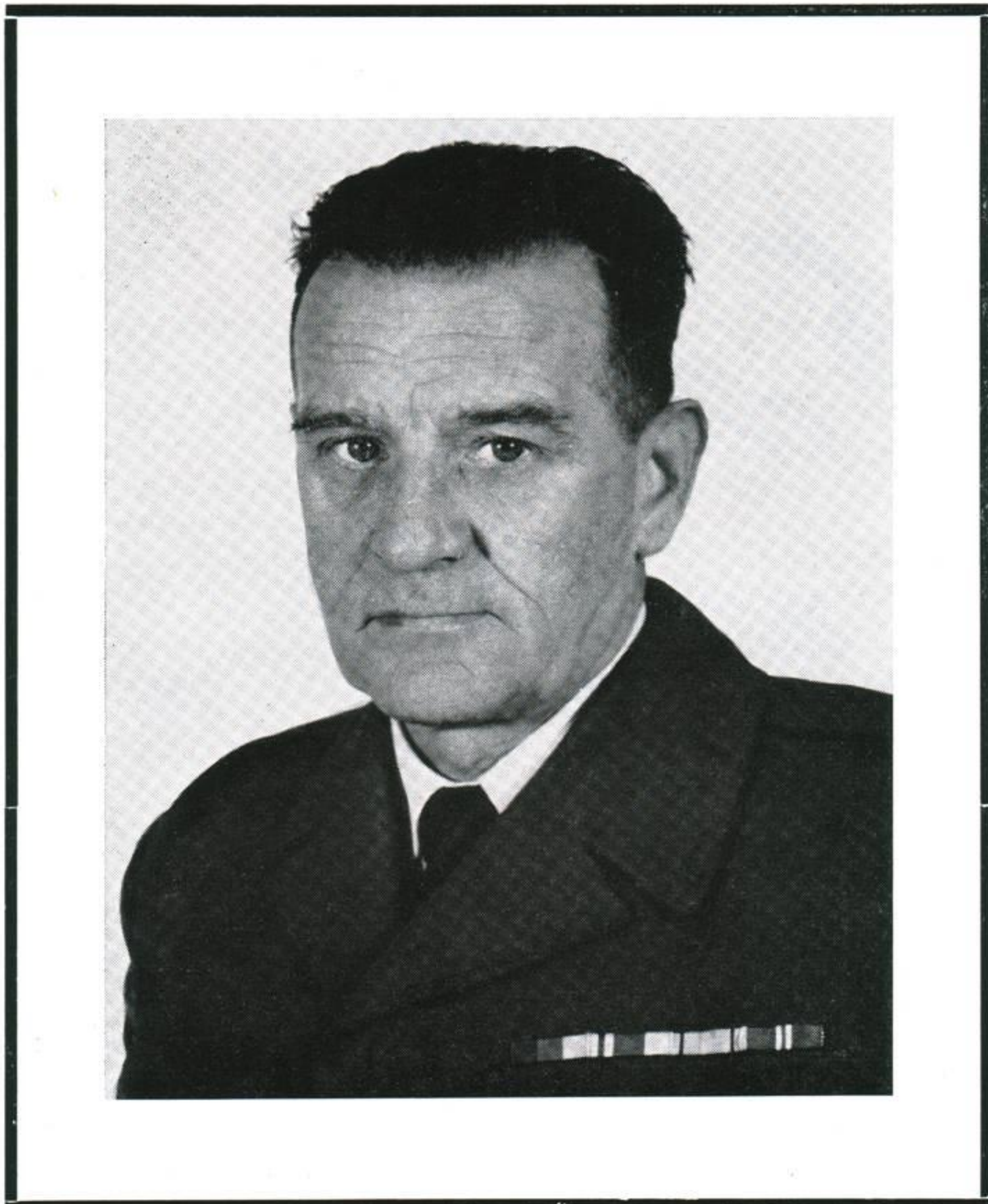
Carneval-ties  
with funny designs.

444



SQN

by F/O's Glen & Armstrong



## IN MEMORIUM

The Squadron extends our sympathy on the death of Corporal Mitchell.

January has been a fairly quiet month again with numerous people off studying for and writing promotion exams. This was not at all bad as the rest of us made use of the aircraft for a couple of extra hours time. Here is hoping that everyone writing did well.

On the social side, except for the Mess functions, we have had only one party which was a surprise house warming for

Joy and Len Cook. From the look on Len's face when he opened the door and saw thirty beaming faces out in the dark we wondered if it wasn't too much of a surprise for him. He got over it rapidly when he saw that the party had brought along its own refreshments and food.

This month we bring back the automotive section with a great many new cars both in vintage and owners on the Squadron. Two of the chaps are driving those cars with the girl's name Mercedes, Rae Baltins in a 220S and Hoibert and his 190SL. There will probably be another soon. Old Diamonds sprouted with a Jaguar in December and Wee Willie Wilson became the happy?? owner of Doug's old MG. Our Deputy OC decided to go the family way with a big Chev station wagon and in this deal pawned off his Opel "sportswagon" to honorary member Dad Hayes. Yours truly has a new Ghia. We even had an offer from the scrap dealer for the old cream bomb! parked out back of the squadron.

While talking about cars, our squadron driving safety officer, JCH, was giving it to me because the door of my Morris wouldn't open. As he tugged and pulled and said he would have to report this, I suggested it would be much easier if I unlocked the door.

### Cecil's Choice of the Month

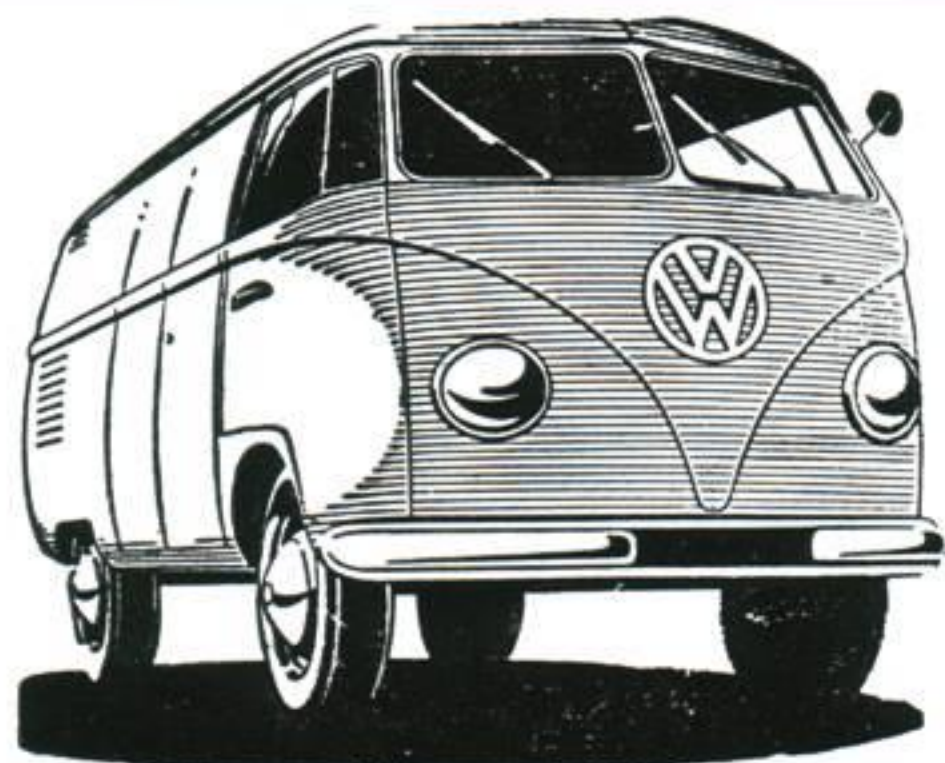
This month Cecil is choosing Major WH Harrington as the snake for January.



Major Harrington is from the Canadian Army Dental Corps and is attached to the RCAF as 4 Wing's dentist.

"The Major" as he is generally known is an honorary member of 444 and is an avid supporter of all our activities.

The Major started off his military career in August of 1941 with the RCAF but after just a year of Airforce life he decided

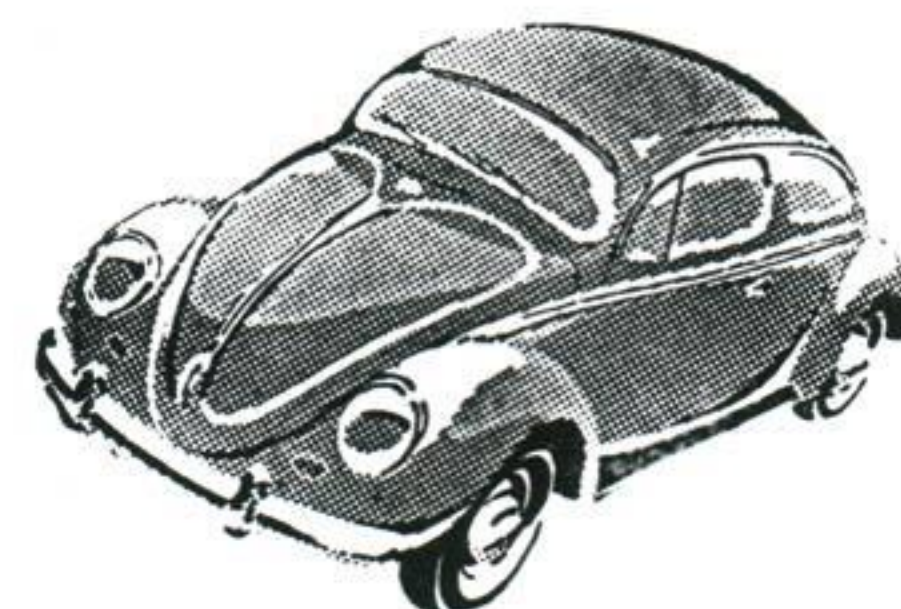


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## Fasching in Söllingen "Röble"

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 Friday, 16. Feb. 62  
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 Sunday, 4. Mar 62  
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will even gift wrap this guy for you. Ribbons, bows and the whole works.  
 Ever since I started writing this article a few years ago there have been certain guys, no matter how hard I have tried I could never seem to get anything on them, but now I have finally managed to get the goods on one of my victims.  
 Here goes:  
 Now it seems that a short while back, the Raider hockey team set out in all full glory to go some place, the name of the town escapes my mind at the present moment, to try their skill and luck. Everything went on as planned, and the journey was finished without any mishap. Now here comes the punch line. When dressing time rolled around, it seems that one of their star defencemen had forgotten to bring along a certain piece of his equipment. I am sure you will never guess what it was so I will tell you. It was his SKATES. But cheer up Whitey. Another boob like that and they will have you working in the Control room.  
 While we are still on the subject of sports, did you hear about the certain Cpl that lost his curling game due to the fact that he went to sleep in his car and did not awaken until the game was over. He now claims that he would rather keep the company of John Dillinger than that of Bill Sempke. At least he figures he would not get into so much trouble with Dillinger. But Schultz you can not say I did not tell you so.  
 One of the boys from the squadron made his maiden voyage to the great city of Amsterdam. According to all reports that have come this way he had himself a ball. If any of you would like to get the full story without any omissions all you have to do is phone LAC Short at 136. Bring along a bottle of wine and you will probably get it in stereo.  
 Jerry Matte has got himself a million dollar wound. It seems he got it practising some sort of a weird thing called Voodoo. Oh, pardon me all the heck, it was called Judo. I knew it was some sort of a strange cult.  
 I notice that Al Jensen is stopping in with the rest of the boys after work these days for that end of the day beer. Gossip has it that it is because his frau is no longer a Cpl in the Airforce, and the need for a late pass is now over with. I think before I make anymore bold and brave statements I should let you know that the ideas expressed in this article are not always my own, but the names have not been changed to protect anyone. Sometimes I make exceptions where R211s are concerned.  
 At this time I would like to express a word of thanks to Mrs Paul Gaudy for the great effort she put in on our little skit at the Xmas party. Without her helping hand and undivided attention the whole thing would not have been the success that it was. So once again, thank you Mrs. Gaudy.  
 Certain of our NCOs have been noticed eating solid foods a few days ago. It just about shocked everyone out of their coversalls because the general impression around this place was that they survived entirely on panic pills.  
 It has also been noticed that the pilots are drinking a new kind of juice around the canteen as of the past few days. It

Well, here we are starting another year in what the great men of our time have named the dark sixties. I can well imagine that by this time just about everyone has broken those little promises that were so earnestly and proudly made at the closing of the old year.  
 Things are very much the same in this snake pit that we call our own. As a matter of fact I am very much afraid that it will take a little more than the changing of a calendar to change the method of survival around this platz. Of course there isn't any need to express the fact that we are all looking forward to the coming journey to the south, and our usual ten or fifteen percent shooting.  
 In my last article I neglected to do something which I now must catch upon, even if it is a little late. It did not come to my mind until my article was sent in, to say hello to all the new chaps that have come to the Snake Pit in the last few months. I will not even make an attempt to mention all the names, but to each and everyone of you, welcome. By the way, you are just in time for that trip south of the border. I has been brought to my attention that "A" flight got real kind over the Xmas season and gave "B" flight a present in shafted also. We got Alex Jones. But never fear, we have a certain Cpl we are thinking of giving you for Easter, if we can wait that long. I will even let you in on a little secret, we

## 444 GROUND CREW

by Chester Hancock

the Canadian Army was for him. After the war the Major was released but by 1949 he was back in the Army and received his DOS at McGill in 1950 and since that time he has had a very interesting career. From 1951-54 he had his first post as an Airforce dentist at Chatham, N. B. While at Chatham he went on a cruise with the RCN to attend the coronation in 1953. From Chatham "The Major" went to Korea for 13 months and to Esquimault B. C. with the RCN again. While there he got another sea voyage, this time a four month tour of the Pacific.  
 Whitehorse, Y. T. was the next station where the Major worked with the Army on the Northwest Highway System for two and one half years.  
 At last a tour in Europe came up and subsequently 4 Wing received a very good dentist and 444 a very good honorary member.  
 Major Harrington didn't tell us what hobbies he has, but he has been seen out behind the dental clinic driving golf balls and we don't mean the ones that ride in the rumble seat of a CF 100.  
 Major Harrington was accompanied to Germany by his wife Mary and their two sons Bill and Richard. The Harringtons call Vancouver their home in Canada and 444 their home at 4 Wing. The Snakes are glad to be associated with them. This is the last time you will see our names at the top of this column and we hope that you have received some news and enjoyment out of our sweat and toil.  
 Happy Valentines Day to all you lovers.

is called Rocket Juice. I haven't been able to find out just how many it will take to over "G" but a few of them are going around looking a little off balance lately.

Cpl Tom Currie is looking real rested up these days. He claims it is because Clay McAdam is on leave and there is no one around to bother him. To add it all up, baby sitting with guys like Gillis and McAdam day in and day out can be very trying. Speaking of our boy Gillis, I hear that they are going to install a system on the unimogs so that you will have something the same as the artificial feel on aircraft controls. The reason is that lately he has been trying to put 02 in the aircraft without realizing his cart was not hooked up.

While we are still on the subject of inventions and what-have-you, it has been suggested that someone would get a photostat copy of the Sabre Engineering Orders made up just for the benefit of Cpl Goudy. After all Paul, you are just a little fellow and we hate to see you dragging those big ones around all the time.

If any of you chaps around the squadron ever find that you want a memo written up for anything, the person to see is Bob McKay. It seems that it is right up his alley. In fact, if his reasons aren't good enough, he still gets what he wants just because his wording is top notch.

In the last months' Flieger I noticed that they had the pictures of all the officers that got promoted. But Mr Editor how about the guys that passed their 3A???

There is an old saying throughout the service that is a person is always complaining, then he is happy. Well, if that is the true case then we of the Snake Pit can say without telling a word of a lie, that we have in our outfit the happiest man in the whole wide world. Of course we are talking about no other than Leo Moulins.

Cpl John Rankin, one of the sparkling airframe chaps from the squadron of the snake has decided that this Xmas just past was his last to buy a tree. He has his reasons, and I must admit that I am obliged to go along with him. He figures he is lit up himself all through the festive season, so why waste cash on a tree and lights.

So far I have not been able to get little bets going with any of the pilots concerning the trophy shoot that will be taking place in another few weeks. Maybe this year they are going to keep their dreams and hopes to themselves. But never the less, time will tell.

Well I guess this just about winds up the news and gossip from the Snake Squadron for another month. The next time that I will be coming your way will be from the sunny south. Seeing that the beaches are not open at this time of the year, and all the boys will be hanging around the camp site most of the time, I am very sure that I will be able to round up enough material to bring you a real good article. I may even be able to get some of these guys who have been lucky enough to escape from my clutches these past few months. So I will just cut everything short by wishing those Snakes that fly a good shoot. See you all next month between the covers of the Flieger.

## SPARKS AND BARBS

from  
WING INSTRUMENT - ELECTRICAL SECTIONS

by Dick Farroway

After last months column there were those in the section that were giving two to one odds that I wouldn't have the nerve to write another. Honest fellows I didn't mean all those things I said. Actually LAC Nayha does have a picture of a girl in his wallet along with the picture of the dash of a Citroen. This month I am lucky in that I have a few things to write about.

Our boss F/S McAulay witnessed along with others the swearing in of his son Daniel on the 11th of Jan. F/L Andrews and Sgt London from CJS London did the job. Dan reports to Manning Depot at St. Johns Quebec on the 20th of March. The Airforce is certainly no stranger to Dan. He was born in the year 1943 while his Father was stationed at Van-



cover. Up until 1957 he attended Airforce schools. The boss has 22 years service and is proud and justly so to see his boy choose to take up the good life. One of the first a/c the flight remembers working on was the Wapati and Dan after finishing basic training might be working on such supersonic a/c as the 104 and 101. Well good luck Dan and don't let those Discips at St. Johns worry you cause they are only twice as tough as they look.

Three of the Corporals from the section spent a little time in 3 Wing genning up on transistors so they can instruct the Allied trades here at the Wing. The three that will be doing this instructing are Cpl's Praud, Cameron and LeBonte. You will note that when there is some instructing to be done on highly technical equipment they come to the brains of the Allied trades.

We are pleased to report that we have a new champ in the section. LAC McIntyre placed first in the Airmen's Bonspiel. We lost one of our champs to 444. LAC (hardnose) Fixture is now at home with Cecil. I understand he now finds lots of time to improve his Bridge. That is in between gassing up

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them Day Fighters. Cpl Weese left for 444 as well. Our loss, was 444's gain Bill.

Last I must report that yours truly became the proud father of a 6lbs 9 oz boy. Which further goes to prove that when we in the section do a job we do it right.

## Wing maintenance notebook

Maintenance hangar has taken on a new sparkle since the C. E. boys came over and made like painters with their long handled floor brooms. With snag crew and the fitters indulging in further yellow artistry the hangar now looks bright and cheerful and should make our work more enjoyable. Maintenance and 3 bay have lost one of their most stalwart members in the person of Sgt Muir who has left us for the greener pastures of Vancouver taking with him fond memories of the boys of 4 (F) Wing. This change brought us Sgt Senft who hails from the land of the "Penguin". He has already got the hang of the shuffle board and is giving the boys of 3 bay a run for their money at coffee break period. Since this issue of the Flieger will be out at approximately the leaving time of 444 Squadron who are Sardinia bound we want to wish our Snake friends the best and hope they will add to the laurels of 4 (F) Wing.

Our Sgt Myles didn't take too kindly to the boys joke of placing a girls picture in his hat. Apparently it caused considerable consternation at home. As a parting shot: If an athlete gets athletes foot, what does an astronaut get? Missiletote?

From the Safety Equipment Section we understand that FS Clark and LAC Nelson recent annual leave in Canada confirmed our suspicions that snow is still a sight to behold and in any case seems much more seasonal than the liquid sunshine. The SE lads will soon be packing their gear and hustling in relays to 3 (F) Wing for a week of instruction on seat and canopy charges. LAC Nelson has been transferred to 422 Squadron from TD at the Wing Pharmacy and states that both jobs, after all, have their advantages. Two of our stalwarts, Cpl Goudreault and LAC Drackenburg have received their beginners swimming badge with a big splash. Other than drinking the pool dry there is no trick to it, so they tell us.

GHE's scribe will be back with us for next months issue. Until then auf wiedersehen.



### WING INSTRUMENT FLIGHT

Fear not, we have returned for another issue. Hoping everyone had a joyous festive season.

Things have changed around here in the last month. We have a new chief penguin in the person of WO2 Tate. "Don't let the smoke get in your eyes, Sir."

It seems that our Cpls like night and weekend flying, transient crew says they are happy to have them in charge.

Cpl Ross, how would you like to buy some life insurance with a 30 year endowment, for only \$63.00 a month.

Congratulations go out to LAC Young and Hoch on their new family (Well Matt, you don't look any smaller!).

Larry, have you dropped any rum glasses lately, or are you still on the tin mug? It seems the fire fighters are chasing a certain '56 Mercury around the station, (I don't know why).

Hey Bert, why all the trips down to see Leitner lately? (Wie geht's, Fräulein Möbel Holzer).

Who is the clot that writes for 444 Ground Crew?

"CONGRATULATIONS, QUINLAN!"

Sgt "Bob" what's it like being to work on time? Oh, yes we hear that you remustered.

We hear that Cosier has invested in some stocks in the Fiat Garage in Baden Oos. Honest, fellas, I was only looking at the signet rings.

Well that's all for this month. Have a good fasching.

CHARLIE THE PENQUIN

## Workshop Quips



by Chuck Thornhill

Congratulations are in store for Sgt Cuccio on his success in passing his Group 4. Well done Sam, we knew you had it.

Sports within the shop finds that we have a team interested in the Wings Volleyball schedule. Our first game was with 422 Sqn (Officers), but; alas, we were not successful in topping these gents. We must congratulate our volleyball team for their fine efforts and, who knows, we might win the championship. Continuing along with the sports angle, the shops bowling team is doing a fine job of holding up their end on the alleys. It seems that yours truly was a might frustrated on the alleys a couple of weeks back and almost took the high triple in the Inter-Section league.

Our contributors to the "C" League hockey, Johnny Dicaire and Pete Leblanc, are doing quite well, at least they are not complaining of any aches and pains. Gerry Hawes seems to be enjoying some fine hockey with the Wing Maintenance hockey team. While on the subject of hockey, I, along with the many people of Workshops and the Wing, believe that LAC Jake Connor is doing a fine job of officiating hockey this year and should be congratulated.

After reading over the article I find that we have not mentioned our soccer stars — Scotty McCliesh, Russ Nichols and Rudy Last. As you can see we are well represented on the Wing sports and will be looking forward to some fine competition with you.

On the social side of the Shops entertainment we find that we are preparing ourselves to say 'Bon Voyage' to Ron Sawyer and his family who will be leaving us in a couple of months.

As an answer to Sgt Rodrigues' question as to how things are doing at the Workshops Ranch, we are all doing fine and still doing a bit of mending and building.

This seems to be all for this month, so we'll see you next month.

### Ladies and Gentlemen!

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# Armament antics

While glancing through a past copy of the Flieger (Oct 61), I came upon an article I had missed during the first reading. It was written by Hal (Tele-Com Tidbits) and asked the question, "How about a few comments from you silent sections?" Well, right then and there I decided that this silent section would be silent no more. Not having any outstanding writing abilities, I hope that you, the reader, will overlook any errors I have made in spelling or punctuation.

It seems to be the trend for every section to begin their Flieger entry by introducing all their new-comers. However, since it has been so long since our last write-up, it would be almost impossible to do this, as practically the whole section would be included instead, we will acquaint you with only our most recent additions (the last 3 or 4 months).

Sgt Irwin has arrived from Cepe Carde and is currently holding the M&W boys in check at Sabre maintenance while Sgt Evans (Cold Lake) is handling the A.S.T. end of that section. Also we have added Cpl Spencer and Lac Hunt from North Bay. This is the second time over for both these boys and I imagine they are very happy about it. Cpl Purdon and Lac MacAulay hail from Uplands and Lac Hickson, currently our star of Square Dancing comes all the way from Comox. Lac's Hanson, Tiedemann, Ripplin, Souter and Haskell are Cold Lake's contribution to the cause. Lac Cardinal (fresh in from Winnipeg) is already slated for three weeks of frolicking in Sunny Sardinia with 444 Squadron, while Lac Lunde (our Western maritimer from Greenwood) has successfully mastered our sight bench. Lac's Camp, Bardua and Shura came to us from Chatham on the Mirimichi and Lac Treble (our newest addition to the Canteen Committee) is in from 6rd. LAC Neilson is over from 1 (F) Wing, and back with us again from Trenton is Lac Edwards.

A big welcome to you all and may your stay at Wing/Arm and at 4 Wing in general be an enjoyable one.

In the "Internal Transfer" Department I see we have a new Arm/Maint Officer in our midst. F/O Simpson, of 422 fame, has changed positions with F/O Battram, the latter taking over at the helm of that squadron.

Cpl Hall has departed for 444 squadron while from them we now have Cpl Weidendorf. Also we lost Lac Stagg to triple four and have Lac Down in return.

Lac Stopani-Thompson (Beauty Queen of our Christmas Party) and Lac Rawlins have gone to 419 Squadron along with Lac Lynch and Lac Murray. Returning from the Moose we have Lac Norum (of Raider fame).

Good luck to you all in your new assignments.

Congratulations are in order to F/O Battram, Lac Bristol and Lac Bushor who just recently became proud new Papas.

FS "Tony" Gunnell is back with us again from three weeks vacation in chilly England. Welcome back to sunny 4 Wing, Flight, and we all hope you had a nice leave.

Well, ball season will soon be upon us once again and I would like to warn other sections that this year we will be in there fighting all the way. Among our new-comers I understand we have a lot of talent, so lets have a big turn-out and make this year our year.

The grapevine tells me that Howie Hill (our speller of Scotch names) is progressing so rapidly with our new coffee maker that he is a sure bet to win the next election and remain on our Canteen Committee. I wonder if Cpl Nugent is still campaigning? Or was it Cpl Nelson?

That's about all the news from our Section for now. We will try to be more regular in our writing in the months to come. And so, until the next time, we bid you,

Auf Wiedersehen.

# "Pandoras Box"

by PAN

To get a good start in 1962 I'll start by putting out the "Welcome Mat" for our charming and most recent arrivals.

A hearty welcome to LAWs Marina Yeo, from 3 Wing, — by the way is she still here or is she just taking advantage of the hibernating season; Mary Wilson, from Stn Portage, — glad to have you on our basketball team; Mona Jaeger, from Stn Comox, — watch out for this girl fellows or your teeth won't be long for this world; Sandy Tinker, from Langar, — my confidence has returned to the medical staff; and last but by no means least — Judy Christianson, also from Langar, — a new addition to our Accounts Section. If her figure is anything to go by she sure knows her "figures".

Well girls, wherever you hail from I'm sure that their loss is our gain. Hope you'll all enjoy your tour here. There is plenty of recreation here if you are the hearty type who goes in for cycling or 10 mile hikes. The "man situation" — WELL!!! there are some but the least said, soonest mended.

Bon voyage to LAWs Mary Best whom we lost to 2 Wing, hope you can get used to it, and Mary Doke who is returning to good old Canada shortly after her most recent trip to "Bonnie Scotland".

For some months now I have found a delicious smell coming from our kitchen. Sure enough Annette Tang, (better known in her section as Tangeroo) is cooking her speciality, "Kraft Dinner", for a certain young man. How is your stomach taking this diet, Tom? I must remember to advise the Grocery Store to stock up on this item so that there will be plenty on hand when Annette and Tom take the big step in May!!!

With the weather being what it is most of the time — rainy — wet — rainy — one is restricted to pass time with indoor games and hobbies. Jan Ellis suggested an indoor "rugby" game, and guarantees pleasant results. I'm not sure just what this game is all about but she promised to draw me a picture sometime. While I'm on the subject of hobbies, Jackie Coulson has one called "Vic". This one has me beat and I'd appreciate it if someone could clarify this one.

I believe Marg Paterson is holding out on me. I haven't seen a certain sports car around for quite some time. Is it in the garage, Marg?

It was most unfortunate that Vi Clethroe and Esther Annell slid off the side of the mountain in Berchtesgaden. I guess pretty soon they'll have to walk like the rest of us. Never mind girls it's good for the figure.

Last week I noticed that Edith B. is once more on speaking terms with Walt. I wonder how long this is going to last? I never did find out the reason(s) for the silent treatment, but maybe one of you readers know.

So Doreen Bacon and Pat are going to leap into the matrimony field in July. Pat insisted on July as he dislikes June, but really doesn't know why himself. However, all fooling aside, all the best to both of you, and above all Pat, please drive carefully.

I do believe we have several Curling champions amongst us. Kitty Goudy won a trophy; Esther Annell and Marg Paterson managed to walk away with a bottle of champagne each, which I believe was the booby prize. All in all some of us enjoyed the Airmen's Bonspiel very much. Thanks fellows for the efforts you put in to make it a success.

Our basketball team the "Raiderettes" played 1 Wing on the 27 Jan and came out ahead with a score 20 to 11. "Two bits, four bits, six bits — a dollar; everyone for the "Raiderettes" stand up and holler." This is just a hint for some of you people to get out and give some moral support to our team. I'm standing and hollering, how about you? Congratulations for the game well played and won and good luck in your future games.

The other day I heard a statement that 419 Sqn was the best — is this true fellows or just a rumour?

#### CALLING ALL MEN

Each month I would like to take the opportunity to drop a few hints to the eligible men of this Wing. This month my beef is — what happened to "Chivalry"? Is it really just a thing of the past and of King Arthur and his Knights of the round-table, or is it just used so seldom these days that one fails to distinguish it when it does occur. So how about all you "Knights", polishing up your **armour** (not **amour**).

Bye for now see you next month.

PAN

## Airmen's Club Entertainment

On Friday 19 Jan. 62, at 1700 hrs, the Airmen's Club Mixed Curling Bonspiel opened with a flourish as Warrant Officer Yates officially opened the Bonspiel by throwing the first rock to Mrs. Marilyn McIntyre. The rock was expertly swept by F/L and Mrs. Holdershaw, who delight in giving their full support to all Airmen's Club activities.



Warrant Officer Yates throwing the first rock to officially open the bonspiel. F/L and Mrs. Holdershaw Sweeping.

The marathon event finished at 1600 hrs Sunday, 21 Jan., with LAC Shura and rink placing first. Runner up in the 1st event was LAC Reno's rink. Mrs. Jean Campbell's rink took top honours in the 2nd event with LAC Mike Kelly and rink placing a close second.

This is the second bonspiel organized by the Airmen's Club within the past few months and both have proved to be extremely popular and have provided good fun for all. Congratulations to the winners and to all those who participated, once again it has proven that unflinching work by the committee

has "paid off" in providing popular entertainment for our men and their wives. A special vote of thanks to the chief organizer of the bonspiels, LAC Sam MacKey, and to all those who assisted in making both bonspiels a tremendous success. Many thanks also to F/L and Mrs. Holdershaw who always take an active interest in the Airmen's Club and its events, and also to Warrant Officer Yates, who although behind the scenes, has always been a strong supporter of the Airmen's Club, its projects, and particularly its sports activities.



Front row left to right: LAC Kelly, Jean Campbell, Jean Cameron, Fran Fitzgerald, Fran Nesbitt, Kitty Goudy, Babara Johnson.

Back row: LAC Carr, LAC Shura, LAC McIntyre, LAC Baird, LAC Berkeley, LAC Chenier, LAC Reno, Philis Grant, Connie Buchanan.



Warrant Officer Yates presenting a trophy to LAC Kelly

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# Soellingen Swingers

Things have not been quiet with us "Squares" since the double graduation (US & Canadian) in the school Gym on Thursday Dec 14th.

Record evenings were held on 21st and 28th Dec where plenty plenty of dancing was enjoyed by all.

Our co-club, the Karlsruhe Kut-Ups were hosts for the New Years Dance with the local club supplying the entertainment. It consisted of the Old 1961 and New 1962 being escorted in and out by four lovely Hula gals and two Yankee tourists. And, of course they performed the Hula Square dance. Those partaking were the Guinards, Jacksons, Laurins and Peters.

Stan Wealleans, last class instructor called for us on Jan 11th and brought along Bill Brockett who added to the enjoyment of the evening with plenty of variety.

The new Beginners class has been launched. From the first class night observations, it seems that Fred and Gene Tupling and their 40 odd student dancers are going to have plenty of fun and exercise during the course. Fred and Gene have generously invited any member of the Soellingen Swingers who wishes to go back for a brush-up any evening. Thanks to you both.

Some of the more enthusiastic dancers have gathered together on Saturday nights in the Mixed Lounge. These evenings will continue as long as the Lounge is available and attendance is worthwhile. So that if our normal Thursday evening is out of the question, come down on Saturday night, bring some lunch (we supply the coffee) and we'll all "Square Up".

Bill Judge from 3 Wing is slated to call in February and attempts are being made to obtain either Gene Sheppard or Bill Brockett in March.

The Karlsruhe Kut-Ups have advised that their regular night has been changed to Tuesday, which will be more convenient to all concerned.

From the Soellingen Swingers to the Beginners classes — we repeat the red signs on a VW Microbus which lives around here — "Have Fun — Square Dancing".

Square Dance news will be broadcast weekly on Square Notes — our program over the local station CFNS on Mondays at 6:45 PM. Keep tuned in for the local and regional Square Dance news as well as some toe-tappin' music.

"Square Up" Soellingen Swingers Square Dance Club



## Boy Scouts

4th BLACK FOREST

DISTRICT

This month being the anniversary of the birthday of the founder of the Boy Scout Movement, it is considered appropriate to publish a short history of the life of Lord Baden-Powell of Gilwell.

Robert Stephenson Smyth Baden-Powell was born on February 22nd 1857 in London, England. When his schooling was completed he chose a military career and came first in the army examination. He was given an immediate commission in the 13 Hussars, instead of going to the Officers Training School at Sandhurst, which was the usual procedure. He served for 21 years with this regiment, rising ultimately to become its Colonel-in-Chief. He served in campaigns in India, Afghanistan and South Africa, and served in the role of a spy in Europe and other parts of the world. His life as a spy forms the basis of his book "The Adventures of a Spy."

Baden-Powell's greatest fame as a soldier came as a result of his association with the Siege of Mafeking, a small town in South Africa, during the Boer war. Here with 800 men, he was besieged by ten to twelve times that number of Boer soldiers. For 217 days he held out against these immense odds and was finally relieved. People all over the British Empire wore lapel buttons bearing the photograph of Baden-Powell, and many pieces of china were produced also bearing his image. Several of these buttons and two of the plates are now on display in the Canadian Headquarters Museum. Mafeking played a part in Scouting too, for it was here that Baden-Powell organized his Boy Messenger Cadets and gave them many jobs to do, which the Scouts of today learn as a part of their training. In "Scouting for Boys", Baden-Powell tells of these Messengers. "A jolly smart and useful lot they were. Previously we had used a large number of men for carrying orders and messages, keeping look out and acting as orderlies. These duties were now handed over to the boy cadets and the men were released to strengthen the firing line. The cadets under their Sergeant-Major, a boy named Good-year, did good work and well deserved the medals they got at the end of the war."

After the Boer War, Baden-Powell organized the South African Constabulary, and the uniform of that organization

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was the basic uniform upon which Boy Scout uniform was designed. With a few minor alternations the original Scout uniform has met the requirements of Scouts around the world and has been universally adopted.

Baden-Powell had discovered that his book "Aids to Scouting" was being used as a means of instruction in several boys' and girls' schools. This, together with the many letters he had received in connection with the book, gave him the idea that it might be a good thing to adapt his book to the special needs of boys and so, in 1906, he sent to Sir William Smith, the founder of the Boys Brigade, a short summary of aids to Scouting.

After a series of talks and lectures which Baden-Powell gave throughout Britain, he was ready to try out his ideas in practice. He conducted an experimental camp for boys in August 1907, on Brownsea Island, off the South Coast of England. The results of this experiment were so satisfactory that in May 1908 he published his great book "Scouting for Boys." Hundreds of boys up and down the country read the book and formed their own patrols and set out to put Baden-Powell's suggestions into practice. He had little if any idea of starting a movement as such, but the boys decided otherwise. It was about this time, in 1908 or 1909 that Scouting had taken root in Canada, and in August 1910 Baden-Powell was invited to make a tour of the Dominion. By means of a competition held in England he chose two patrols who, as they journeyed across the country, demonstrated practically the aims and methods of the movement.

In 1903 he had been made Inspector General of Cavalry and was in charge of a volunteer force of 25,000 men. He served in this capacity until, in 1910, he decided to retire from military life and devote himself entirely to the Scout Movement. In 1912 Baden-Powell married Olave St. Clair Soames, the present Lady Baden-Powell, who as his partner and helper, rendered valuable assistance to the Scout Movement. By becoming Chief of the Girl Guides of the World, she enabled girls as well as boys to profit by and enjoy the fundamentals of Scouting. In 1929 he was made a Peer and choose to be known as Lord Baden-Powell of Gilwell.

Lord and Lady Baden-Powell visited Canada on several occasions, the last being 1935, when they were warmly welcomed by both Scouts and Guides. In 1938 the two Chiefs said farewell to England for the last time and travelled to Nyeri in Africa where they had a bungalow in the highlands of Kenya. Here at "Paxtu" as he called his home, in 1941 Lord Baden-Powell died at the age of 84 years. On his gravestone under the badge of the Scouts and Guides is inscribed "Robert Baden-Powell, Chief Scout of the World."



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# GIRL GUIDE ASSOCIATION



Left to right back row:  
 Mrs. Helen Kennedy,  
 Badge Secretary;  
 Mrs. Phyllis Hudson,  
 Vice President;  
 Mrs. Kay Naughton,  
 Hospitality Convenor.  
 Front row left to right:  
 Mrs. Marj. MacKey,  
 Hospitality Assistant;  
 Mrs. Penny Silcox,  
 Treasurer;  
 Mrs. Ilien Coffey,  
 Secretary and Publicity;  
 Mrs. Jean Campbell,  
 Hospitality Assistant;  
 Missing: Mrs. Bea Gendron  
 and Mrs. Dot Ramey,  
 Hospitality Assistants;  
 Mrs. Jordon,  
 Honorary President.

We are pleased to present the members of the Executive of the Local Association of Guiding. This Group was formed in the Spring of 1960. Before that time the distribution of the funds for the Organization was under the jurisdiction of the Group Committee and the actual Administration was in the hands of a Commissioner. Because of the rapid increase in enrollment in the Guide Organization demands became too great for the Committee and the Commissioner and so the Local Association was born.

The responsibilities of the Local Association are to assist in the formation of Packs, Companies and Flights, the location and training of Leaders and their Assistants and in general anything that is in the interests of good Guiding. It is also the responsibility of the Association to aid in fund raising and to be responsible for the distribution of these funds.

These funds are used for such purposes as expenditures in excess of the dues paid by the Girls, Leader Uniforms, Equipment, Camps, training, etc.

In a few words our Organization Chart can be summed up as follows: At 4 Wing we have 1 Ranger Flight, 2 Guide Companies and 4 Brownie Packs. Our Local Association works in close harmony with our Headquarters in Toronto.

Behind the scenes in Guiding we have numerous people who are conscientiously striving toward the common aim. To list but a few we have a resident District Commissioner and a District Guider who are ever present to aid the L. A. as well as perform their normal duties on the Uniformed side of Guiding. Again we must stress the close harmony maintained with the Group Committee through the efforts of our Liason Officer F/L Sabey.



Mrs. Pearl Kelly, Captain 1st Air Ranger Flight.



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„Our Representative, Heinz Brenneisen, will be at the Main Gate on Wednesday Afternoons.“

Among the non-uniformed personnel who assist the Organization we have seven ladies who were chosen by the Leaders to represent their individual groups at our L. A. meetings, and to answer to the L. A. for group or individual action. It is now hoped that all parents will observe and remember their daughters representative and channel all inquiries and constructive criticisms through them to the L. A. or their respective Leader. Another very important group of people who assist the Organization are the Testers. These ladies make sure that your daughters are qualified to receive their badges.

As can be seen from the above the entire Guide Organization does not revolve around the Local Association, on the contrary, the credit for the opportunities made available to your daughters through Guiding should be given to the Leaders. These Leaders put on their Uniforms every week and devote much of their time and talent in the interest of your daughter. Whether it be at a meeting, a Guiders Club where ideas are exchanged or at Leaders training these Uniformed personnel donate more of their time than is ever realised by the parent. With that in mind you can say to the ladies whose pictures appear in this publication, "Thanks, for a job that is being well done."



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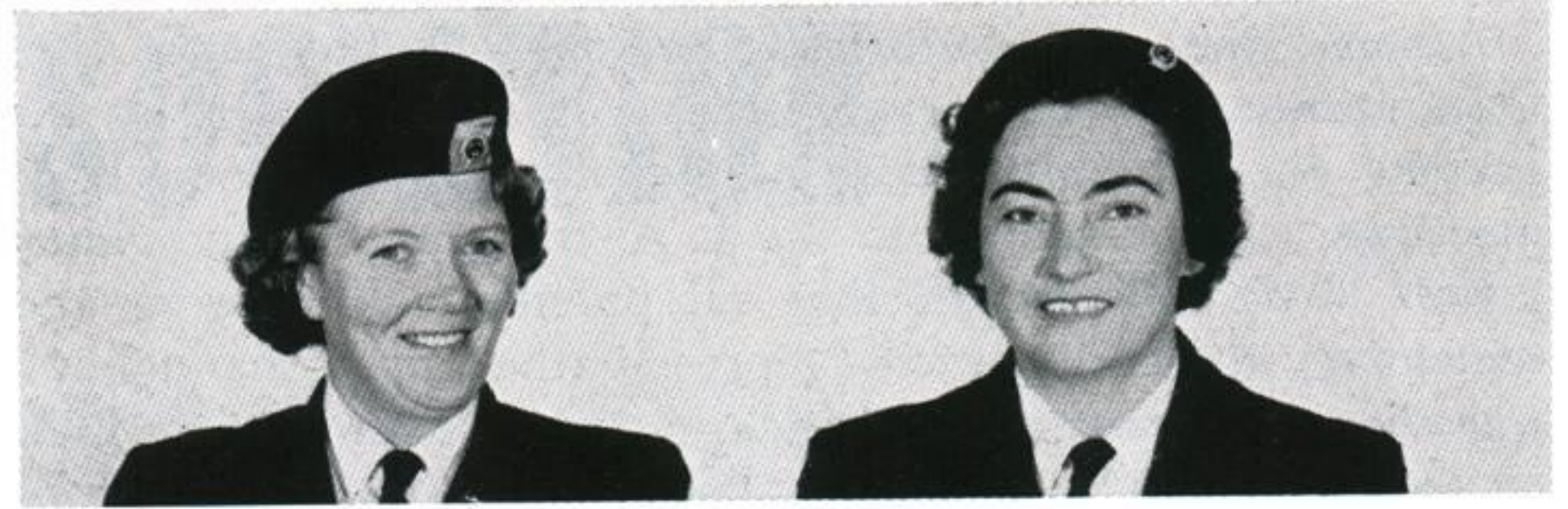
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LAW Doreen Bacon, A/Lt. 2nd. Rhine Valley Co.; Mrs. Millicent McGillioray, Capt. 2nd Rhine Valley Co.; Mrs. Eva McKinnon, Lt. 2nd Rhine Valley Co.



Mrs. Noreen Willie, District Commissioner; Mrs. Phyllis Sabey, District Guider.



Mrs. Libby Mayo, Tawny Owl, 1st Rhine Valley Pack; Mrs. Thelma Brennan, Brown Owl, 1st Rhine Valley Pack; Mrs. Phyllis Grant, Snowy Owl, 1st Rhine Valley Pack.



Mothers Representatives to the Local Association, left to right: Mrs. Mary MacDonald, Rep. 3rd Rhine Valley Pack; Mrs. Shirley McPherson, Rep. 1st Rhine Valley Pack; Mrs. Di. Bookham, Rep. 1st Rhine Valley Co.; Mrs. Alice Clarke, Rep. 2nd Rhine Valley Pack; Missing, Mrs. Jean Craven, Rep. 4th Rhine Valley Pack; Mrs. Phyllis Johnston, Rep. 2nd Rhine Valley Co.; Mrs. Marj. Cawood, Rep. 1st Air Ranger Flight.



Mrs. Jean Connolly, Brown Owl, 2nd Rhine Valley Pack; Mrs. Ivy Laurin, Fairy God Mother, 2nd Rhine Valley Pack; Mrs. Janet Hayes, Tawny Owl, 2nd Rhine Valley Pack.



Dawn Lamb, Friendly Owl, 3rd Rhine Valley Pack; Mrs. Helen Raiwet, White Owl, 3rd Rhine Valley Pack; Missing, Brown Owl, LAW Annette Tang, Tawny Owl, LAW Jackie Colson.



Mrs. Audrey Parker, Brown Owl, 4th Rhine Valley Pack; Mrs. Bea Geiger, Tawny Owl, 4th Rhine Valley Pack; Missing, Mrs. Osborne, Fairy God Mother, 4th Rhine Valley Pack.



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# Sports and RECREATION

## MEET THE RAIDERS

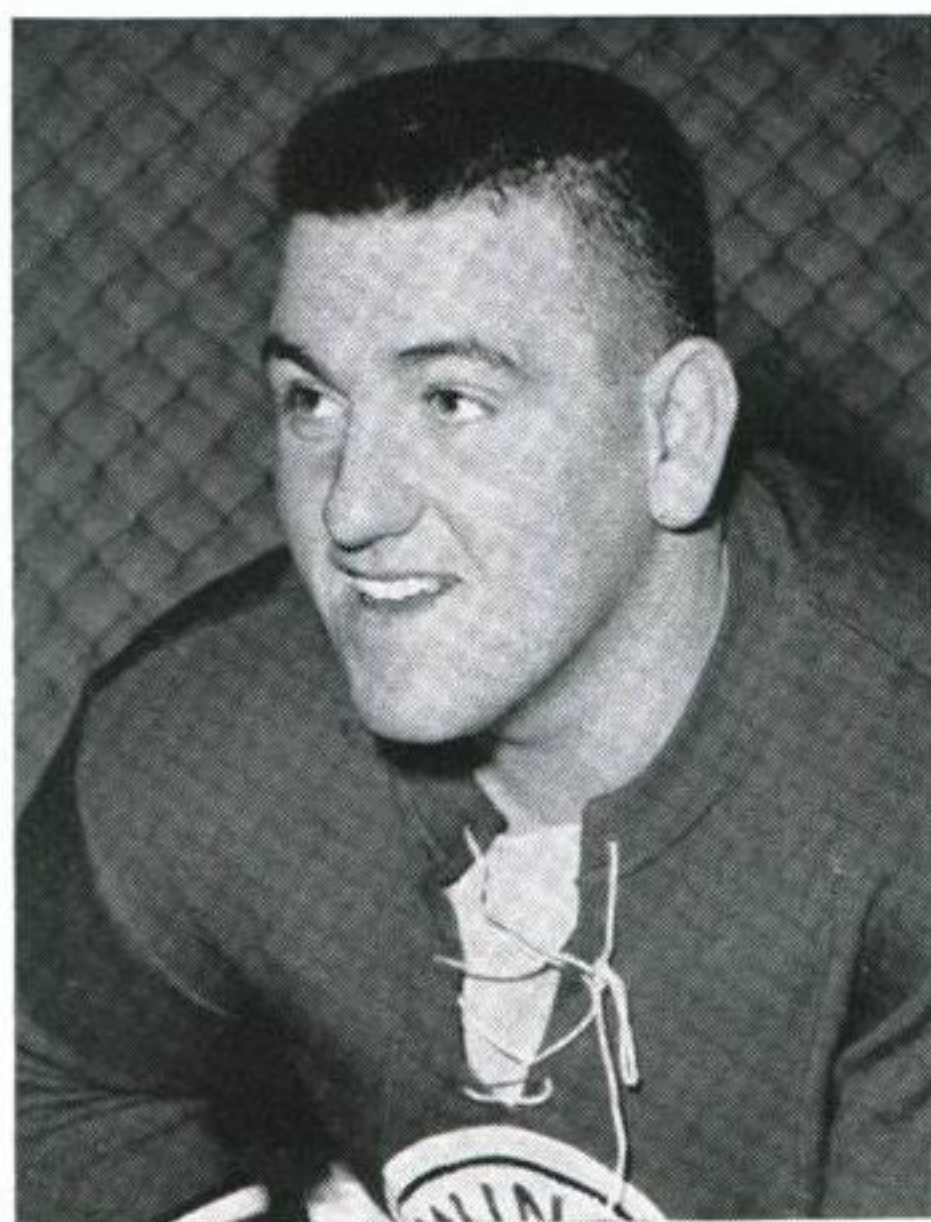
by Chuck Thornhill

The Raiders, after suffering two defeats to the 2 Wing Eagles, have come up with an important win and would appear to be well on the way again.

After taking over the job as coach, Al Shand seems to be giving the boys some of that all-out spunk that is required to make a team win. With the rest of the Raider fans, I take my hat off to Al and the Raiders.

After I had seen a game between the Raiders and Milano, I was left with some doubts as to whether or not goalie, Dick Dodds, was trying out as a forward.

Within the Air Div League, the Raiders have three men in the top ten. Bob Quinlan, Gerry Norum and George McCabe hold down the top three positions. Keep up the good work, fellows.



LAC Lockridge



CPL Yakowchuk

LAC Jim Lockridge is one of our hard hitting defencemen who has the ability to take the puck up forward. Jim has been playing hockey for 15 years and was a member of Seaforth, Ontario Junior "B" team when they won the Ontario Championship (51-52). Before coming to 4 Wing he played for the Camp Borden Flyers when they took the Training Command Championship (58-59). Jim has been a Raider for three years now and works with 419 Maint as an Armament Technician. Both Jim and his wife hail from Wingham, Ontario.

Cpl Vic Yakowchuk (Yak) comes from Transcona, Manitoba where he played Junior football, baseball and hockey. Vic is well qualified to be a trainer, for in 1960 he attended the United States Europe all-sports trainers clinic at Neurenberg, Germany. The instructor for the course, Mr. Geraciotti, is considered one of America's leading trainers. Vics' ambition is to see the Raiders win the Air Div trophy. Vic is a Medical Assistant, married and living in PMQs.

LAC Gerry Norum is the hard hitting forward with a bullet-like shot, who is highly rated within Air Div. Gerry has been with the Raiders for four years and has always proved to be a threat. His ability as a skater contributes to his high scoring. During his 10 year hockey career, he played defence for the RCAF Greenwood Bombers, district hockey

for Imperial, Sask., his hometown. Gerry played for the Combines here at 4 Wing when they won the Air Div Inter-Section Championship in (59-60). Gerry is an Armament Technician by trade with 419 Sqn.



LAC Norum



LAC Quinlan

LAC Bob Quinlan is the top point getter in Air Div. His ability to stray the defence and to sway the goalie seems to be his greatest asset to his fine scoring. Bob's hometown is Barrie, Ontario where he played OMHA hockey prior to his military life. An airman for six years now and having played hockey for the Camp Borden Flyers (57-58), Winnipeg Buffalos (58-59) and 4 Wing (59-62). One of the highlights of his hockey career was the Ontario Championship when he played Juvenile "A" with Barrie, Ont. Bob is an Armament Systems Technician with 444 Sqn.



## TOKYO TO HOLD OLYMPIC GAMES

By Cpl. Mas Takahashi

The flaming torch held high by a Japanese athlete running into Tokyo's Meiji Park National Stadium on the afternoon of October 11th, 1964 will signal the opening of the 18th Olympiad of modern times, as at the original games at Olympus, Greece. This Olympic torch will also mark the first time that the Olympics have been held in an Asian country.

The Olympic games, dating back to 776 B.C., originated from a ritual in which the ancient Greeks paid homage to their dead by providing an entertainment in which the departed had been especially interested during their lives. If sports had been the main interest, then games of running, jumping and throwing were included in the funeral services, and from these ancient rites, the Olympics received their inspiration. The games became a national festival, being held every four years and attracting visitors from many lands.

The first competitions, held on the plains of Olympia, included the long jump, discus throw, and running a distance called a stade which was about 210 yards. The winner of a



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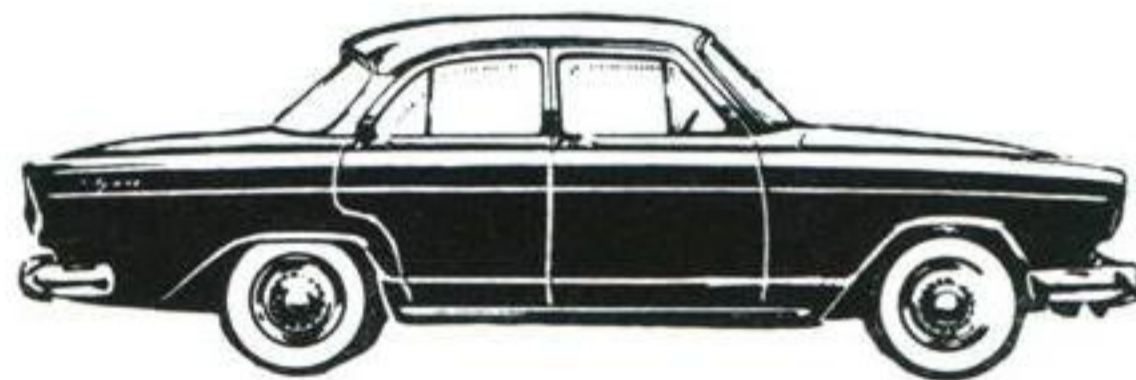
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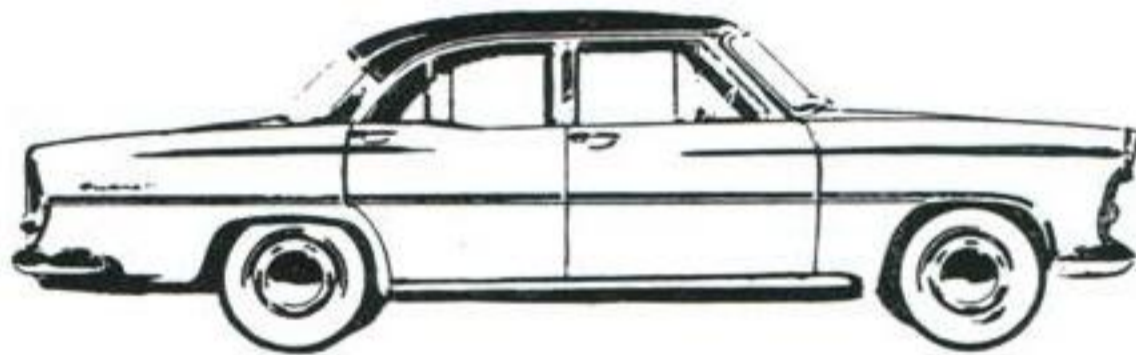
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**Omega's finest: The self-winding Constellation Chronometer**  
**An Accuracy of seconds - A Life Span of Decades**

**1. For whom?**

The Constellation was created for the man who already owns several fine watches and now wishes to enjoy the supreme pleasure in timekeeping: knowing at all times that, discreetly tucked under his cuff, is an authentic masterpiece of watchmaking—a self-winding Chronometer.

**2. What is a Chronometer?**

It is a watch that has proved its exceptional precision by passing the 360-hour time-keeping tests of the Official Swiss Testing Stations. Such is the dominance of Omega

in the high-precision field that almost half (45%) of all Chronometers made in Switzerland are Constellations.

**3. Why so Accurate?**

What makes the Constellation an exceptional watch is simply... exceptional care: the Constellation requires four times as many production hours as an ordinary watch.

**4. Why for a Lifetime?**

As a result of such infinite care, wear and tear in the Constellation are negligible. The Constellation will thus last you for life. And

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**5. Wear it proudly.**

Today the Constellation is an internationally accepted symbol of achievement. It is given as such. And it is worn as such, with the proud knowledge that now you own as fine a watch as man can make.

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