

4 (F) WING (RCAF)

Schwarzwald Flieger



VOLUME IX • DECEMBER 1962 • NUMBER 12

VOLVO

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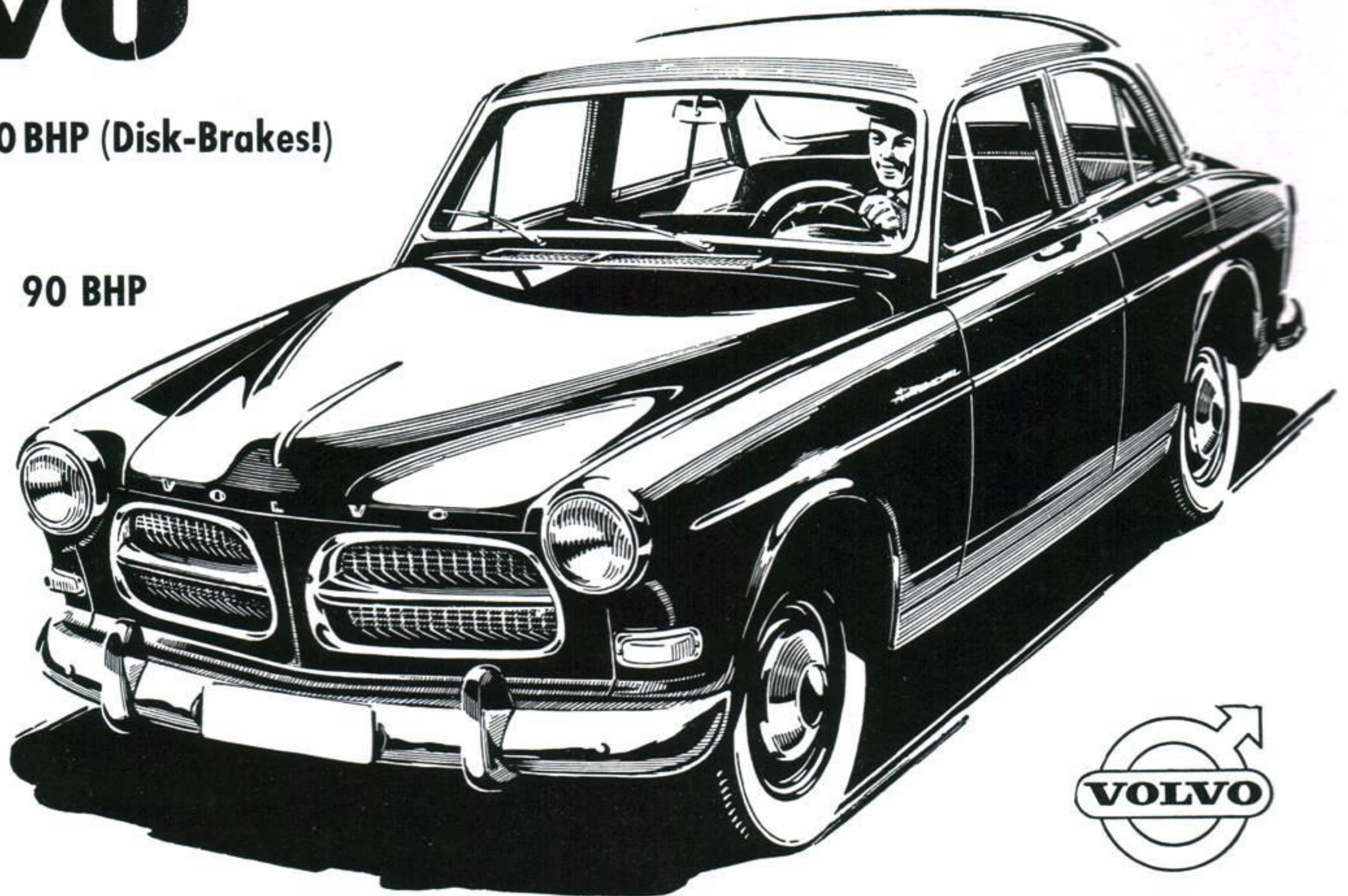
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Christmas Message

from the Commanding Officer



The year 1962 is rapidly drawing to a close. During these past 12 months there have been many changes. We have seen many old friends depart, others are scheduled to leave for Canada early in the New Year and new personnel have arrived with their families. We are also about to embark on a new era, starting with the disbandment of the CF 100 AWF Squadrons and the programmed introduction of new aircraft.

In retrospect the personnel of 4 (F) Wing have maintained their high standard during 1962 in all phases of operations. This could only have been accomplished with the assistance and wholehearted co-operation of all ranks and civilian employees and the support of the wives and dependents of our service personnel. For this co-operation and support I extend my sincere thanks and appreciation.

As we approach 1963, I am confident that the personnel of 4 Wing will, as in the past, meet and successfully overcome those problems which will occur during the coming months; and we will continue to contribute the full share to the maintenance of a peaceful world.

During this Festive Season, with appreciation for a job well done and confidence in the future, I wish each of you and your families a Merry Christmas and a Happy, Successful and Peaceful New Year.

J. J. Jordan G/C
Commanding Officer

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Who invented Christmas cards in America?

by Robert V. Breen

There is some dispute about the first Christmas card, but hardly any about placing the origin of Yuletide greetings in the London of the 1840's. Curiously, their introduction coincided almost exactly with the importation of the first Christmas tree by Prince Albert, Victoria's consort, and the publication by Charles Dickens of his classic Christmas stories, "A Christmas Carol", "The Cricket on the Hearth" and others.

Christmas cards appeared in America within a decade or two after that. We are in doubt as to the originator of the first ones but one story which provides a nice American contrast to the British tale gives credit for the first Yule greeting to a New York state dry goods merchant, R. J. Pease of Albany. Pease designed, printed and mailed one of the first examples as an advertisement for his "Great Variety Store and Temple of Fancy".

The best early Christmas art in America came, not unexpectedly, from Boston but by today's standards even that was not very appropriate to Christmas. Many cards bore floral paintings, pastoral scenes and children's portraits. But if you look closely at some of the old cards you will see the signature "Prang". And it is Louis Prang, an art-loving emigrant from Breslau, Germany, who is the true father of Christmas cards in America. Prang landed in New York scarcely more than a hundred years ago, moved eventually to Boston and in 1875 issued the first line of Christmas cards published in the United States.

Prang's name was almost a household word during the last quarter of the century. He reproduced the best art of his day on Christmas greetings, staged nationwide art competitions, devised one of the first art courses for schools and generally was credited with having increased the popular appreciation for art much as the radio was later to popularize music. A visitor to the famous Prang workshop in Roxbury, Massachusetts, in 1884 quoted Prang as saying, "We have faith that fine pictures, valuable in themselves as works of art, are yet to become the popular Christmas gift." Most of this prediction by Prang has come true. Fine art on Christmas cards is in high favor today with the work of Grandma Moses, Sir Winston Churchill, Doris Lee, Arnold Blanch and scores of others.

The parallel goes further: Prang staged four annual Christmas card and competitions in the years from 1880 to 1884. We now have the Hallmark Art Award, an international fine arts competition, three-quarters of a century later.

One element in the evolution of cards from 1842 till today has remained almost unchanged. The very first one bore the message, "A Merry Christmas and a Happy New Year to You".

Courtesy: The Bridge

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

The Other Wise - Man

The Sign in the Sky

Many long years ago, about the time that the star appeared in the East to proclaim the greatest event the world had yet known, a group of astrologers or wise-men gathered together at the home of Artaban, the Magian, in a royal city of far-off Persia, to discuss its meaning.

It was a beautiful home set in a fair garden, and the room in which the Council met was exquisitely arranged as a temple in which was worshipped the sacred fire, a symbol to them of the great Power which we call God.

Artaban had heard of several great Hebrew prophecies foretelling the birth about this time of a mighty world ruler and so interpreted the appearance of a bright new star in the heavens. He was so convinced of this that he had made ready for the long journey across the desert to Jerusalem to see and worship the Promised One.



The Temple Area of Soloman Mosque of Mohommed

"I have sold my house and my possessions," he told his friends, "and bought these three jewels — a sapphire as blue as a fragment of the night sky, a ruby, redder than a ray of sunrise, a pearl as pure as the peak of a snow-capped mountain in moonlight. These I will carry as tribute of the King."

"Will you go alone?" they asked, "for the journey is long and dangerous."

"My friends Caspar, Melchior and Balthazar are watching for the appearance of the star in an ancient temple ten days journey from here. If the star shines tonight they will wait ten days for me, and we will set out together to find the King."

The Parthian wise men who were his guests argued long with him, convinced that he was mistaken, but they could not shake his purpose, and finally left him to what appeared to them to be folly.

All night Artaban searched the sky for the star. Toward dawn an azure spark appeared though the darkness, and gathering to itself splendour and light, shone in glory from the heavens. Artaban bowed his head.

"It is the sign," he said, "The King is coming, and I will go to meet him."

By the Waters of Babylon

Before the birds had fully roused to their joyful morning song, before the white mist had lifted from the plain, the Other Wise Man set out on his journey westward.

He crossed mountains and plains, rich gardens and fertile fields. He traversed dangerous mountain passes, forded icy rivers, and at nightfall on the tenth day his horse, almost spent, drew near the temple where his friends were to await his coming.

Suddenly his horse stopped, and Artaban dismounting, discovered the body of a man apparently dead, lying across the road. He was a Hebrew slave, and as Artaban turned to leave him he sighed faintly and clutched his robe.

"If I stay to minister to him I will miss my friends," said Artaban, and when with an upward look at the starry sky he prayed.

"God of truth and purity, direct me."

Turning, he ministered to the slave, losing many precious hours, but at last the sick man opened his eyes.

"Who art thou," he asked, "and why didst thou, a stranger, bring me back to life?"

Then Artaban told him who he was and the reason for the long journey he had undertaken, and that he must not stay longer or he would be too late.

"Here is all I have of bread and wine," he said. "When thy strength is restored thou canst seek thine own people in Babylon. I must away."

The Jew raised his hand in blessing. "I have nothing to give thee in return," said he, "only this. I can tell thee the Messiah must be sought in Bethlehem of Judea. May the Lord prosper thy Journey and bring thee safely to that place."

Artaban thanked him and hastened on. Arriving at the temple he found his friends had gone, leaving a piece of parchment on which he read, "We have waited long and can delay no longer. We go to find the King. Follow us across the desert."

Artaban sat down and covered his head in despair.

"How can I cross the desert," said he, "with no food and a tired horse? I must return to Babylon, sell my sapphire and provide for the journey. Because I tarried to show mercy I may never see the King."

It was an long journey, burning hot by day and uncomfortably cold by night, full of danger, but at last the walls and towers of Damascus shone in the early morning light and beyond them rose the great mountains of Lebanon. Down through the foothills of Galilee he journeyed, through the fertile plains of Samaria, until the great limestone ridges of Judea came in sight. It was but a short distance then to the little town of Bethlehem where his search was to be rewarded.

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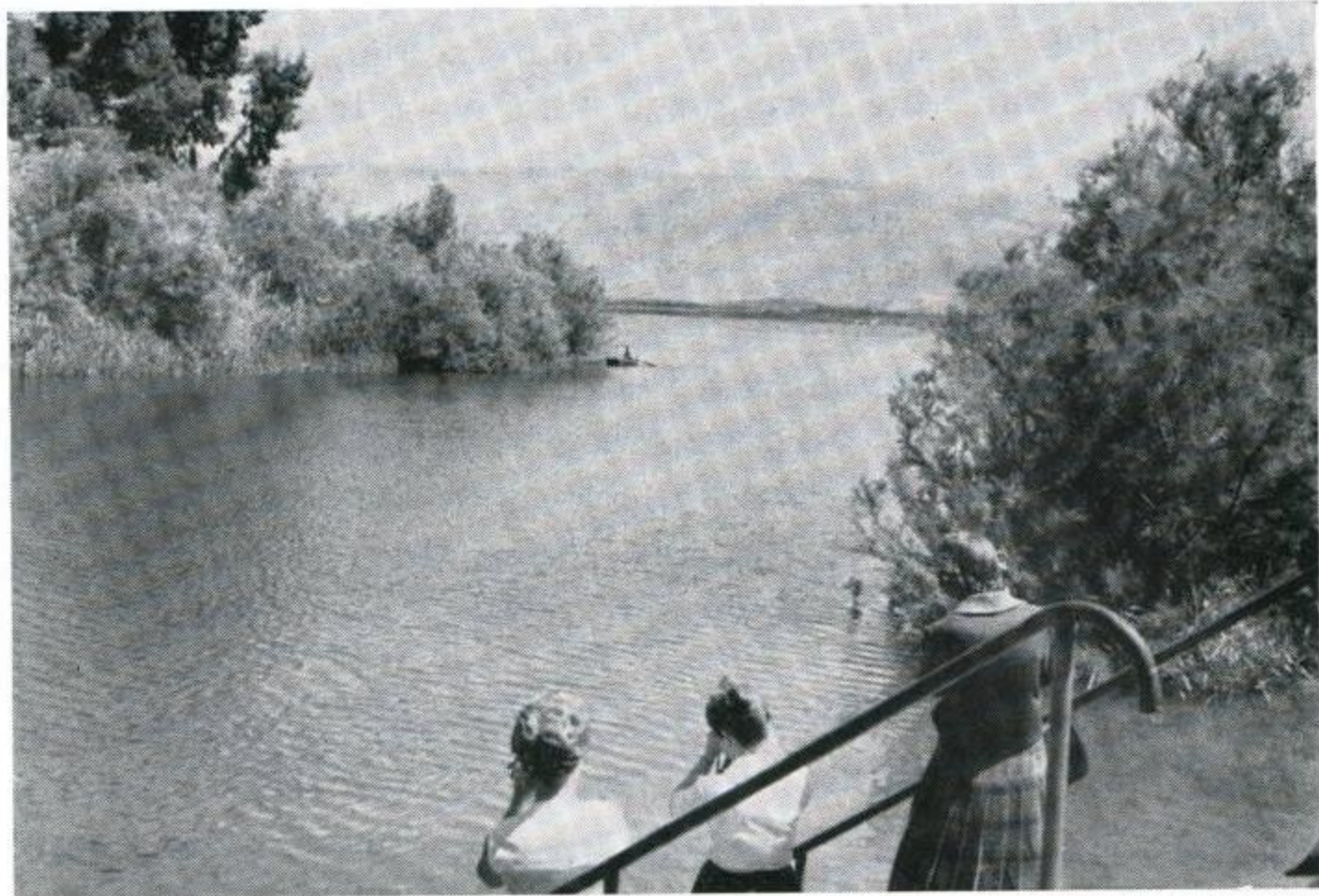
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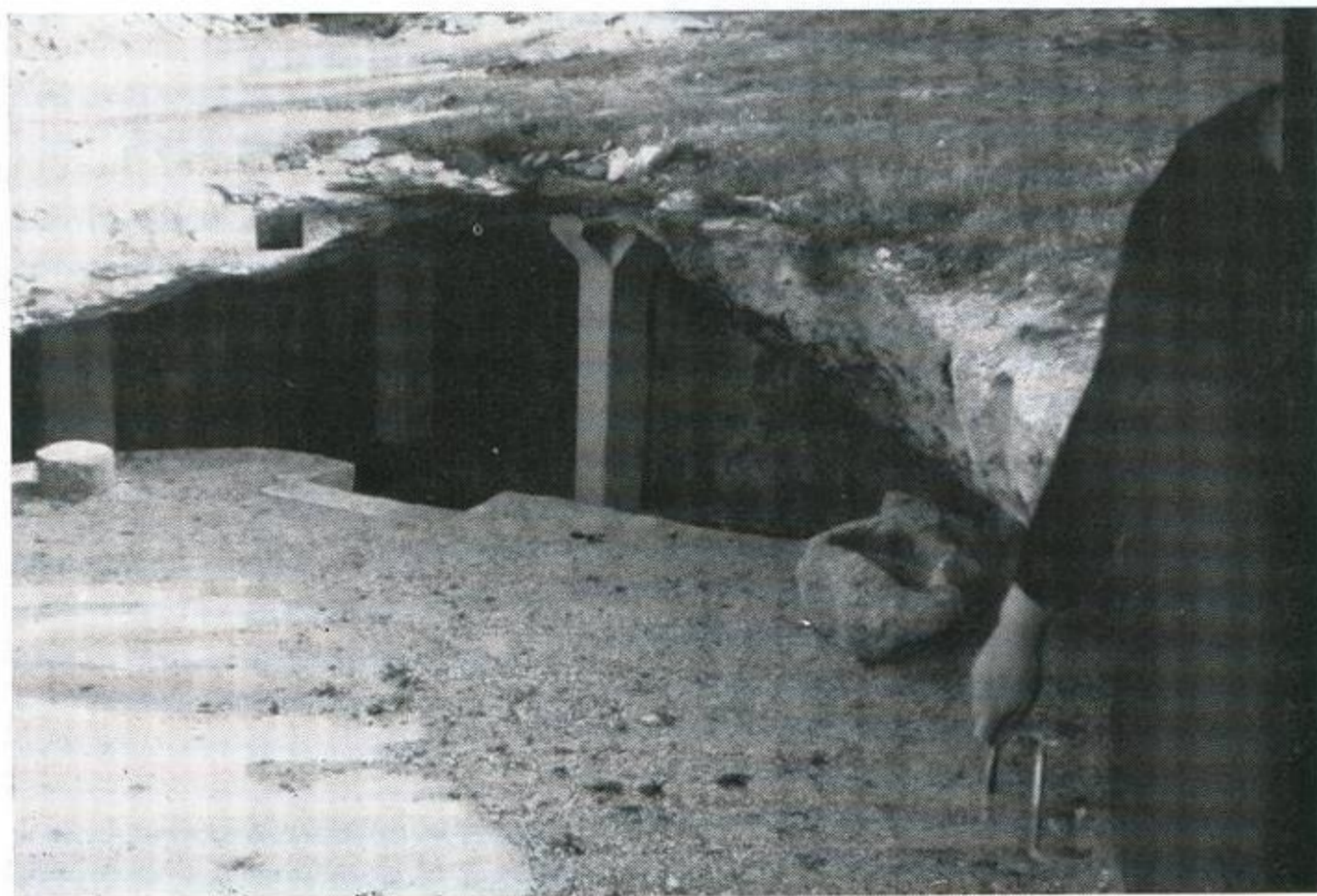
It was the third day after the three Wise Men had come to the place, had found Mary and Joseph with the young child, Jesus, and had laid their gifts of gold and frankincense and myrrh at his feet.



Jordan River flowing out of the Sea of Galilee

Then the Other Wise Man drew near, weary but full of hope to offer his ruby and pearl to the King.

The streets of the village seemed deserted. From the open door of a low stone cottage, Artaban heard the sound of a woman's voice singing softly. Stooping he entered the low doorway and spoke to the woman of his quest. She told him that the King indeed had been born, Jesus, the son of Mary, and had been visited by his friends; but because of some secret warning, the child had been taken away, to Egypt, it was rumored, and his friends, the Wise-men had also disappeared.



Shepherds Cave Bethlehem

Artaban listened to her gentle, timid speech, and the child in her arms stretching out eager hands to grasp the winged circle of gold on his breast, smiled at him.

"The Babe I seek has gone before me", he said, "I must follow him to Egypt."

The young mother laid her babe in its cradle, and set food before him.

Suddenly there came the noise of a wild confusion in the village streets. The desperate cry penetrated the air, "The soldiers! The soldiers of Herod! They are killing our children."

The young mother clasped her babe in her arms and with a face white with terror crouched in the darkest corner of the room. In the doorway Artaban calmly awaited the coming of the soldiers. The captain stepped on the threshold to thrust him aside. Artaban drew from his girdle the ruby and showed it, glistening like a hot coal in his hand.

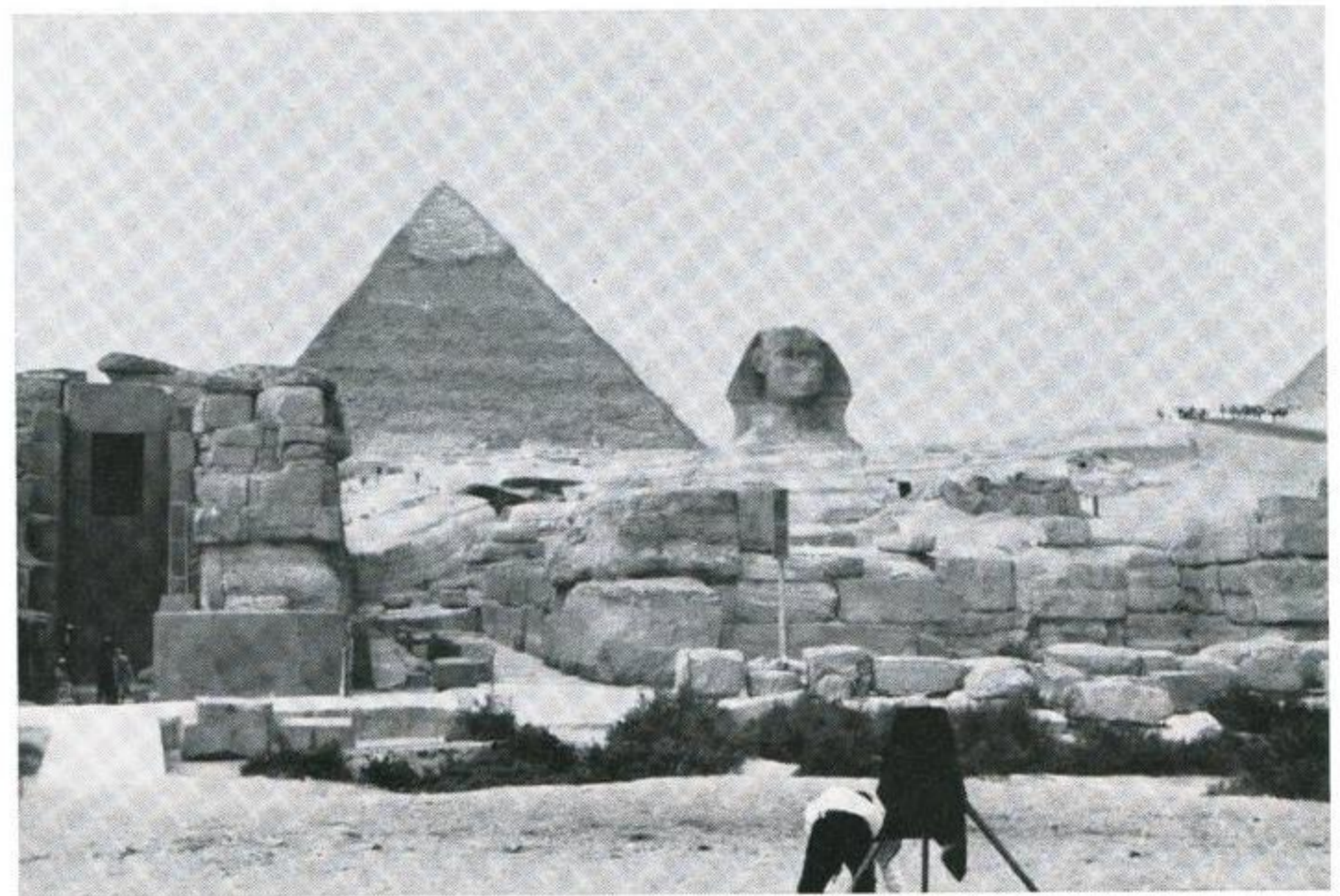
"This is for the captain who will leave this place in peace," he said. The captain reached out and took the gem. "March on," he cried to his men, and the clang of arms passed down the street.

Artaban turned into the cottage. "I have given to man what was intended for the King. Shall I ever be worthy to see his face?" he moaned. But the voice of the woman said very gently:

"Because thou hast saved the life of my little one, may the Lord bless thee and keep thee. The Lord make his face to shine upon thee, and be gracious unto thee. The Lord lift up the light of His countenance upon thee and give thee Peace."

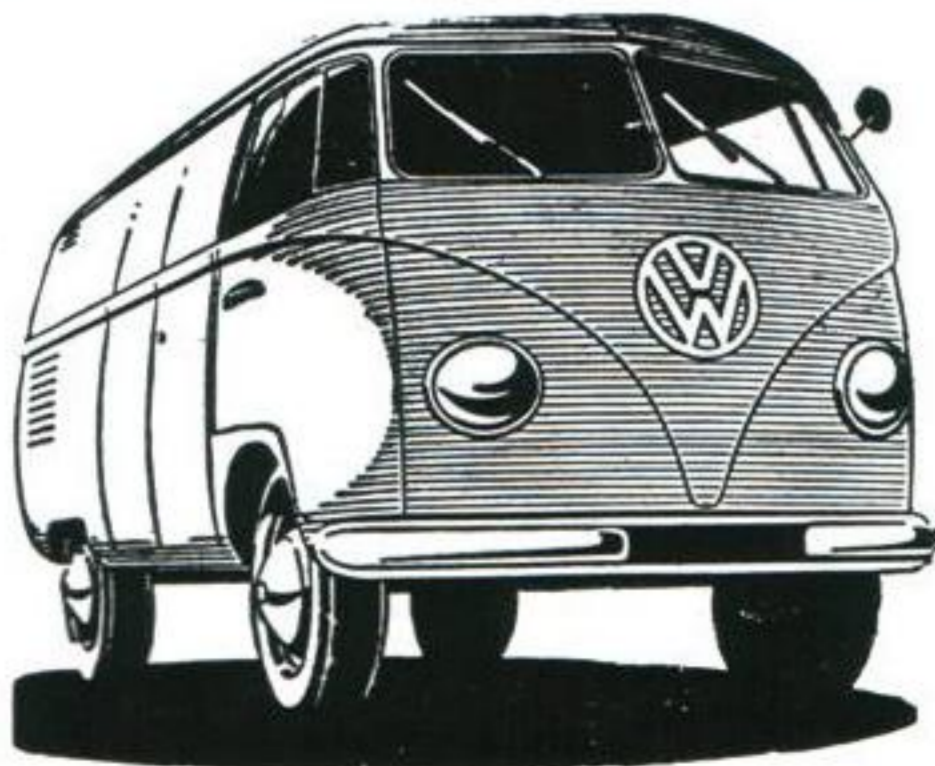
The Hidden Way of Sorrow

So Artaban went to Egypt and searched for the King, coming back again to Jerusalem and going throughout all places where he thought he might find him. At first he went among great buildings and palaces, but without success. At length, one more far-seeing than the rest advised him to



Pyramid of Chephren

look in humbler places, "For," said he, "the King is not coming to rule a great nation, but to set up a reign of love in the hearts of all men. You will be most likely to find him where he is needed most."



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Camel Train on way to Pyramid of Cheops

So in slave-markets and prisons, in crowded streets and in the homes of the poor, he looked for the King. He did not find him, but the need of the people touched his heart and he helped them in their distress. Countless sufferers blessed him and prisoners found hope again as he cheered and comforted them and the years sped quickly by.

The Pearl of Great Price

Sometimes he would take from its secret resting place in his bosom, the pearl, the last of his jewels. With the passing of the years it seemed to have absorbed the colours of the last sapphire and ruby. Shifting gleams of azure and rose shone in its mellow lustre.



Golden Gate from Temple Area — Jerusalem

At length when Artaban was an old man, he decided to go once more to the great Passover at Jerusalem, where gathered once a year all the Jews of the world who could make the journey to celebrate the great feast. When he arrived the city was full of excitement, with great crowds thronging to the northern gate.

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and Prosperous New Year*

He found that the cause of it all was the execution of three prisoners outside the city wall, and that one of them was the King he had searched for so many years.

"At last," he said to himself, "I have found him. Perchance I may be in time to ransom him with my last jewel."

But ere he reached the gate, his great heart was touched once more by human need. A girl of his own people was held captive by a group of Roman soldiers, and as they approached him, she recognized him as a friend and threw herself at his feet.

"God forgive me," he said to himself, as he placed his last jewel in her hand and bade buy her freedom. "I have no gifts left with which to ransom the King."

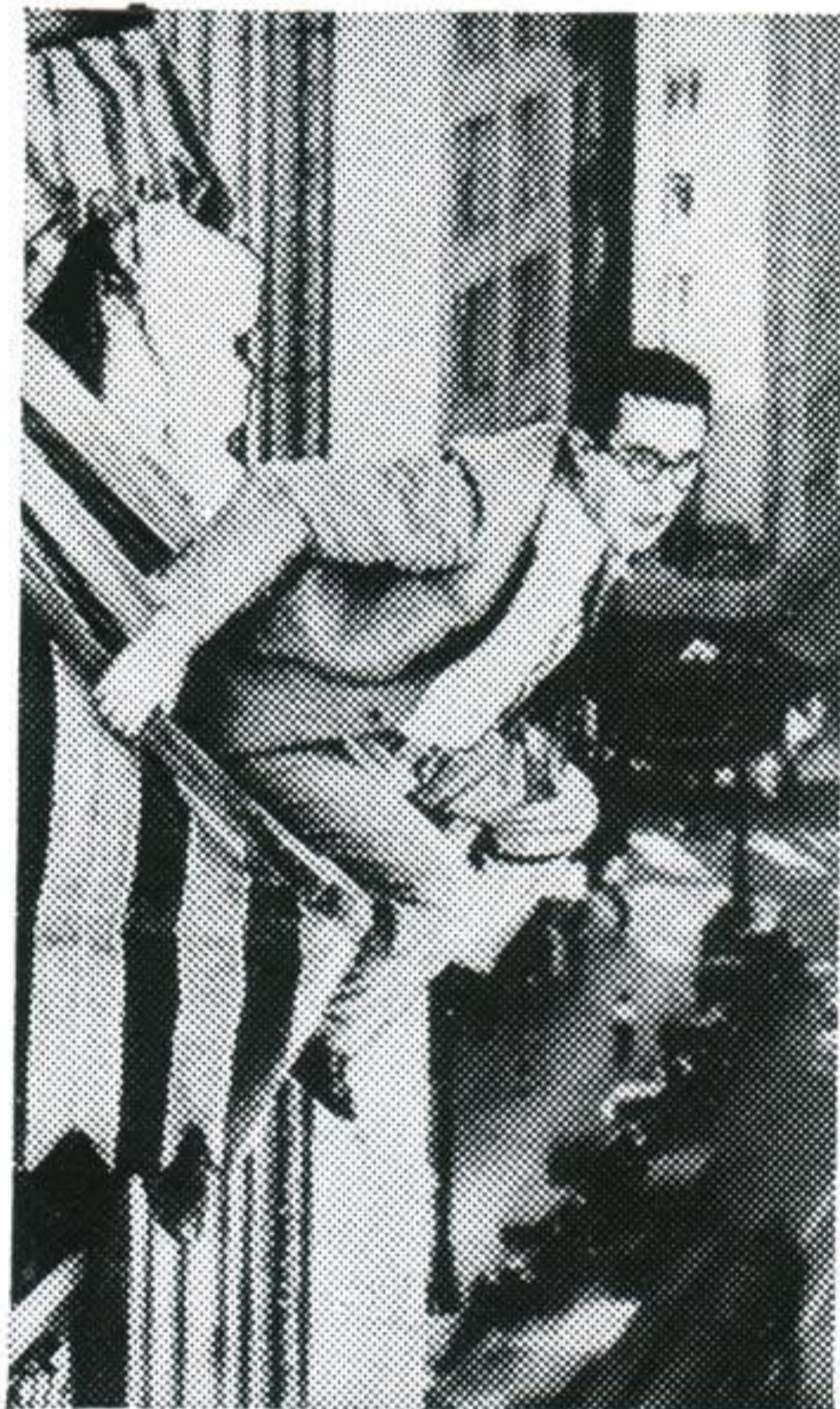
But her voice was lifted in gratitude as she left her rough captors and turned to accompany Artaban as with bowed head he turned away.

Just then a great earthquake shook the city and as part of the wall crashed to the ground, Artaban was stricken down by a falling stone.

As she bent over him, he spoke as though in answer to an unheard voice, with wonder and joy in his face. Then the voice came again. "Inasmuch as ye have done it unto one of the least of these, my brethren, ye have done it unto me."

A calm radiance of wonder and joy lighted the face of Artaban. His journey was ended. His treasures were accepted. The Other Wise Man had found the King.

(Retold from "The Other Wise Man,"
by Henry Van Dyke.)



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Padre's Christmas Message

Once again the Christmas season rolls around and this year I would like to say a Happy Christmas to 419 Squadron, 422 and 444 Squadrons as this will be their last Christmas at 4 (F) Wing. Bon Voyage! and God's blessing be with you.

Christmas is usually thought of as a season of the year when we must get busy preparing for the Yuletide logs and Christmas cake and pudding. We also get involved in the hustle and bustle of sending Christmas messages and buying presents for the kith and kin. But Christmas is not a season of the year only but a rich experience of the promises of God to human kind, that was foretold by the prophet:

And Thou Bethlehem, land of Judah,
Art in no wise least among the princes of Judah:
For out of thee shall come forth a governor,
Who shall be shepherd to my people Israel. Micah 5:2

Christmas is not a geographical condition either to be centred around the birthplace of the Christ at Bethlehem although many go to that Sacred shrine in the Basilica of the Crusaders and see the traditional cave where a silver star placed in the floor of the crypt reads, "Hic de Virgine Marie Jesus Christus Natus est". But the message of Christmas speaks of a fact that human kind though lowly in origins are not beyond the interest and care of God's Almighty love and mercy in His great universe. Christina Rossetti writes:

Love came down at Christmas,
Love all lovely, Love divine;
Love was born at Christmas,
Star and angels gave the sign.

Christmas is not a production outlet of commercial propaganda and grandeur to satisfy the need for the giving and receiving of gifts for pleasant surprises but the fact that, 'God gave his only begotten Son that whosoever believeth in Him should not perish but have everlasting life'. God has acted in his proclamation to release mankind from the sin and sufferings of earth and bid us enter into a kingdom not built by human endeavours. As Phillip Brooks has penned:

"How silently, how silently,
The wondrous gift is given!
So God imparts to human hearts
The blessings of His heaven.
No ear may hear his coming;
But in this world of sin,
Where meek souls will receive Him still,
The dear Christ enters in."

Happy Christmas to all at 4 (F) Wing and may God richly bless you with the Spirit of the Christ-child in the coming New Year.

Pax Vobiscum!

Padre Mould.

Te Deum

Hope is to the life of man, what moisture is to the flower. Without moisture the rare orchid or the common red poppy of the field will wilt, droop and die.

Without hope a man slows down, turns sour and grows old before his time. Without hope a man is already dead.

Yesterday we looked forward to our coming to Europe, with great anticipation and high hopes. Today we look forward to the next long week-end, to our next day off, to the end of the work week. We live in anticipation of our next leave; we dream of our next posting, of retirement, of the future.

It is true that our hopes sometimes fail to materialize. Instead of two weeks of brilliant warm sunshine for our camping trip to Spain or Scandinavia, these days are accompanied by two weeks of miserable cold wet rain. Yet, even so, the momentum of our hope carries us on, and we enjoy it anyway. The fires of hope find ever new fuel in tomorrow, next time, next week, next leave.

The little waves of hope that pulsate through the life of man are but the shadow and the overflow of that intense light of hope that shone forth on the first Christmas night. The hope of all the nations of the Earth reposes secure in the tiny hands of the sleeping babe in Mary's arms. Because of His coming, and only because of it, every man can dare to raise his mind and heart and hope to conquer sin, and death, and ignorance. Because of His coming we can hope to attain eternal life, we can hope for everlasting happiness, we can aspire to be sons of God. We can hope to see God, face to face.

The "Te Deum" is the Church's magnificent hymn of praise, and thanksgiving. Its closing lines summarize the sentiments of fallen man before crib of his tiny Redeemer. "In Thee O Lord have I hoped; may I not be confounded for Eternity". May the Lord bless us all with a happy and a holy Christmas.

Padre MacGillivray

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and A Happy New Year*

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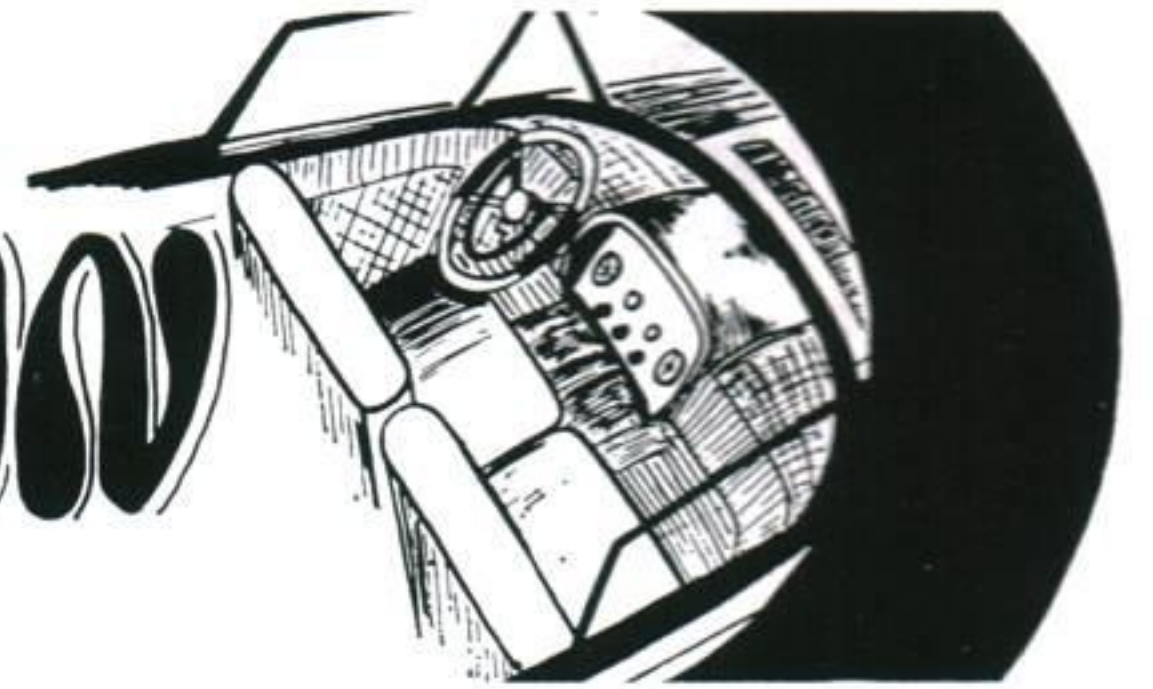
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CAN WE BLAME BAD WEATHER?

It is common to hear someone point out that his accident was caused by rain or snow or sleet. Actually weather rarely causes an accident; however, it does contribute to them. Bad weather sets up conditions which test whether the driver is sensible enough to adjust his speed accordingly.

On the New Jersey turnpike one night I encountered an extremely dense fog. This fog brought visibility down to nearly zero. Driving was extremely difficult. No one could see more than 25 feet. The majority of drivers pulled their speed down to a crawl, but there were a few optimists who recklessly drove through the fog as though it were midday and sunny. One impatient truck operator swung around me and passed. He could not have seen whether the way was clear. My speed was about 20 m.p.h. I suspect he was going at least 50 m. p. h.

Twenty-five miles down the highway I saw this driver again. He was jammed in the cab of his truck which had hit a stalled truck in the fog. He had gained little from his fast driving. I suppose he could take satisfaction in blaming his accident on the bad weather conditions.

Bad weather tends to make it harder to stop, harder to see, harder to be seen. We need to practice „Foul weather“ driving. We need to adjust our driving to weather driving. Too many of us are fair weather drivers, regardless of the weather. We need to adjust our driving to weather conditions.

As proof, consider the weather condition reported in millions of accidents last year. In 82 per cent of the total accidents reported by some 27 states, the weather was clear or cloudy in 84 per cent of the cases. In only 16 instances out of each 100 did rain, fog, snow or some such condition contribute to the accident. In 11 per cent, the adverse condition was rain. Fog was two per cent, snow two per cent and other conditions such as smoke or sleet made up the balance. These facts clearly indicate that the vast majority of accidents occur during good weather; however, when bad weather is encountered, it is time to slow down and employ foul weather driving technique.

Another weather factor to watch out for is strong crosswinds. It can cause loss of vehicle control. Have you ever been driving in a high crosswind when a large building or a hill suddenly cut off the wind? Your vehicle immediately

dived in the direction from which the wind had been blowing, because you were having to oversteer a bit against it. This is most upsetting if you happen to meet a vehicle about the time you run through one of these wind pockets.

Motor cyclists are especially aware of this hazard, but vehicle drivers often have to learn it the hard way.

Remember, you'll get two treatments each time you encounter a wind pocket. The first is when something cuts off the wind and causes your vehicle to swerve toward the wind. The next is when you emerge from the protected area and the full force of the wind is again brought to bear on your vehicle, causing you to swerve downwind, unless you are ready for the wind change.

Heavy rain seriously limits visibility. If the rain is a summer storm, you'll be better off to pull in somewhere and let the worst of it pass by.

If it appears that you're in for a long, hard rain, one thing is essential before you venture onto that highway — good wipers! Since fog tends to collect on the inner surface of window glass during the rain, have a wiping cloth handy so you can keep the windshield clear. Even in summer weather, the defroster blower can be used without the heater to hold down fogging.

During cold weather this fog becomes frost, so make sure your defroster is functioning properly long before the snow flies!

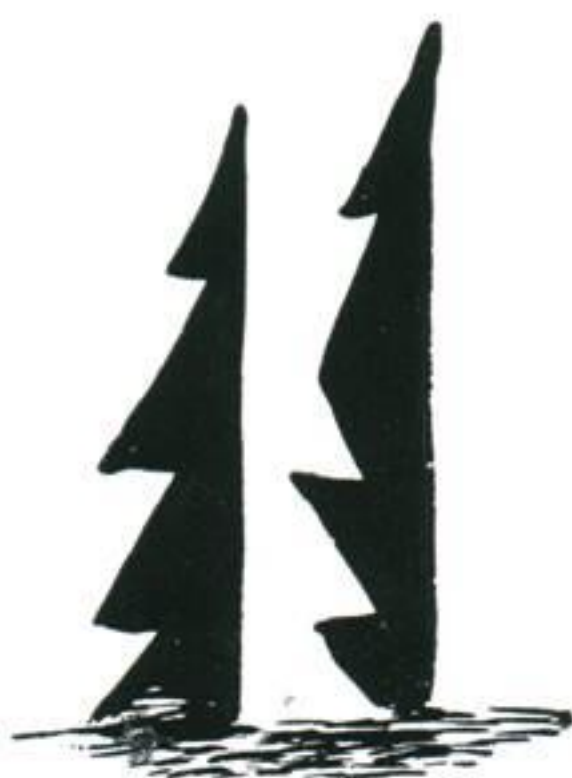
There are chemical cloths on the market which are quite effective at removing fog and frost, and in preventing their collecting on the window glass.

If nothing else works, open the windows. Ample ventilation will slow down windshield fogging.

Bad weather not only makes it more difficult to see, but it often makes the roadway slippery so stopping is harder. Fog, snow, rain, sleet and mist require reduced speed to permit stopping within the distance one can actually see.

A person who states that he could not see a thing because of rain and subsequently ran into some object on the highway is admitting that his speed was too great for the circumstances existing, and too great to permit him to stop safely within the clear distance ahead.

Bad weather causes accidents only to fair weather drivers. We may not be able to slow down the vehicle to a sensible speed so that we can compensate for the rain.



Merry Christmas and A Happy New
Year To All Our Readers

The Flieger Staff



Junior School News

December promises to be a very important month for both the pupils and teachers of 4 (F) Junior. Santa Claus, presents, parties, snowmen and holidays are always "crammed" into this month for the pupils, however, December will prove to be an extra special month as two additional events are taking place.

On December 14th, His Royal Highness, Duke of Edinburgh, will meet the pupils as a group in No. 2 hangar, as part of his itinerary during his official visit to the Wing. Two pupils from the Junior School will be elected to present a gift to him for his son, Prince Andrew. The pupils are looking forward to December 14th with great enthusiasm as they do consider it an honour to meet the Duke of Edinburgh, and the fact that with his visit, a half-day holiday will ensue!

December 17th has been set aside as the date for the Annual Christmas Programme to be carried over CFNS (88.9) from the Junior School. Each class room in the school will contribute to the programme with the Junior Choir playing the "starring" role. A picture of the 1962-63 Junior Choir accompanies this month's article. Miss T. Stutt directs these songsters of whom, we at the School, are justly proud.

The teachers of the Junior School will be visiting the American Elementary School in Karlsruhe on December 4th. The purpose of their visit will be to exchange teaching ideas and to observe the American school in operation. We feel that a visit such as this will be most beneficial to the teachers who will return with new methods of lesson presentation which will undoubtedly aid the pupils in their learning.

As was mentioned in last month's Flieger we are going to attempt to deal, briefly, with two questions most readily asked by parents. This month - (a) "What is the purpose and value of parent-teacher interviews?" and (b) "How and to what extent should I help my child with his school work?"

(a) Evaluation is not something we do to the child or for him, but rather with him. Since the young child is far from an independent being, parents and teachers should be involved in the developmental and evaluation process.

Parent-teacher interviews are designed to acquaint the parents with school routines and situations they may or may not anticipate. When a parent and the teacher can talk things over together in a friendly way, they can come to a common understanding of the child's problems.

Before an interview the teacher prepares for the parent conference by going over her records concerning the child to be discussed and refreshing her mind on details that will be useful in the interview. The child's work will be at hand, and there will be an opportunity to scrutinize the workbooks and textbooks.

One objective is to bring parents to see for themselves the nature of their child's training problems with which they have to deal and to help them adopt objective attitudes towards problems of child training. The parent should welcome advice about observing and reporting on the child's behaviour at home, about the characteristic tendencies children show at this period in their growth, and about promoting the child's development at home. Parents who are interested in seeing school facilities, and the classroom where their child spends a good share of his day, will be glad of an opportunity to visit.

Report Card marks and remarks, test papers, corrected workbooks, etc., do much to tell the parents pertinent facts concerning the progress of their children. Parent-teacher interviews broaden and explain most aspects of each of these

"yardsticks". We at the Junior school feel that for the parents of pupils who are having difficulty, parent-teacher interviews are unparalleled and therefore request, that if difficulties do arise please discuss the problems with the person most concerned and most interested - the teacher.

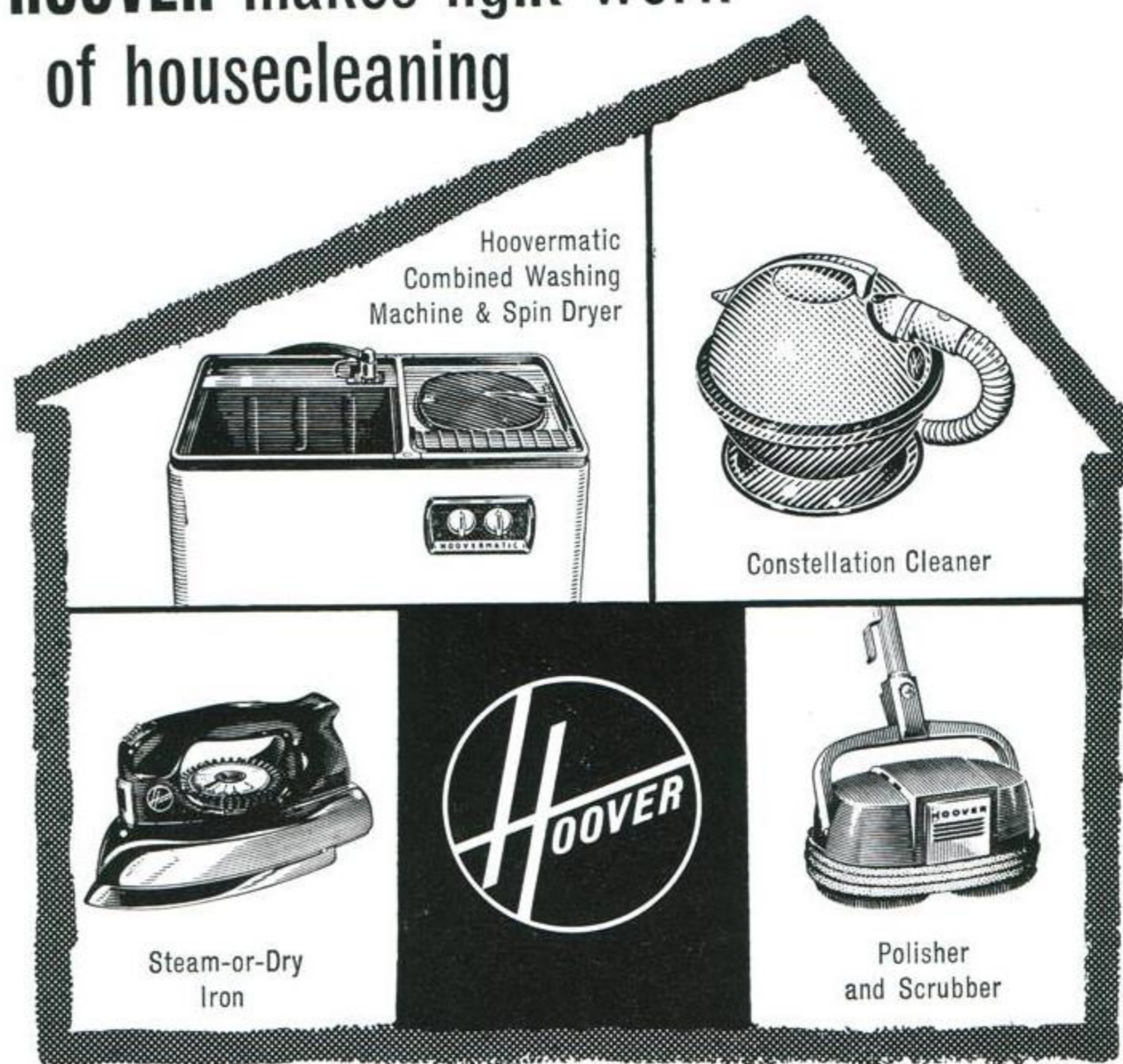
(b) The parents who ask such questions are eager to give their children the kind of training that will develop desirable personal traits and useful skills. Alert parents realize that by the time they have reached school age the children are already a bundle of habits.

These habits can be developed and molded by the conscientious parents. After school begins, parents should take an interest in the things the child brings home from school, show how proud they are of the child's school accomplishments, and encourage him to talk about events at school. They should inquire frequently about how things are going at school and give the child any help the school requests, such as supplying a costume or lending books. By saving up examples of the child's work, they can provide themselves with an interesting record of the child's progress at school. Although parents should encourage a beginner to tell about his life in school, they should not press him too hard for



Junior school choir

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something



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this information. If the parents have created a home life that is congenial and their attitudes are sympathetic, the child will want to share with family members things that happen to him at school. The parent who belittles a child's schoolwork at home or points out his poor showing in comparison with others in the family or neighborhood is sure to undermine the child's confidence in his ability to learn at school.

The types of skills that are advantageous to a child about to enter school and one who has entered school are: —

Personal Skills. Dressing, bathing, toileting, feeding himself by using spoon and fork, sitting up straight, walking with good posture, talking distinctly without having to depend on gestures to make his wants known, responding to a daily schedule for routines.

Play and Motor Skills. Good co-ordinations in running, jumping, climbing, skipping, painting, hammering, cutting, pasting, and drawing.

Home Skills. Willingness and the ability to perform little home tasks, such as setting the table, emptying the wastebasket, shelling peas, mopping up after spilling, bringing or taking things from one part of the house to another at the parent's request, going on little errands in the familiar neighborhood.

A happy home where love and affection are freely displayed, where children feel secure in the congenial atmosphere created by the parents, is the best possible environment for nourishing all the desirable traits that insure good progress at school. Cheerfulness, courage, unselfishness, and self-confidence are traits that can all be developed in young children in a congenial, well-regulated home. A child from such a home feels confident enough to take the new step away from home. Parents who really enjoy living with their children make the child content by their very attitude and help him develop a good personality.



PLAYER'S



Smoke Eaters Corner

With the Christmas Season approaching it is the duty of every householder to read the following:

A dry Christmas tree and a wet Christmas is recognized as a fire hazard by all fire protection authorities. No statistics of fires starting in Christmas trees are available for Canada as a whole but some individual provinces keep records. In Ontario, for instance, 35 such fires, in which five lives were lost, occurred during the 1961 Christmas Season. New Brunswick reports 20 Christmas tree fires resulting in seven deaths during the past five years. Electrical defects in decorative tree lighting systems are mentioned as the most frequent cause of ignition, and there is general agreement that a tree becomes more inflammable as it dries. Many fire authorities warn annually against keeping the Christmas tree indoors too long.

Christmas tree fires can be practically eliminated by keeping the tree butt in water. When the tree is brought indoors a fresh butt surface should be cut and the tree set in water immediately. A diagonal cut rather than a square one should be made to expose a greater surface. The container should hold several days water supply and be replenished regularly. The daily requirements for trees five feet tall are about 1/2 to 1 pint. But immersion also preserves the fresh greenness of the foliage. Although people seem to prefer one type of tree the forest research branch claims that moisture content in spruce, fir and Scots pine are so near one to another that the difference does not warrant primary consideration when choosing a tree.

Now that we have spoken about the Christmas tree, let us not set up our tree until at least the 22 of December and we all know what is required for safe decorations; lights etc. also keeping small children away from the tree.

I wish at this time to say "Thank you" to those who supplied us with toys for needy children. We have repaired all the repairable toys that were brought to us and they will be distributed at a later date.

So long for this time and a hearty MERRY CHRISTMAS AND A HAPPY NEW YEAR to you and your family from your Fire Department.

Beatnik's Version of The Night Before Christmas

Twas the night before Christmas, and all through the pad,
Not a Hep Cat was swinging and that's no where Dad.
The stove was hung up in the stocking routine,
In hopes that the fat man would soon make the scene.
The kids had all had it, so they hit their sacks,
and me and the bride had begun to relax.
When there started a rumble that come on real frantic,
I saw a square sort that was making far tracks,
Being pulled by eight dogs who were wearing hat racks,
And a funny old geezer was flippin' his lid.
He told them to make it and man like they did.
I couldn't help diggin' the scene on the roof,
I just stood there and waited for chubby to goof.
They stood by the chimney in bunches and clusters,
Like he was the squarest, the most absolute,
But let's face it, who cares when he left all that loot.
And laid the jazz on me and fled from the gig,
Wailin' "Have a cool Yule man and later like dig!"

Enough Nonsens!



Emas Season Thoughts

by LAC J. Madden

The tree was lit up,
And so was Pop,
Mother as well
With her little drop.
The kids were asleep
No sound to be heard,
Tomorrow's our day
Was their parting word.

Let's visit Smithy,
Was pop's bright idea,
He won't be too busy
And he has loads of beer.
We can hear the kids holler,
If there is any bother.

Their tree was a beaut,
It looked really cute.
And the illumination?
That was pop's inspiration.

And those paper chains
In such pretty shapes,
Carefully pinned
Along the top of the drapes.

But wait, what's this?
Something's sadly amiss.
One of those chains

Has decided to dangle,
Right on the top
Of a hot electric candle.

In the Fire Hall nearby
The alarm's mournful cry,
With their Christmas Eve blues,
Sent our brave Boys a-hopping
Towards PMQs.

Alas! dear friends
The moral is clear,
Pop's deeply in dept,
Till late next year.
He figured it often,
The answer is quite clear,
It cost \$50 a minute
To drink Smithy's beer.

These Strange German Ways

For German children, on December 6th, Saint Nicholas' Day, "Nikolaus" comes on a sled drawn by a donkey. Mostly his appearance is left up to the child's imagination for he comes while it is sleeping. Instead of the stocking, German children place one of their shoes on the window sill on the night of 6th December, and lo and behold!, the next morning the shoes are filled with goodies. Sometimes, especially in schools, "Nikolaus" appears in person, complete with long beard, bishop's miter and staff, and rewards the good children with goodies and — nowadays only theoretically — punishes the bad.

The German Christmas season starts with Advent, which is observed in most homes with the Advent wreath, by Protestants and Catholics alike. Made of fir branches entwined with bright red ribbons and crowned with four candles this wreath is suspended from a chandelier in the living room or placed upon a table. Each Sunday the family gathers around the wreath and "Mutti" or "Vati" lights one candle. Then they sing carols and sample mother's good Christmas cookies. On the last Sunday before Christmas all four candles have been lit and shed their mellow light — a prefiguration of the coming of Christ.

Those who contend a candle-light Christmas tree is not safe will certainly meet with opposition in Germany. Most Germans prefer a tree with real candles to one electrically

illuminated, though in some families electric lights are now used. To be on the safe side those who use real candles keep a bucket of water in the room — just in case. Of course, real candles should always be placed towards the tip of the limbs. Otherwise, the limbs above could catch fire, especially if the tree has become dry. The important thing is always to have someone present while the candles are burning.

courtesy: THE BRIDGE

Two lions broke out of the Karlsruhe zoo. After a couple of weeks they came back voluntarily. One of them was very skinny and the other one nice and fat. So the fat one said to the skinny lion:

"You look so awfully skinny, what has happened to you, where have you been?"

"I have been up in the Black Forest, and there was practically nothing to eat but berries. — But you look so healthy and fat, where have you been?"

"I was at 4 (F) Wing, and I had a very good time."

"Why did you come back then?"

"You see, one day I ate the CO, the next day I ate the CAdO, the following day the PAdO etc."

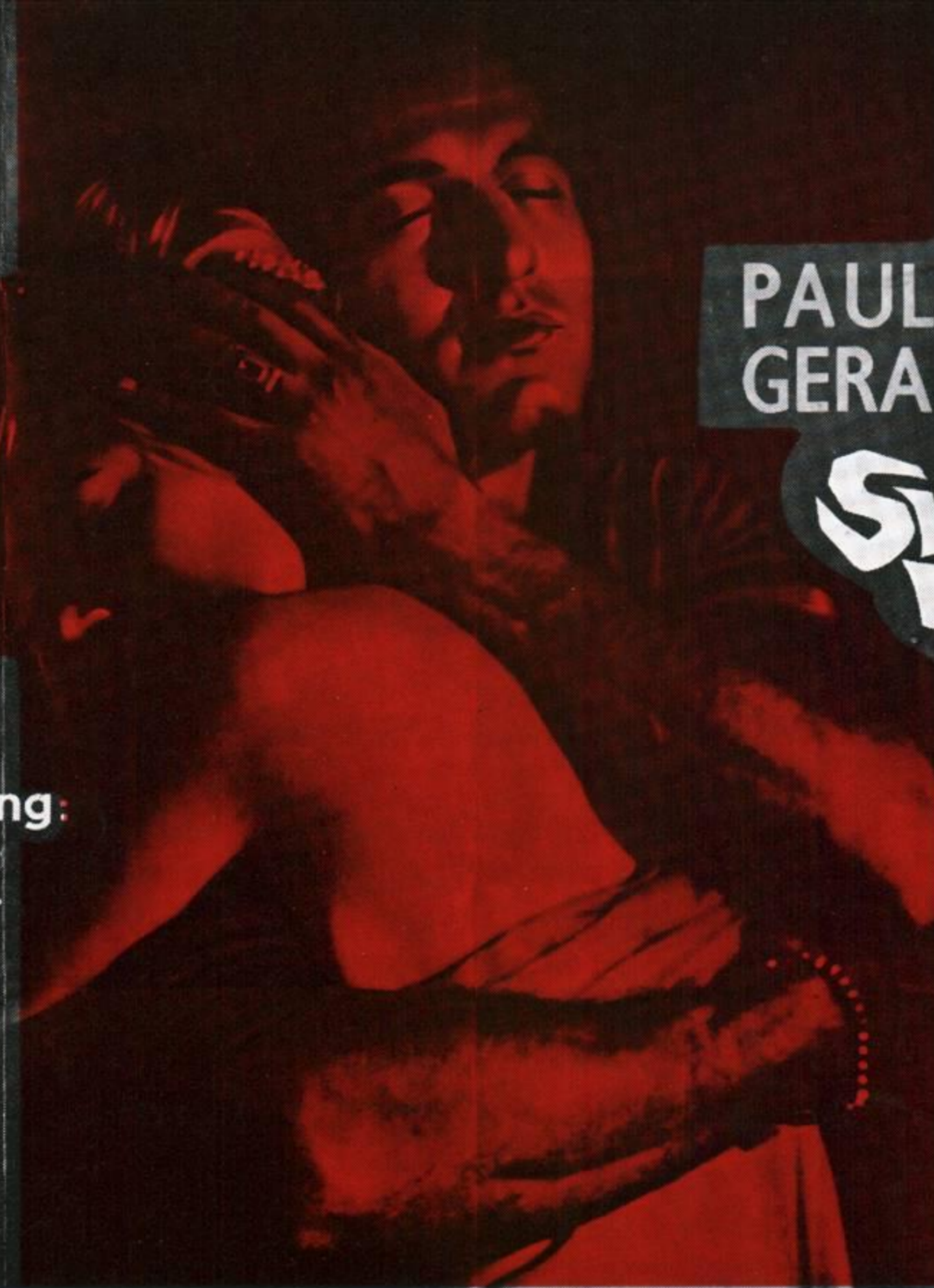
"And then?"

"One day I happened to eat the Duty Airman, and this they noticed."



●● It is a film whose violence will shock you. Its scalding passion will outrage you. Yet I challenge you to see it without murmuring: 'overwhelming... staggering... magnificent.' ●●

—DONALD ZEC, DAILY MIRROR



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GERALDINE PAGE**

SWEET BIRD OF YOUTH X

Based on the play by
TENNESSEE WILLIAMS

STARRING
**SHIRLEY KNIGHT
ED BEGLEY
RIP TORN**

WITH
**MILDRED DUNNOCK
MADELEINE SHERWOOD
RICHARD BROOKS
PANDRO S. BERMAN**

WRITTEN FOR THE SCREEN AND DIRECTED BY
RICHARD BROOKS
CINEMASCOPE and METROCOLOR

ASTRA PRESENTS

A savage, and deeply moving CinemaScope and Metrocolor romantic melodrama Based on Tennessee Williams's stage play, it covers the uneasy association of a brilliant, yet insecure, screen actress and her virile beach-boy companion, seeking Hollywood fame at his mistress's expense. (X) Adults only.



DECEMBER ATTRACTIONS

Sun. 16th & Mon. 17th "SIX BLACK HORSES" starring Audie Murphy, Joan O'Brien and Dan Duryea is an Eastman Color western about two tough hombres who have a ding-dong-battle of wits and guns over a far from chaste young woman in territory menaced by Indians and bandits. (A)

Tues. 18th "THE DARK AT THE TOP OF THE STAIRS" starring Robert Preseton, Dorothy McGuire and Angela Lansbury is a frank, moving and amusing Technicolor marital melodrama concerning a middle-aged couple whose marriage narrowly avoids the rocks. (A)

Wed. 19th & Thur. 20th "SWEET BIRD OF YOUTH" A first class adult only offering with an all star cast that is more fully described above. (X)

Fri. 21st & Sat. 22nd "POSSE FROM HELL" starring Audie Murphy, John Saxon and Zohra Lambert. A full-blooded western melodrama photographed in Eastman color that concerns an ex-gunslingers battle against a quartet of bank robbers and killers. (A)

Sat. 22nd Childrens Matinee. "YANKS AHOY" A comedy adventure melodrama plus "PUMICELANDS". A short subject about New Zealand.

Sun. 23rd "PLAY IT COOL" starring Billy Fury, Anna Palk and Michael Anderson Jr. is a happy-go-lucky romantic musical concerning a pop singer and his pals who save a society girl from a foolish marriage. (U)

Mon. 24th & Tues. 25th THEATRE CLOSED.

Wed. 26th & Thur. 27th "THE SPIRAL ROAD" starring Rock Hudson, Gena Rowlands and Burl Ives is a Eastman Color adventure-clinical melodrama about a young agnostic doctor who, while serving his "apprenticeship" in pre-war Java eventually finds religion. (A)

Fri. 28th & Sat. 29th "HAROLD LLOYD'S WORLD OF COMEDY" starring Harold Lloyd, Jobyna Ralston and Constance Cummings is a bright and breezy "believe it or not" thrill packed rib-tickler made up of excerpts from Harold Lloyd's famous silent and talkie comedies. (U)

Sat. 29th Childrens Matinee. "TORNADO" An adventure melodrama plus "BUSHMAN" Adventure in Australia.

Sun. 30th "TIARA TAHITA" starring James Mason, Rosenda Monteros and John Mills. A satirical comedy with a lush Tahiti backdrop and photographed in Eastman Color, it concerns two men, a pompous amateur gentleman and an engaging "old school tie" whose positions are reversed during World War II and paths later cross in the dangerous Pafic. (A)

Mon. 31st & Tues. 1st THEATRE CLOSED.

Wed. 2nd & Thur. 3rd "AWAY ALL BOATS" starring Jeff Chandler, George Nader and Julie Adams. A Vista-Vision-Technicolor war melodrama that cross-sections life in a U.S. transport boat operating in the Pacific during the hectic days of World War II. (U)

Fri. 4th & Sat. 5th "MOON PILOT" starring Tom Tryon, Dany Saval and Edmond O'Brien. A farical Service Technicolor rocketship fantasy. (U)



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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate on Wednesday afternoons.

Your Flieger:

"GIRL OF THE MONTH"



Shirley Eaton

The glamorous and popular star of the "Carry on" English comedy films is herself carrying on the old Christmas tradition of bringing good cheer to all this Festive Season.

CFN - Soellingen on the Move

One of the most important functions of a modern radio station is keeping the public informed of local events and happenings. The most efficient method of achieving this is through the Media of on the spot commentary and presentation.

Through the efforts of CFN-S chief technician Cpl George Coffey and his technical team, CFN-S Has recently acquired complete remote facilities with the capability of broadcasting from any spot on the station. This has enabled live coverage of special events and ceremonies, stage shows such as the recent CBS production and most important, sporting events. One of the most popular CFN-S programs is the twice weekly "Raiders" Hockey broadcast; and George Coffee and his squad have set up a broadcast booth with facilities second to none in the Air Division.

But let us take a look behind the scene and find out what is really entailed in the production of an Air Division Hockey broadcast.



CFNS play by Play Commentator Bob Anderson describes an exciting Raider Hockey game.

Several hours before game time preparations are begun. Lines from the Arena must be checked, levels adjusted, and timing coordinated. The studio announcer must prepare pre-game music, station breaks and promos. If the game is to go over the Air Division net work he must phone the other wings to Co-ordinate times, ques and station breaks etc.

Two hours before game time the CFN-S sports team arrive at the studio. Statistics must be checked, commentary sorted out and between period discussions arranged. Play by play commentator Bob Anderson and his able assistant John Bulmer must go over their material, study the line ups and arrange cues with the studio engineer.

At fifteen minutes to game time scene is set. The studio engineer is behind the consol waiting for the net work que. Nervously he makes a last minute check of the maze of dials and nobs. At the arena, another engineer makes a last minute check of his remote equipment. Through his head phones he can hear the CFN-S program in progress and he awaits the que that will put him on the air.

Suddenly the time has arrived. The net work program has ended, and back in the studio the duty CFN-S announcer does a station break. "You are tuned to CFN-Soellingen, 88,9 on your F. M. dial. Stay tuned for your Air Division Hockey broadcast". The minute hand sweeps the hour, the Engineer rolls the theme and once again its hockey night in Soellingen.

CFN-S Personalities

"Comedy is my Business." This is the philosophy of CFN-Soellingen's "funny man" Sid Jolley. Corporal Sid Jolley who is a Service Policeman by profession and a comedian by nature is the writer, producer and Master of Ceremonies of CFN's Comedy "The Jolley Show".

Sid, who claims to be a student of comedy says he can hardly remember a time when he wasn't connected with show business.

Sid started his venture on the road to show business in the Montreal area and as a young lad of twenty landed his first job; a singer with Stan Woods Orchestra, then playing at Bellmont park in Cartierville. During the next two years he sang with many bands in the Montreal area and was featured with such notables as Al Wellman, Oscar Peterson and Art Morrow.

In 1943 Sid Jolley decided to leave the singing role and try his hand on the stage. He signed on with the Montreal "Tin



Cpl. Sid Jolley during one of his twice weekly CFNS Jolley Show productions.



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Representative

HERBERT KRELL

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Hat Travelling players" and it was with this group that Sid discovered comedy or perhaps it was comedy that discovered Sid. For the next two years Sid travelled with the Tin Hat Players playing M.C. Straightman and a variety of other rolls, but all concerned with comedy.

In 1944 Sid took his first job on radio and starred for thirteen weeks over CFCF Montreal on the Johnny Holmes show. The Media of Radio opened up a whole new outlet for Sin's talents and for the next six years he worked for several Montreal radio stations writing and playing comedy with such radio stars as Phil Rose, Ted Miller and Frank Heron.

In 1946 Sid took time out to go on the road once more and with the Montreal Reperatory theater he played along side Mae West in the production of Diamond Lille.

The year 1950 found Canada in the midst of the Korean War and Sid Jolley Comedian became Sid Jolley, Private, Royal Canadian Army. Although Sid was officially enrolled in the Provost Corps, his talents were soon discovered and he spent a great deal of time travelling with Army shows and playing at various army camps.

In 1957 Sid transfered to the RCAF and for his first station was assigned to Station Goose Bay. At. Goose, he discovered television and for three years wrote and performed in his own show over CFGB-T.V.

Sid arrived at four Wing accompanied by his wife Candy, son Ken and two daughters Joan and Cindy. Sid has been affiliated with CFN=Soellingen since May 62 and has become a member the CFN staff could not do without. And what has Sid himself got to say about all this: "Every one has a sense of humour. But the test of a good sense of humour is



Looking back in his album, Sid Jolley came up with this souvenir of his days with the "Tin Hat" players.

A Little Nighth Music

It seems vain, glorious and proud
Of Atom-man to boast so loud.
His prowess homicidal
When one remembers how for years
With their rude stones and humble spears
Our sires at wiping out their fears
Where almost never idle.

Despite his under-fissioned art
The Hittite made a splendid start
Toward smiting lesser nations
While Tamerlane it's widely known
Without a bomb to call his own
Destroyed whole populations.

Nor did the ancient Persian need
Uranium to kill his Mede
The Viking Earl his foeman
The Greeks got excellent results
With sword and engined catapults
A chariot served the Romans.

Though doubtless now our shrewd machines
Can blow the world to smithereens
More tidily and so on
Let's give our ancestors their due
Their ways were coarse, their weapons few
But ah! how wonderously they slew
With what they had to go on.

being able to laugh at yourself. If you think you have a good sense listen to the "Jolley show" over CFN=Soellingen . . . for who knows, they may be making fun at you."

Next month we have a very special feature for our CFN-S listeners in the "CFN-S on the move" article. Our chief technician George Coffee is going to tell you how to build an F. M. antenna that will guarantee reception of CFN=Soellingen up to a fifty mile radius.

Before signing off for this months "Flieger" presentation, we the staff of CFN-S would like to wish all of you a very Merry Christmas and a happy New Year. So until next month Happy listening.



422



Sqn

Once again it was time to say farewell to members of the Hatchet Tribe. Squadron officers, and their ladies journeyed to the Bocksbutel for dinner in honor of the departing members.

Squadron plaques were presented to F/L Jamieson our engineering officer, and F/O Simpson our ex-armament officer. Both of these officers will be taking up residence in Canada's Capital city.

F/O Best will soon be leaving for the Maritime Provinces and RCAF Station Chatham. He too was presented with a plaque and the best wishes of all the squadron. We wish all three officers, their wives and families a pleasant journey home and success in their new ventures. Auf Wiedersehen, Chaps!

Perhaps someday we can say hello to some one for a change. To while away the odd moment when the Hatchet men are not flying a round robin tournament of darts and ping pong was organized. F/O Gerry Saunders proved to be the most accurate dart thrower (with his own darts of course), and F/L Bill Kelly wielded a mean bat to emerge victorious at gnip gnop. Suitable trophies will be presented soon.

Four members of the Squadron flew to Norway for an exchange mission. S/L Higg, F/L Van Humbeck, F/O McBride and F/O Barrett said they enjoyed the trip to the Arctic Circle and that they were very well entertained by our Norwegian counterparts.

It is reported that F/O McBride tried to breathe all that fresh northern air on the way up.

While these gentlemen journeyed north, we at home were hosts to the Norwegian boys who were also on an exchange mission. One stag evening, in particular, featured our famous firewater, ably tended by The Keeper Of The Flame, F/O Miklossy.

Every Wednesday and Thursday morning all the pilots have been trotting down to the Sports Palace for an hour of 5BX and volley ball. It is difficult to determine which flight has won most games of volley ball, but certainly the 5BX plan is beating everyone, particularly those lucky enough to have volunteered for the recreational testing program held here recently.

Our hockey team has so far maintained a 50% average in the intersection league by winning four and losing four. We intend to improve this average considerably before the end of the season.

Plans for various Christmas festivities are in progress at the moment, and from all reports it should be a busy season for everyone on the squadron. More about this in our next issue.

One more flying type is leaving the squadron, but not the wing and as of the 1st of December F/O Kee will be driving a mahogany bomber in operations, (at least some of the time).

Congratulations to Cpl and Mrs Pete Dalton who are the proud parents of a bouncing baby boy.

To All, A Merry Christmas and A Happy New Year.

444



SQN

In last month's Flieger there appeared in these columns a photo of a partially finished model aircraft and a short account of how F/O Moffatt lost and then recovered it. Finally a photo is available of the completely assembled model and it is here reproduced with a few of the vital statistics.



Wing Span 56", Length 46", Weight 3 lbs, Power 1 K&B 15 engine developing 0.312 hp at 16,500 RPM.

One of the first social functions for the month was a cocktail party given by the honorary members of the Cecelist movement. Everyone enjoyed it very much and would extend a very hearty thank you to these people but could not help wondering if the fact that this party coinciding with Bavarian Night, could have had any ulterior motives. When one becomes an honorary member there are certain rights to be observed and it has been speculated that the cocktails may have been a wonderful primer for a "fill-in" in retaliation.

Earlier on that same day the 444 SMU did their share to get everyone into the Oktober Fest mood. With the aid of Herr Hartwick, his chariot, and yoke of quadriduged oxen a slow trek through PMQs was undertaken with only one short stop for refreshments at Spurr's Roadhouse. Another short delay was experienced at the main gate because it could not be decided under what category cows came when being signed onto the base. But in good time all was resolved and the ensemble proceeded past the arena, then the PX and theatre, and finally the destination, the Officers' Mess, was reached. As may be remembered that day was not the warmest especially when dressed in white shirt and lederhosen. And so Herr Hartwick and his ruminants were bid a hasty farewell as the paraders hied to revive themselves with some good cheer. As a matter of interest and coincidence the Bavarian Night was a great success.

Pipe smoking is here to stay, at least in the Land of Cec. To now only the lesser citizens were converting but of late it has been noted that the Chief Snake is also leaning that way but it cannot be said for certain since the visibility is down to about zero in heavy aromatic smoke.

In the past month the ranks of those who rally to the call of the Snake have increased with the accepted invitations of F/L Bob Beer and F/O Jim Donnelly both from the tower controller trade. All Cecilists extend a hearty welcome and are looking forward to your official initiation.

It has come out that there are at least two Cecilists who are very economy minded but do not have an equal amount of navigational ability and thus have found themselves in rather embarrassing circumstances. On the twentieth of November two set out for Hagenau to get some gasoline which is quite a bit cheaper than here but on the way back, strayed in the labyrinth of roads only to find themselves in Pirmasens. So what was to be an hour trip plus a great saving turned out to be four hours at least, costing almost as much as if the gas were bought here plus incurring the wrath of the supervisory personnel. Was it worth it JC and DM?



F/O McIntyre — 1000 hours

November witnessed what is now a rare event and which will be the last for Cecilists who fly the Sword. F/O "Monk" McIntyre reached the 1000 hour mark on the 86. Congratulations. Tom and sorry about the draughty parade.

Many people when they first come to 4 Wing make an honest attempt to learn German and some succeed to an admirable degree. To aid in any way possible, liberty is taken to reproduce the following memo which appeared at PFS when the first German pilots began training in Canada. It is sincerely hoped that you may benefit from this small glossary.

MEMORANDUM

As you read this it will be only ten days or so before Christmas. All your parcels and Christmas cards to the ones back home will have been sent and all that will probably remain is a little last minute shopping and anticipation of the big day. That this may be a truly joyous day for all is the hope of every Cecilist and that this good cheer should carry on into the New Year.

To all from Cecil, Merry Christmas.

TERMINOLOGY

To assist those who will shortly be concerned with the training of German students for the first time, PFS has collected and produced the following glossary of terms which might be of use to the prospective instructor.

ENGLISH	GERMAN
Jet Aircraft	Das scientifiker eargesplitten schreecher und geschnorten hurlibird.
First Solo	Das senden offen mit ein patten der backer und fingergekrossen trippe.
Ground School	Das Schmartallewerke schule mit schruballische studieren.
Forced Landing	Das untergekommen mit laudenbanger und alles Kaput.
Spin	Das raund und raund geshwingen mit motor gebangen und stomacher gelosen maneouver.
Instructor	Das braggen und laudgeschpeecker schwearer.
Navigation	Das munkiwerke mit figuren und mappensheeter.
Airwoman	Das guhtenlooker handsoffer frauleinen.
Wing Commander	Das Meister Fastertalker Officer.
Squadron Leader	Das Untermeister Fastertalker und table gepounder Officer.
Flight Lieutenant	Das Uber Geflapper und wiser gelooker officer.
Flying Officer	Das unter Geflapper mit huffenpuffen und roundgerunnen officer.
Compass	Das magnetische peepenglasser mit wirlarounder in schnapps.
Briefing	Das bambuzelen und kidden stunde.
Safety Equipment	Das fallingoutische pipenhosen swimische und kitchensinker gruppe.
Honour Student	Der Wizzkind mit fusswerk gedazilt und grossmaul herauspouter.
CO	Der uber alles mit donner und blitzen grossmeister fuhrer.
Guided Missile	Das skientifiker geschutenwerkes firenkrakker.
Working Model	Das schpitten himmage.
Supersonic Speed	Das schpeden liken blitzen.
High Performance	Das grosse heptuppwerken.
Security	Das schnoopen bunche.
Control Surfaces	Das pullen und shoven grupe.
Electronics	Das tubenkrap schwartzbox.
Empennage	Das talefedder.
Check Pilots	Das morengutz dambrainische gruppe.
Hydraulics	Das plummen.
Landing gear	Das graundpaunden dingus.
Flight Planning	Das schemen und hopen.
Propulsion	Das firenschpitter.
Structures	Das groenen und schtrainen grupe.
System Engineering	Das getten allestraiten grupe.

BOLS *Shoe Gin*

444 (F) SQN Ground crew news

Greetings from 444 Sqn groundcrew, long time no see. We must admit we have been tardy in support of this column and we promise to rectify this matter from now on.

First we would like to welcome Roy Green, to the ranks of the married men's brigade. It was a wonderful wedding Roy and we wish you and your beautiful bride the best of luck.

For those afflicted with overweight, talk to Sgt Evans; apparently the simple weight losing formula is to do the twist and win prizes to boot. It is understood that apart from his hockey activities Bob Quinlan is developing as a chess player, not finding much competition in the section he is now teaching his better half the rudiments of the game.

We understand that Cliff McAdam of "A" Flt and Duff of "B" Flt are doing some ad libbing and engineering with CFNS. Good show chaps! You'll note Sgt Wieser of the "Yellow Hornet" fame is now sporting a new Karman Ghia. Bud is very sensitive about the finish on this set of wheels so don't park too close fellahs.

See Bill Weese wandering around mumbling to himself about squares, and hypotenuse. Must be that way out on cloud nine stuff. Dave Ablett is trying to get him to dig.

Far away pastures must be greener for Paul Gaudy, sorry to see you leave Paul, all the best in your new adventure.

It was noted that Sgt Blanchard was hobbling around lately. What are the hardest to take Spence, dropped crankshafts or parades?

Now if you recall the Sgts were not the only ones limping. I remember a few Cpls who were attempting to hide their aches and pains after playing hockey. Get in on those Rankin eh!!

The snow saw a few people driving slowly and carefully to work. There was a big Chevy with Bill Schultz at the wheel and snow tires on the rims. The whole works found themselves in a snow pile. Snow tires Bill?

Well we find a new face out in "B" Flt. It belongs to Sgt Ernie Norman. It seems that Sgt Spence Blanchard was kicked upstairs and is now pushing a pencil in Control. We wish Spence good luck in his new job and welcome Ernie to the Flight. Hope you enjoy your stay with us Ernie.

As a start we dug into Sgt Norman's life and find that with the help of Sgt Roberts of the Moose County, he was quite successful in his Acting debut at the Lido Club in Paris, France. What went on backstage Ernie? Be sure to let us know of any other acts you can do!

We would like to welcome a couple of new arrivals in the names of Cpl (Carl) Holland, and LAC (Fred) Bardua, and also to wish Cpl & Mrs Holland congratulations on their new arrival of a pretty big baby boy (and six dollars).

We should also mention the new pets we've acquired namely seven (7) rabbits and six (6) white mice. All in all we are being crowded out. LAC Blacklock has volunteered to look real hard for a King Cobra when on one of his safaris with Scout Troop. Good hunting Blackie!

Cpl Ellis has asked us to offer his thanks to all Armt personnel for contributing to his morning, afternoon and dinner coffee by talking the boys into playing darts for same.

The M & W boys have been taking on all challenges lately



Left to Right; Front Row: LAC Bardua, Cpls Ellis, Holland, LAC Stagg, WO1 Snowman, LACs VanCauwenbergh and Bushor
Left to Right; Standing: F/O Strang, FS Lamb

especially in the form of building "Snow men" for a certain person in the squadron who is kind enough to offer fairly good prizes to the group who contribute the best one, namely the M & W boys. No names will be mentioned to save further embarrassment to the party concerned. We would like to say a very discreet "Thank you" for the refreshments last evening Sir, a good sport, for sure.

In conclusion, if you see F/L Harley, FS Beattie, FS Lamb, Cpl Rankin, LACs Lafreniere, Grandmason and Matte limping around the squadron they have just cause. They were selected, I mean they volunteered for the physical fitness or survival of the fittest test; piece of cake really so would like to see the perpetrators of this inquisition do the course themselves.

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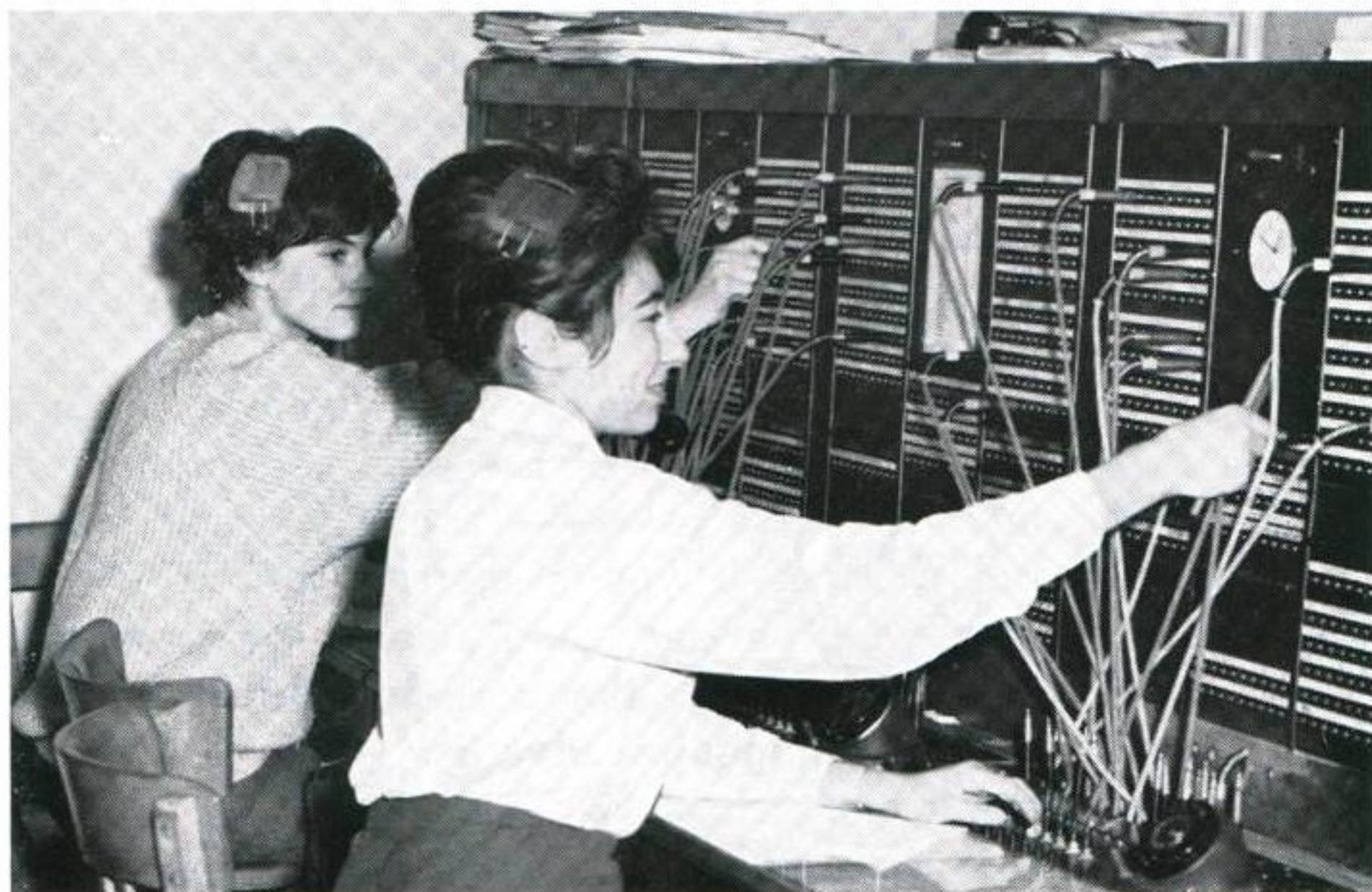
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Telecom Tidbits

by HAL

The time for saying goodbye to MANY of our friends and acquaintances is here. In a few short weeks that will fly by so quickly, a great majority of our close personal friends of the last three or four years will be moving back to Canada. Saying au revoir to one friend is a hard thing even under the best of conditions but to say so long to four, five or more at a time is an even bleaker prospect. But don't despair at losing these friends. They will only be going back to Canada and I'm sure you'll meet them all again. Rather than dwell on losing these friends think about all the new ones you will meet in the next two or three years. Many new people will be here before too long to add to those that have already arrived. Some of them you already know and will only be renewing old friendships but many of them you don't know



Cpl Cletheroe, Fräulein Rudnen at switchboard

but will I am sure make them your friends. Strive and do your most to make friends with those that come over to take up residence beside you or across the road from you. Above all do not be retiring or standoffish in manner-be the first one to "make a move" towards friendship. Remember how strange it was for you in a new country, when you first arrived and then accordingly.

I am going to take this opportunity to say goodbye and best wishes from Telecom to — The Hatchetmen, Cecil & the Boys, and Bruce. May you find your new homes as nice as that which you have enjoyed while here at Four Wing. I mean this in the social and physical surroundings only not in the type of quarters that you lived in. I am sure the whole station joins me in saying we are sorry to see you go but with progress comes sorrow and nostalgia. In a few years you will all look back on your time spent here and not remember the unpleasanties but will reminisce of the good times only.

Several pictures are included in our article this month. You see Vi and Gudrun at the Switchboard of our telephone exchange busily making and breaking connections. Ever wonder who that musically voiced operator is? It is Vi — next time you hear "Operator" sung out to you over the phone you'll know it is Vi at the other end. With her continual pleasantness on the 'phone board she makes a day more complete and probably takes many people out of their early morning blues with her cheery voice piping over the line. Thank you one and all at the switchboard for your services above and beyond your normal duties.

Cpl Hall, with a well . . . I'll be!!!! expression on his face, is readying the turntable and taperecorder for the annual



Cpl Hall checking P. A.

carolling to be sent over the PA system. Good work Irish. Irish and his wife Heidi are expecting a second child in a few months — I hope you get what you wish folks.

Leaving us this month to reside in Metz is Cpl Doug Stow. Best of luck in the rest of your tour overseas Doug. You can see Doug at work along with Mary Wilson in one of the snaps. LAW Wilson is our only single airwoman and I'm beginning to wonder how long she'll be single. At the rate the weddings are occurring around the station you'd think this was a marriage mart instead of an RCAF Station. Wedding Wing is what we should rename this unit (Elmer Fudd's lisp).

Cpl Shaw (one of our more recently wed personnel) and LAC Salmon can be seen performing a preventative maintenance inspection on one of our pieces of radio gear over in the Com Air Workshops. With air conditioning and steam heat along with freq counters etc (some people call them pin ball machines) this is a most pleasant place to work.

LAC Poulin and Sgt Peters as you can see in the photo are very hard at work revamping the EO system for Telecom as



Cpl Stow, LAW Wilson at the message centre

a whole. They have taken on a BIG job in this project. Anyone who has worked with EO's just doing amendments will agree with me I'm sure. One other who is working very hard along with them is LAC Nesbitt but he was camera shy (are you wanted in any of the 50 states Bob). Maybe we'll catch him unawares next time around.

Taking a trip out to the Transmitter site we found LAC Jacques and Cpl Desrochers hard at work keeping the Transmitter going so the Tower and aircraft can work hand-in-hand (figuratively speaking of course). It is a job that requires patience and a great amount of skill not to mention the knowledge required to do the job and do it well. Well done, fellows.

I mustn't forget our Com Gnd boys who are doing such a good job over CFN way. Cpl Coffey and Cpl Cheese have

a dandy little program appropriately named "Food for Thought". We also thank them for a job well done on the technical end of things.

TELECOM sends congratulations and best wishes to Sgt and Mrs Guerard who are the proud parents of a girl, Patricia, born on 25 Nov 1962.

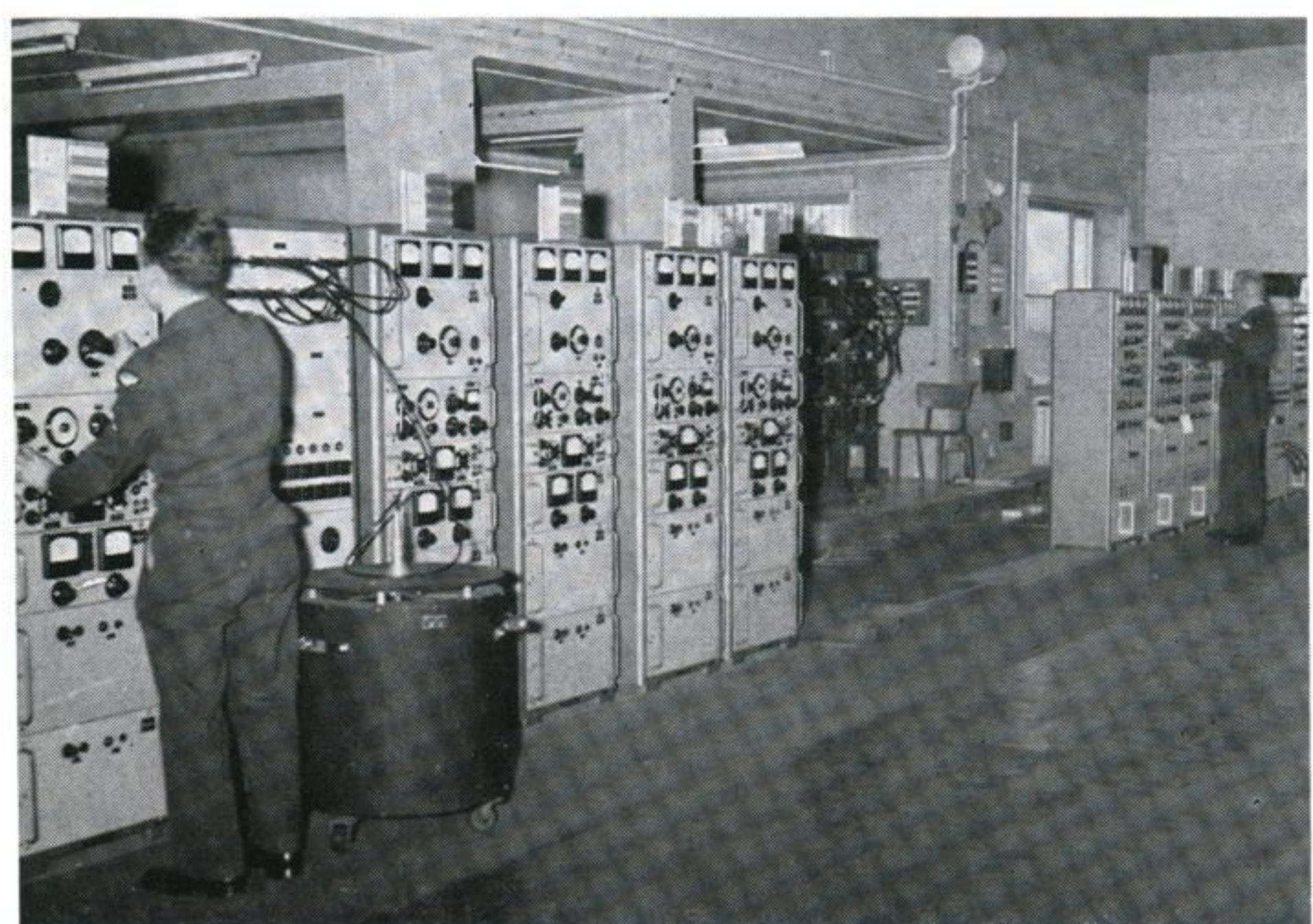


Sgt Peters and LAC Poulin

On Wednesday afternoon the 28 Nov 62 at 3 o'clock in the coffee room of Building no. 9 a small but nice ceremony was performed. No! Not a wedding but something just as heartwarming. FS "Del" Delcellier and Mrs. Helen Labonte formerly, LAW Helen Labonte (nee Mercer) were presented with steins. The steins were inscribed with their name number and rank along with their applicable section in gold letters. A CF100 adorned the lid of each mug. The old German tradition of passing the mug was followed — you know the adage when in Rome, etc.

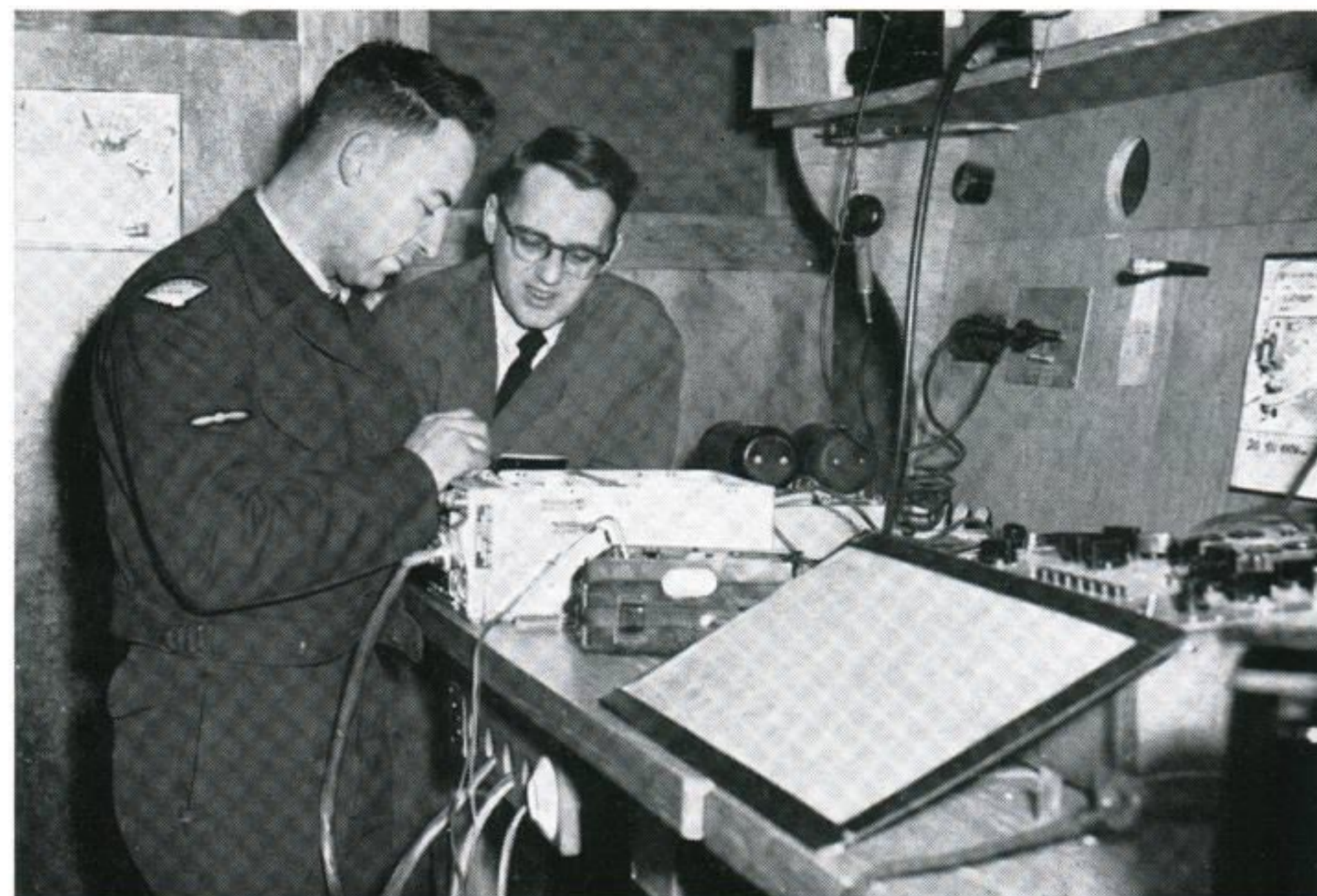
On November 24 we lost another member of the single set from our section. Roy Green and June Christie took their marriage vows on this day. To them we say, "May the best in life always be yours". (I guess June just couldn't stay away from Telecom — after all she is an ex-TTOp).

On December 8 another member of the clan walked that straight narrow aisle to paradise. Art Hildebrand and Judy Christianson were united in marriage. (Art we thought you vowed never!) May happiness be your fate and all your troubles "little ones" — many of them.



Cpl Desrochers and LAC Jacques at the TX site

"FRONTIER CITY" — that's what I hear the new place way out in No Mans Land is being called. Some call it the "sticks", some call it the centre of the station while a few in the know call it GCA — whatever that stands for. How does the new home fit? Like a good patent leather shoe I'll bet.



Cpl Shaw and LAC Salmon at work?

I hear a certain person (service) bought a new hat and it was too small. What happened? A swelled head or did the hat shrink?

The telephone girls have a new boss now. Yep how do you like working for the Maint Tel O girls? I don't suppose it will make too much difference actually.

With the holiday season drawing near and everyone rushing around buying last minute gifts and mailing them back to Canada (even though they are a little late) we in Telecom would like to take this opportunity to wish everyone a very Merry Christmas and a Prosperous and Happy New Year. (May we all get a raise)

I know you hear this next bit every time you turn around here in 1 Air Div but take heed of the road conditions and remember if you don't give a d— about yourself think of your wife and children if you're married and if you're single think about your parents, your fiancée or your girl friend when you want to take that one last drink for the road. Do like the tea companies advertise — Have one for the road but make it tea.

So long for this time and have a good time, even if you must walk.

Don't Let Death Take Your Holiday Drive Carefully



You call it ●

● Champagne

we call it Sekt,

so better ask for ●

HENKELL

Wing Maintenance

Sgt Lagrow and LAC Nelson

Many strange and wonderful things have been happening over two hangar way the past few weeks. Work in the Tire and Engine Bay has remained somewhat unchanged, but as for the rest of the hangar, any similarity to the past is hardly noticeable.

Firstly, with the departure of 419 Repair, it is now possible to have hot water at wash up time, and its so peaceful and quiet without the constant "Call for Dr Kildare" we often heard an the P.A. Mr. Okell will have to talk to himself from now on.

Plans are well under way in making preparation to receive the new addition to our family. The CE Section have been busy punching large holes in the hangar floor to accommodate a fence of some sort, the people of T Bird maintenance insist that the fence is to confine the Engine Bay types and render them harmless. They promise to feed us through the bars at mealtimes and have promised that the easing will be kept to a minimum.

T Bird maintenance have added new members to their staff in the persons of WO Tate and Cpl Don Ross. Have heard their motto is "You Bend Em, We Mend Em" Snell. More will be said about personnel changes next month.

From the Safety Equipment Section we find the long awaited reinforcements have finally arrived in the form of Sgt Barrett, Cpl Beaudoin and LACs Lawrence and Morris-sette. All hail from the "Cool Pool".

After a hasty trip to Bremen, FS Rafuse rolled in on his new set of wheels, having only to replace his battery.

To round out the "C" league hockey schedule, we've added our own team under the able coaching of Jack Fortin.

Talent Unlimited . . . Mo Julien and Bert Brown have made the Air Division Talent finals as well as Bev Marks and Fred Tavernor being in the Air Division Bowling Tournament.

From the Seat Shop, congratulations are in order for Rae Lebel on the arrival of a new Baby Boy.

We regret the brevity of this months submission from Wing Maintenance but promise more for the January issue. So, until next year, "Beste Wünsche für Weihnachten und ein glückliches neues Jahr" from all the staff of Wing Maintenance.

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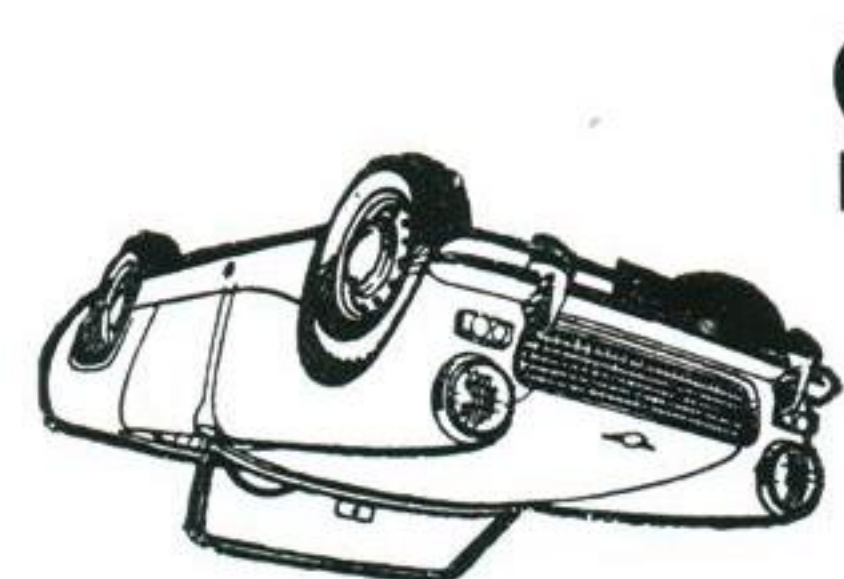
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MSE MURMURINGS

The Mobile Support Equipment Section has not been one of the most volatile contributors to the Schwarzwald Flieger. This must be blamed on a innate modesty rather than a lack of something to write about. However, we feel that the time has come to shed the robes of reserve and tell the readers of the Flieger something about the work and the problems of an MSE Section.

Most people, when hearing the words "Mobile Support Equipment", have visions of a large fleet of staff cars, station wagons and buses used to take people from one place to another. Actually, personnel transport is only one of the many functions of the MSE Section. Besides transporting people, we transport freight and rations fuel aircraft, bulldoze and grade roads, plow snow, mow grass, sweep runways, operate forklifts and cranes, bring in vehicles involved in accidents as well as taking the injured to the hospital.

Our technicians repair and service the variety of mobile equipment belonging to the section and that used by other sections. They have to be specialists on many types of equipment. For example, we found that our "Soup" Campbell in one week sanded the body of a Volkswagen microbus, tuned up the engine of a Mercedes bus, replaced the clutch of a Plymouth staff car, put new wheel seals on an International truck tractor, straightened out the cable on a 20-ton Lorraine crane, repaired the starter of the rear engine of a Sicard snowblower, and put new tires on a White fuelling tender. In addition he attended a Guard of Honour parade and took a Citroën bus for a road test.

The variety of equipment operated by the MSE Section calls for great skill on the part of the operators. We believe that here at 4 Wing we have the finest MSE section in the RCAF. And to prove to you that this is no idle boast, we would like to quote a few figures. So far this year we have driven over 900,000 miles. To date we have had only three accidents, none of which involved loss of life or serious injury. This is well below the RCAF average and an exceptional record in a country where the accident rate is five times that of Canada. There can be no doubt that luck has played a very small part in this achievement. It points to a skill and a sense of responsibility which are sadly lacking in the average European driver and in a good many Canadians as well.

We don't want to leave the impression that the MSE Section has no problems at all. We often find ourselves unable to meet a request for transport, either because all our operators are out on other runs, or because a bus decided to break down at the most inconvenient time possible. Naturally we don't want to go to the extreme of moving people with something not intended for passenger transport, although this has occurred on other units. One such case happened in Canada, where a very senior officer was most insistent about being provided with transport. The sergeant in charge, in desperation and probably in a cold rage by the time the officer got through talking, picked him up at his house with a mobile crane. As we said before, we don't want to get to such extremes, however, if you insist . . .

Naturally, not all our people either drive or repair vehicles. Some have to keep the paperwork straight, book and combine runs, etc. In the next issue we hope to take you behind the scenes and describe to you a typical day in the life of our Chief Dispatcher.

Sports and RECREATION

SPOTLIGHT ON RECREATION

Recreation facilities represent a large investment of public and M & I funds and they must be used to the best advantage if they are to yield maximum benefits to the personnel. Policies must be adopted and rules formulated to assure the most advantageous use of facilities and to prevent individuals or groups from monopolizing them. Your Recreation Centre, in liason with group leaders, need to determine the hours during which leadership or other supervision will be provided, the seasons in which the areas will be operated and the conditions under which special facilities will be made available to individuals and groups.

Following are the reports on two activities which are being held or have recently been completed on our facilities.



G/C JJ Jordan, drops the puck to start the first Air Division Hockey game at 4 (F) Wing:

Left to Right: LAC Stevenson, Captain of 2 (F) Wing Eagles, G/C Jordan, Commanding Officer, 4 (F) Wing, and LAC Gadde, Captain of 4 (F) Wing Raiders

First we turn the SPOTLIGHT on — the Ice Palace.

The "Ice Palace", which is in operation from September thru March, is in "full swing", under the guidance of the recreation staff, committee members from the different leagues and FS "Cliff" Brown and his arena staff.

Surprisingly enough many people are unaware of the fact that five different leagues utilize this facility. These leagues are: **Air Division Inter-Wing League** with 4 Wing having been last year's champions and they have a good chance of bringing back the silverware again this year; the **Inter-Section League** with representatives from the following sections: Headquarters, 422 Sqdn., Jets (combination of 444 and 419 Sqdns.), Wing Maintenance, and Combines (with player selections from MSE, Telecom and W/Armament sections); the **Inter-Mess League** comprising of four teams, one from each Mess; the **"C" League** — the following teams make up

this fine league which has been organized to allow the hockey enthusiast with little or no experience to participate; MSE, 422 Sqn, SE, 444 Sqn, Maint and 419 Sqn.

Last and definitely not least we have the Minor Hockey Association which have 6 age groups organized to accommodate one hundred and fifty children.

NOTE: A feature article on the development of this group will be included in the February issue of the Flieger.

Listed below are the league standings and top scorers from the various leagues.

THE AIR DIVISION LEAGUE

	Standings					Top Eight Scorers					
	P	W	L	T	Pts	GF	GA	G	A	PTS	
Arrows	10	7	1	2	16	66	41	Bowe (1)	20	13	33
Raiders	11	7	4	0	14	58	52	Stevenson (1)	13	11	24
Eagles	11	3	7	1	7	60	67	Kaulbach (1)	13	8	21
Flyers	8	1	6	1	3	20	47	Quinlan (4)	11	9	20
								Aker (4)	9	8	17
								Fortin (4)	9	7	16
								McCabe (4)	7	8	15
								Craik (4)	6	8	14

INTER-SECTION LEAGUE

W/Maint	8	7	0	1	15	52	18	Oliver W/M	23
HQ	8	5	3	0	10	36	26	Hudson (HQ)	21
Combines	8	4	3	1	9	39	34	Davis (W/Maint)	20
422	8	3	5	0	6	25	39	Bagley (Combines)	18
Jets	7	1	6	0	2	18	37	Clackson (HQ)	17
								Barrett (422)	16
								Poulin (W/Maint)	12
								Wallace (422)	11

INTER-MESS LEAGUE

Cpls	4	4	0	0	8	22	2	Meade (Sgts)	8
Sgts	4	3	1	0	6	20	8	Gryba (Sgts)	8
Airmen	4	1	3	0	2	7	13	Naughton (Cpls)	6
Officers	4	0	4	0	0	5	31	Howells (Sgts)	6
								Routhier (Cpls)	6
								Telford (Cpls)	3

Perhaps you are not a hockey player but can skate — Why not bring your "blades" with you to the Arena for a little casual skating. Ten periods a week have been set aside for your pleasure.

Next we turn the SPOTLIGHT on — the Football Field.

This worthwhile recreation activity begins with the volunteer leaders and may we mention that our Flag Football season, which was recently completed, had its share of them. These leaders were brought together and, because they had a common objective and desire, and knew how to administer



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Left to Right: LAC Craik, Cpl Scobel, Cpl Goyeau and F/O Ross

to it, provided 4 (F) Wing with one of the finest Football seasons that any Wing has ever seen.

This past season there were 4 teams represented in the League — 444, 422, 419 and finally the Airmen's team who finished the season as Champions for the second consecutive year, coached by Big Mike Kelly.

A few words of a job "well done" to the coach, Sgt Potts, and players of our All Star representatives which eliminated 3 Wing by the score of 30 — 7 thus stepping into the Finals of the Air Division Flag Football Tournament against the powerful team from Air Division. May it suffice to say that.

We thought we would win
 We played to win
 We should have won
 We lost (very graciously to a better team
 by the final score of 22 — 7).

Turn to SPOTLIGHT ON RECREATION in the next issue of the Flieger where you will find the reports on the Inter-Mess Volleyball League, the Camera Club and the Bowling Alleys.

4 WING GOLF

4 Wing Golf Club ended another Season on Oct 10 with a Wing tourney at Heidelberg Course. A fair turn-out of players and excellent weather contributed to an enjoyable day and the 19th hole was played during early evening in the Mixed Lounge where G/C Jordan presented the trophies and prizes to the winners. —

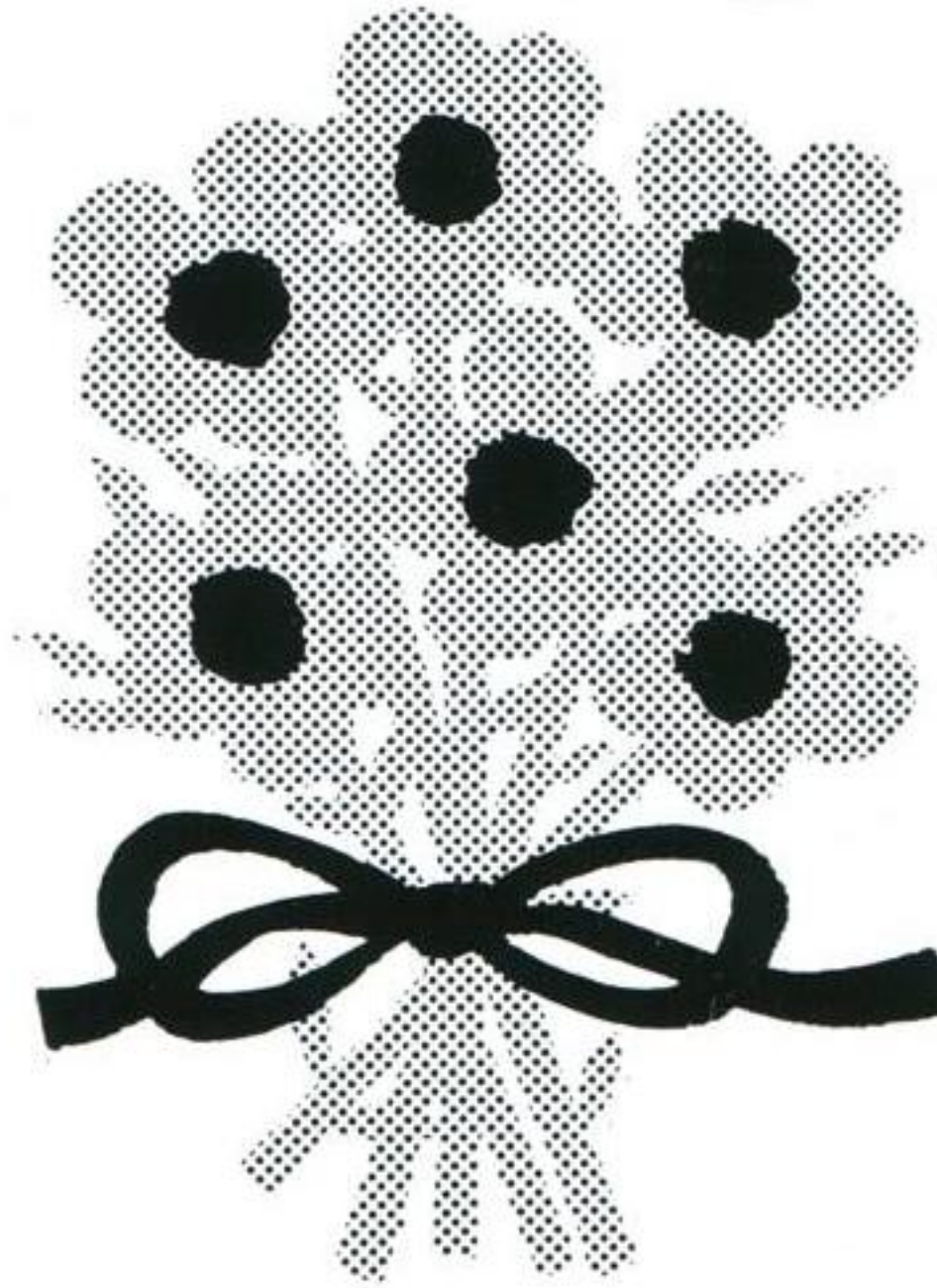
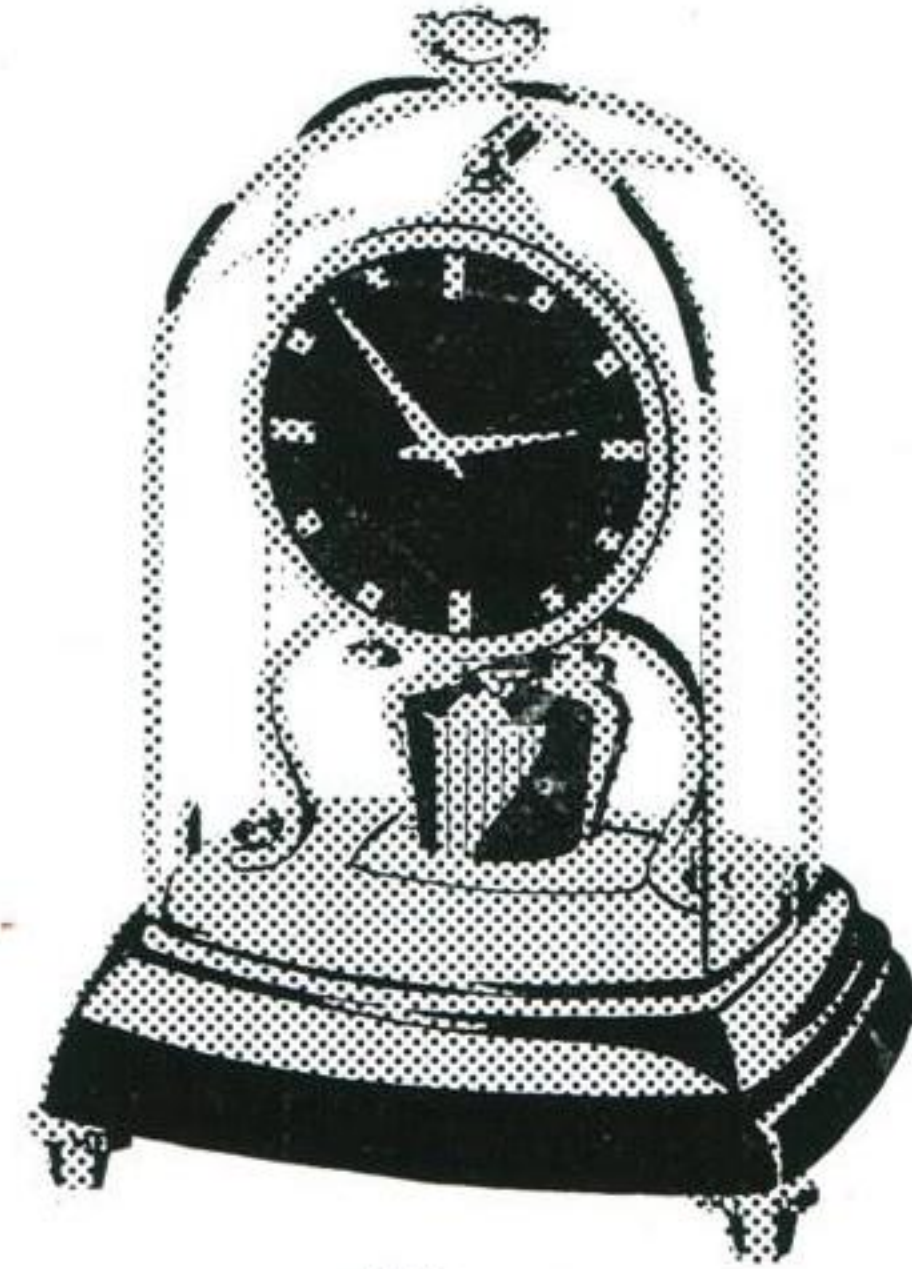


Prize Winners 4 (F) Wing Golf Championships

- | | |
|----------------------|----------------|
| Wing Champion | — FS Rafuse |
| Low Net Champion | — WO1 Rose |
| Low Gross 1st flight | — LAC Jensen |
| Low Net 1st flight | — F/L Sorel |
| Low Gross 2nd flight | — LAC McNamara |
| Low Net 2nd flight | — Cpl Fraser |
| Low Gross 3rd flight | — Sgt Parker |
| Low Net 3rd flight | — Sgt Fox |
| Most Honest Golfer | — Cpl Brown |

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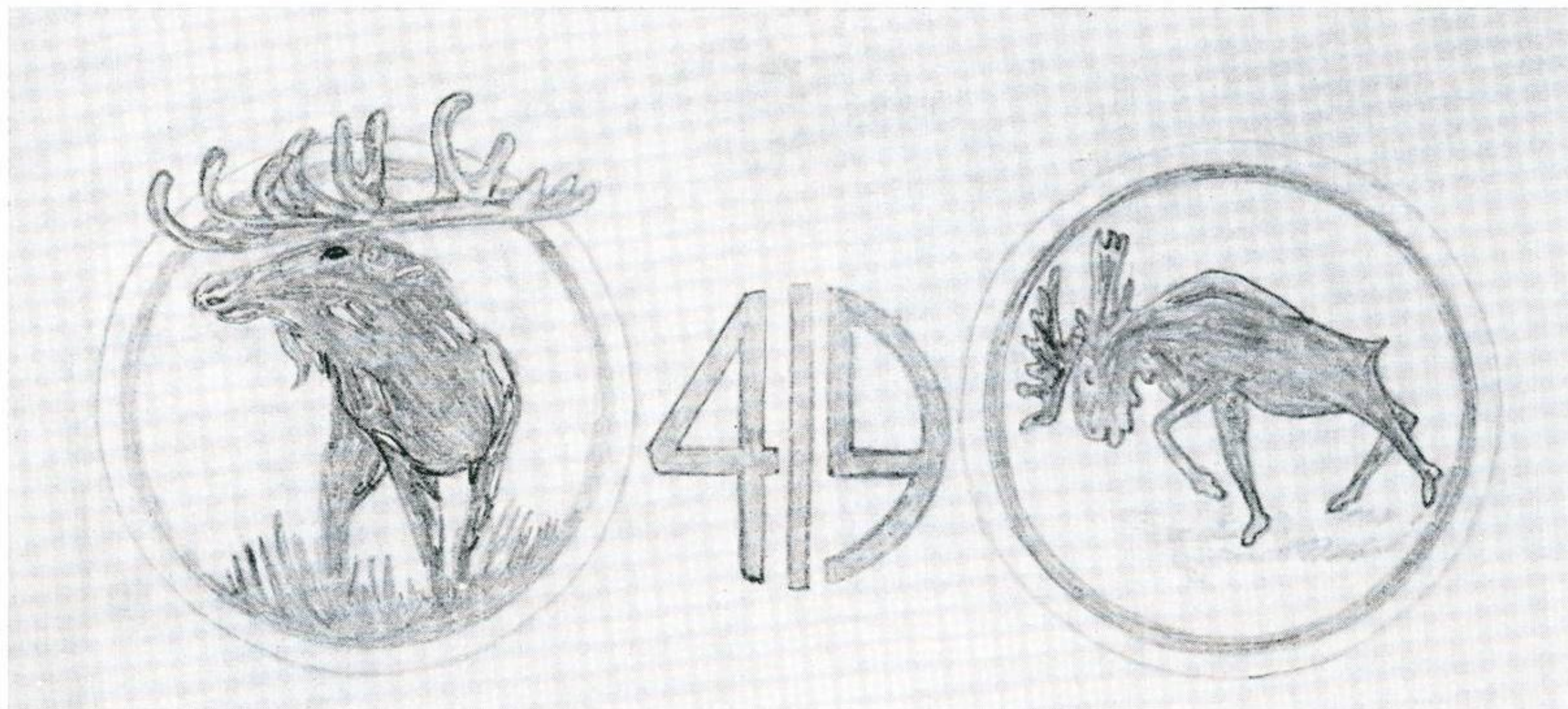
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1941-1945

1954-1962

CO's MESSAGE TO 419

On 31 Dec 62 four proud AWF Squadrons of the RCAF 1 Air Division are scheduled to fly their last operational sortie "over the Flugplatz", and to disband effective 1 Jan 63. Of these, none can be more justifiably proud of their record in the RCAF, in war and peace, than 419 (Moose) Squadron.

As all Squadron members will be aware, 419 had an enviable record of wartime operations during the period 1941-45. Re-activated in March 1954, equipped with CF 100 aircraft, the "Moosemen" lost no time in achieving a high standard of operational efficiency, being awarded the Steinhart Trophy in June 1956.

Since August 1957, 419 Squadron has been based at THE WING. During this past five-year period, you and your predecessors have contributed a great deal to every phase of the operation of this base. In particular I would mention your excellent record of operational efficiency during routine day and night operations and during "Alerts". Your remarkable achievements at the Air Weapons Unit Decimomannu remain unchallenged and an example of professional workmanship and co-operation on the part of both aircrews and groundcrews.

I am proud to have been associated with you, as I am sure are all other members of this Wing. To all members of 419 Squadron and to their wives and families, may I say "Thank you, well done, and aufwiedersehn".

LIFE STORY OF 419

This is not a history of 419 Squadron in the strict sense. It is, rather, an attempt to record some of the exploits of the Moose Squadron in the limited space available. These exploits are a part of the tradition and heritage of the RCAF but belong particularly to all Mosemen.

Soon the CF 100s will be flown off and 419 Squadron disbanded. For the second time the Moosemen will be scattered, their records shelved, their inventories closed. But to begin at the very beginning . . .

More than twenty years ago at Mildenhall, Suffolk, England, a Canadian heavy-bomber Squadron was formed as part of No. 3 Group, Bomber Command, RAF. Its numerical designation was 419.

On 11 January, 1942, five weeks after the date of the Squadron formation on paper, two Wellington ICs rumbled away from Mildenhall on 419's first operational sortie. At the controls of the lead aircraft was W/C J. "Moose" Fulton,

Commanding Officer. Through flak and obscuring smoke both aircraft dropped their loads on Brest Harbour where the Scharnhorst, Gneisenau and the Prinz Eugen, three of Germany's capital ships, were berthed.

Four nights later the Squadron attacked one of the toughest targets in Europe — the great port city of Hamburg. One aircraft failed to make it back to England. Members of this crew were the Squadron's first casualties, P/O TG Cottier, Sgt LC Powell, Sgt TN Pugh and Sgt JAH Lucas.

During the next six months 419 divided its attentions almost evenly between centres in the Ruhr and Rhine Valleys and ports. A foray on one of these ports — Hamburg (8/9 April) — was the prelude to one of the war's more remarkable escapes.

Sgt Hubert Brooks, a navigator, was the first member of 419 Squadron to escape from captivity. Forced to bail out by enemy action he made contact with the Fatherland between Leer and Oldenburg, hard enough to damage a knee. Thus handicapped, he soon had to give himself up. Brooks received three days of interrogation, including the phony Red Cross form routine, and was passed from camp to camp until he reached Bobrek near the Polish frontier. It was here that he severed the barbed wire on a hut window, scrambled out, cut through an inner fence and scaled an outer fence on his first bid for freedom. He was recaptured near Krakow, Poland, when his meagre escape-rations ran out.

After fourteen days in solitary on bread and water, he was transported to the Sudetenland. Brooks and five others escaped and made it to Vienna where they were discovered in a railway car. A total of twenty-two days in solitary and a considerable amount of "roughing up" by the guards followed recapture.

His third and last escape was from Mannerstadt. Brooks made contact with the Polish underground and worked with them until 1945 when the Russians moved in. For his courage, perseverance, and ingenuity he received the Military Cross and two mentions in despatches.

By mid 1942, 419 Squadron began to incur heavier casualties as the enemy strengthened his already powerful defences against air attack. Fortunately a "downed" aircraft did not always mean a complete crew missing. The first two aircrew to qualify as evaders were P/O TH Watson and Sgt JAAB Angers. Both had contacted the Belgian underground and soon made their way back to Squadron via Gibraltar. Anger's evasion route did involve one slight detour. While passing through Paris, he took the opportunity to satisfy an overwhelming curiosity, even at the possible expense of his free-

dom. Having some three months previously helped to bomb the Renault Works, he was unable to resist a quick look at what remained of it. Impressed by the damage still unrepaired, he continued on his way.

On the morning of 29 July, W/C John Fulton failed to return from a raid on Hamburg. His last message read "Fighters — wounded — 500". "The Moose" and his crew had fallen prey to the enemy. As a tribute to an outstanding officer bomber captain and squadron commander, 419 took his nickname as it's own, thereby perpetuating his memory.

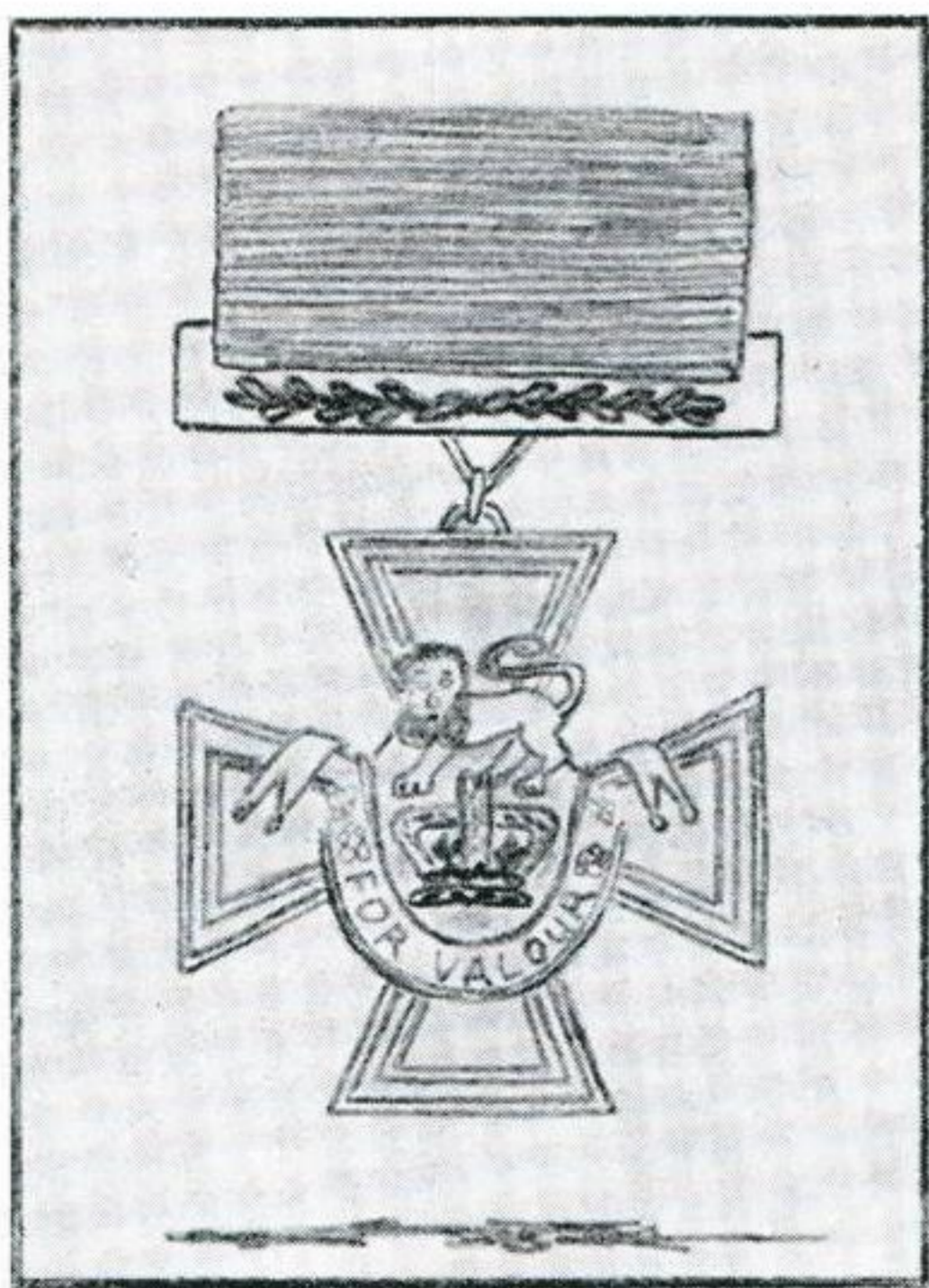
Shortly after the arrival of the new CO, W/C AP Walsh, the Squadron reluctantly moved to a new base at Topcliffe, Yorkshire. Mildenhall had been a good location situated, as it was, next door to a first-class pub, "The Bird-in-Hand". From Topcliffe the Moosemen took part in the first large-scale raid on Karlsruhe and suffered a stunning loss. Neither the CO nor his four crewmembers survived the raid. Continuing raids over other cities of Germany brought heavy losses until the Squadron was withdrawn from operational service for re-equipping.

On New Year's Day, 1943, 419 was declared operational and sported new Halifax 11's. Lorient, Hamburg, Munich, Nuremberg, Essen Bremen and Berlin felt the wrath of these rested crews over the next months. Near the latter city the Luftwaffe found that it was not shooting down, but being shot down. An ME 110 "destroyer" and a JU 88 fell under the guns of the Moose Squadron. Revenge was sweet!

The Moosemen flew from Mannheim to Nuremberg, Milan to Berlin and Munich to Hanover inflicting heavy damage on the enemy. However, all this was not nearly so important as the little known village of Peenemunde, main centre of German rocket development. The utter destruction of this target set the Germans back a vital four to eight weeks since the V 2 rockets did not come into use until September 1944. Had Peenemunde not been attacked by 419 the land campaign in Normandy could have failed and the whole outcome of the war changed.

Shortly after Christmas the Squadron began converting to Lancaster X's. During the conversion period operations continued although at a considerably reduced strength.

On April 27, 419 became the first Squadron in the command to operate completely equipped with Canadian built Lancs.



An operation on Cambrai brought the highest of all military decorations to a member of the Squadron and great honor to the Squadron as a whole. During the raid, Lancaster A "able" was severely damaged by a JU 88 and Captain, F/O Art De Breyne, ordered the crew to bail out. De Breyne managed to control the aircraft while the forward crew members left. Having held the aircraft for what he

considered a long enough time he abandoned quickly as the aircraft was now registering 1300 feet. Unknown to the Captain the intercom was dead and F/O Brophy was still in the rear gun turret. Without hydraulic power he was unable to turn the turret and when finally he managed to rotate it manually, the gear handle came off in his hand leaving him hopelessly trapped. P/O Mynarski, on his way to the rear escape hatch of the burning Lanc, saw the rear gunner and realized Brophy was trapped. Disregarding the flames P/O Mynarski tried to free Brophy. All his efforts were in vain. Brophy motioned him away as in the short time left it was humanly impossible to do anything more. P/O Mynarski went back through the flames to the escape hatch. There he paused and saluted his trapped companion. Frenchmen on the ground watched P/O Mynarski as he descended, his parachute and clothing in flames. He died of severe burns. By the most impossible of miracles, the one man who had witnessed Mynarski's act lived to tell of it. When the Lanc crash-landed Brophy was thrown clear, free of injury. He was able to contact the resistance and was back in England in September.

P/O Mynarski, for a most conspicuous act of heroism which called for valour of the highest order, was posthumously awarded the Victoria Cross on 11 October, 1946. Thus a member of 419 received one of the two VCs awarded to the RCAF in World War II.

Eight days after the first flying bomb fell on Britain, 419 began to do something about it. Fifteen times in seven weeks the Squadron, accustomed to bombing square miles, now began hitting a few thousand square yards.

As tough as these flying bomb sights were to find and hit, 419 successfully pestered Bois des Jardins and Bois de Cossan. Bois des Jardins was the scene of a direct hit and the ramp was no more.

Out of this anti-Buzz Bomb campaign came highly accurate individual bombing with the 75 yard error produced by bomb aimer WO CO Thompson and pilot F/L HM Scade from 12,000 feet over Bamieres. The runners up were F/O KL Bernadi and F/O JH Colder who combined over St. Leu d'Essement to score a 100 yard error from 16,500 feet. In 419's total of 241 sorties in the anti-Buzz Bomb campaign casualties were conspicuous by their absence. Spitfire support to draw flack fire helped and enemy fighters were mostly absent.

The Squadron's strategical work in July and August of 1944 was considerably greater than that of most heavy bomber squadrons. Five times the Moose aircraft bombed Hamburg, Kiel, Brunswick, Stuttgart, and other industrial centres of the Reich. The costliest sortie of all saw twenty-two Canadian crews lost on a raid on Hamburg. Thanks in great part to the alertness of 419 gunners no Moose aircraft were lost.

419 also co-operated with the Army in it's attacks on Caen and Falaise.

On 11 August, 1944, at Middleton St. George, an investiture was held. Officiating were Their Majesties King Georg VI and Queen Elizabeth accompanied by Prinzess Elizabeth. Squadron personnel decorated by His Majesty were W/C WP Pleasance, S/L JG Stewart, GM Scade (RAF), F/L RH Peck, Lt JH Hartshorn, P/O MD McGill, P/O NC Fraser and WO PE Bourassa. The squadron badge was presented by the King to W/C Pleasance.

In September, 1944, 419 raided Germany in daylight for the first time in two years. Very severe damage was inflicted on the Emden dock area and harbor.

September was really "Support the Army month for 419". In 30 days they flew 105 sorties in direct support of the ground forces at Calais, Le Havre and Boulogne. These attacks, more than anything else, prompted the surrender of these cities.

German industry, in the absence of strategical bombing for the last six months, had recovered to the point where another solid pasting was needed. For the next seven months the

Germans on the home front were to learn anew the meaning of total war as relentless attacks landed on Dortmund, Düsseldorf, Karlsruhe and Soest. Few indeed were the industrial centres of Germany not attacked by 419.

Although its numbers were sadly depleted the Luftwaffe now had an amazing new weapon — the jet fighter — with which Moose crews soon became acquainted. These German jets were responsible for the downing of two Moose aircraft in March over Hages.

419 was one of the RCAF's highly decorated units with a Victoria Cross, 4 DSOs, 3 Bars to the DFC, 150 DFCs, 35 DFMs, 1 MC and a number of mentions in despatches, foreign awards and other honours. This distinguished record cost the lives of 618 aircrew killed or presumed dead.

In May, 1945, 419 made the long hop across the Atlantic to Debart where, after leave and training, it was to depart for the Far East to join 618 Tiger Squadron. After Hiroshima and Nagasaki brought Japan's official surrender 419 was disbanded on 5 September, 1945.

On 11 March, 1954, the Moose reappeared on the aerial scene at North Bay, Ontario. It was redesignated 419 AW (F) Sqn., equipped with CF 100 jet fighters and given the two-fold responsibility of carrying out all-weather interceptions and conducting its own training in that field. 419's OC was S/L JA Watt, CD.

The first aircraft delivered to 419 was a Canuck MK III, 18114. The only other aircraft was another MK III on loan from the Cold Lake OTU. Three MK IV A's arrived in June 1954, while the MK IV B's began to arrive in May 1955. Throughout this period of growth, the squadron participated in Air Defence Operations, airshows and exhibitions. Air to ground firing was done at Winchester near Uplands while an area near Hamilton was the site for air gunnery. When W/C Ireland became OC (January 1955) 419 had fourteen aircraft and crews.

In June 1955, the Steinhardt Trophy was presented to 419 for being the most efficient squadron in Air Defence Command.

"Our Bruce" appeared at North Bay on 15 July, 1955 when he was presented to the OC by Captain WA Mont (RN retired). "Bruce" replaced an older moose called "Herman".

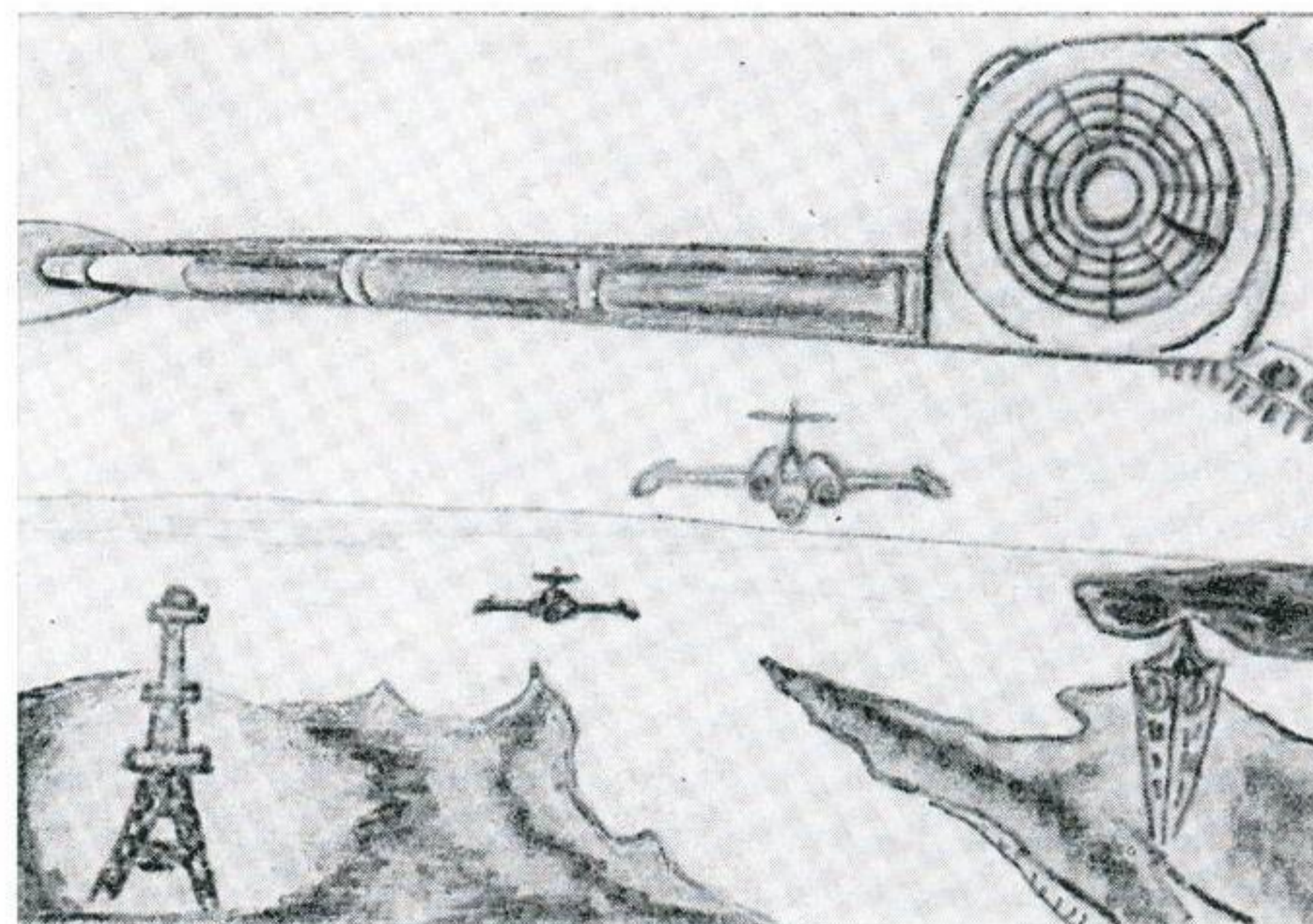
Air Defence operations and training continued without undue incident until 4 January, 1956 when the two CFs in a two plane formation experienced radio failure. The last reported weather had been 1000 feet and 3 miles visibility. Both aircraft commenced a let down. F/Os Cockerill and Graham managed to complete a GCA on an intermittent radio and landed safely. F/Os Field and Armstrong were unable to find the aerodrome, as the weather had deteriorated to 200 feet and 1/2 mile visibility. They crashed just short of the runway. The uninjured navigator helped his injured pilot out of the aircraft before it burned.

"Bruce" was causing a bit of concern. He had been "liberated" by another CF squadron (440) but was retrieved by F/Os Lyons and Lepine from a taxidermits's shop in Montreal.

On 2 August, 1956, 419 suffered its first post war casualties. F/Os Donald and Heather were killed on a navigation exercise over Georgian Bay.

The Officers' Mess of North Bay accepted custody of "Bruce" in a ceremony on 26 July, 1957. 419 Squadron was going overseas to be a part of Canada's Air Division in Europe. However, the Moosemen were not to be without a mascot. Mr James Pestolis, manager of the Sturgeon Falls Hotel presented another Moose head. "Bruce MK II" accompanied the Squadron overseas.

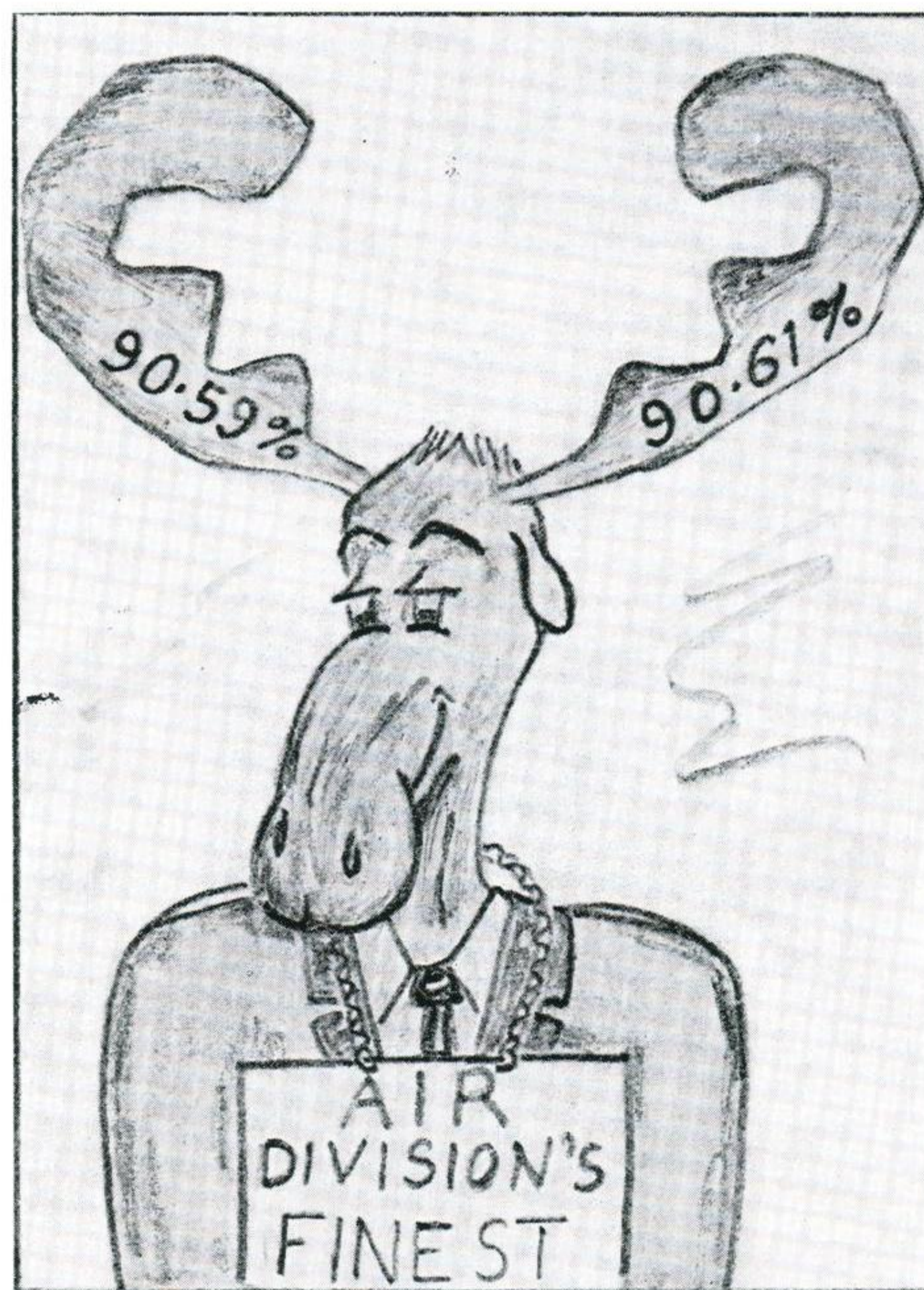
On 1 August, 1957, under the command of W/C RE MacBride DFC, CD, the squadron moved with 24 aircraft and



crews to 4 (F) Wing, Baden-Soellingen, Germany. The hop across the Atlantic, called Operation Nimble Bat. No. 2, was marred by the loss of one crew. F/L McNulty and F/O Wilding crashed and were killed near Seven Islands, Quebec.

The SS Homeric brought the first group of wives to Europe on 10 August. The second group arrived on the Saxonia. 419 was nicely settled in Deutschland and took up its role as part of air arm of NATO. Through these later years, 419 served well and earned laurels for the "Moose".

Twice yearly the Moosemen have gone to Sardinia for rocket and gunnery (more recently just rocketry) competitions



with the other CF 100 Squadrons in Europa. From 1957 to 1959, 419 won more than its share with reasonable scores from 47 % to 68 %. 1960 was a winning year with 64.52 %. 1961 saw another win with the unbelievable score of 90.59 %. In 1962 the Moosemen rung up a 90.61 %. (The OC, W/C PE Etienne and his navigator, F/O JP Desjardins achieved the

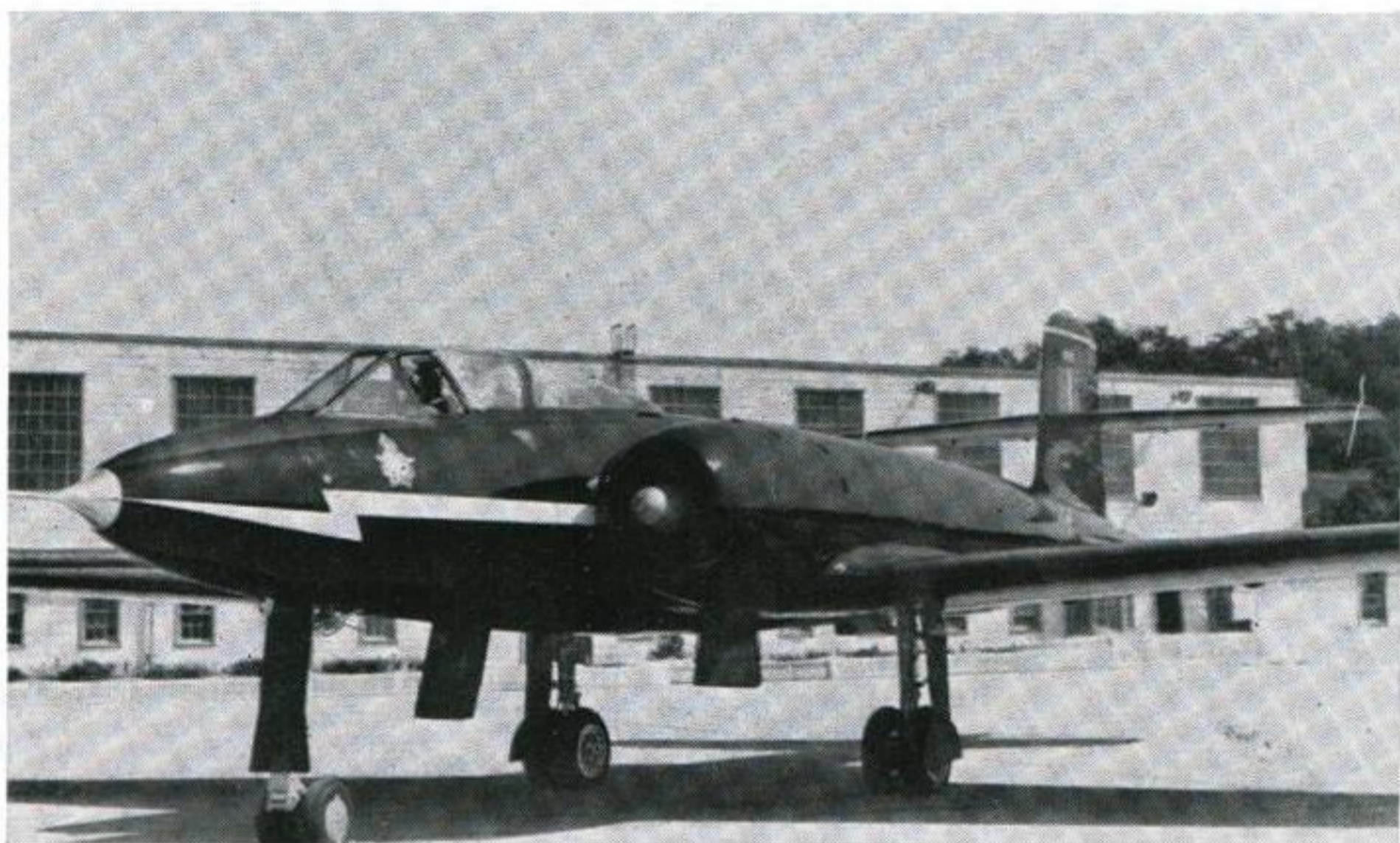
highest hit probability at this final camp.) 419 could retire as Air Division Rocket Champions.

Now the squadron is again faced with disbandment. The CF 100 will go the way of the Lancaster and many other fine aircraft. Our unit achievements and commendations will fade and eventually Bruce will be alone in his niche with our memories.

If W/C "Moose" Fulton can be there on 419's final day, then hear us — "We have tried to honour you, Sir, in the only way we could — by making the Moose Squadron the best of its kind anywhere. We know we did not fail you."

The CF 100 Story

The CF-100 has been with us in the RCAF, for what is seemingly a long time. It was designed and built by AVRO, Canada, Ltd. This company is now a part of the Hawker Siddeley Group. A. V. Roe stands for Allan Verdun Roe, an Englishman who pioneered the firm and built his first aircraft, I believe, in 1911. From the English firm came such famous aircraft in WW I as the Avro 504. This was a rotary engine trainer and with merely a change of engine to a fixed radial Genet flew right up to late 1930s in the University Air Squadrons. During the late twenties and early 1930s they built an aircraft somewhat similar to the Tiger Moth that could be used for private flying or elementary training. The RCAF acquired 28 Avro Avians in 1929 with Armstrong Siddeley Genet Radial engine. The best known of the A. V. Roe series is the mighty "Lancaster". This aircraft was the outstanding heavy bomber of WW 2 with its four powerful Rolls Royce Merlin engines and its huge bomb bay it could take off with a single 22,000 lb. bomb. To-day the ultimate in "V" bombers is the giant delta winged Avro Vulcan. This bomber flies very fast and high. No performance data is available. So it is seen that Avro has built many and varied aircraft. This aircraft, the CF-100 first flew as the Mk. 1 on 19 January 1950. It had two Rolls Royce Avon turbo jet engines. The aircraft looked very speedy with its nicely tapered nose fitted with a sharp probe. There were two proto-types built F-BK and F-BD. I believe at first one was painted a gold finish but later both were painted all black with white lettering.



The next Model the Mk 2, had the Canadian built "Orenda" engines. These aircraft were the pre-production, unarmed version of which 10 were built. The first Mk. 2 flew 20 June 1951. From this batch of 10 aircraft one became a I. T. with dual controls. The Mk. 3 production version was powered with Mk. 9 Orenda engines and flew 11 October 1952. There were 70 Mk 3s built of which 50 became dual control trainers. The armament for this series were 8 fifty

calibre machine guns in a ventral tray in the fuselage centre section. This gun pack was lowered for firing the guns and retracted after the firing was completed to reduce drag. The first Mk 4 proto-type also flew during Oct 1952. The first production model Mk 4 flew 24 Oct 1953. This series the Mk 4B has been the mainstay of the "All Weather Fighter Squadrons" of the RCAF for nine years. This is a long while for a fighter aircraft to remain in service. During this time many things have been said for and against this aircraft and I suppose we could call it the straight winged enigma in the days of the "Deltas". The CF-100 is big and heavy but in the hands of a skilled pilot it has in the past put on a magnificent show. When I was in Rivers (CJATC) in 1955 we had a visiting Squadron of CF-100 for Air Force Day. Test pilot Jurakowski was flying a CF-100 Mk 4 on a lone exhibition after doing low level tight turns, rolls loops, he came across the field low, pulled up into a loop, changed direction, extended the undercarriage (up side down at this time) rolled out at the top and a sharp turn put him directly in line with the runway close to the end upon which he landed. It was a spectacular show if I ever saw one and anything after that was tame. In 1 Air Division



here in Europe we have 4 CF-100 Squadrons, 419, 440, 423 and 445. Of course, on this base, we are going to be biased in favour of 419 (Bruce the Moose) Squadron. This Moose emblem is very appropriate for the CF-100 and one must admit the similarity. The "Moose" has long legs, a blunt nose and emits a throaty bellow. The "Moose" also has for its hangar chief a "Tiny" Warrant Officer who loves the call of the wild "Moose" and so has a hunting cabin back in Canada's bush land near Stitsville, Ontario. Now that the CF-100 "Moose" has become tired and obsolete we can give credit where credit is due to "419", a smooth running outfit. During the two years I have been here, I have noticed their Squadron morale is above average and their maintenance and servicing is well planned and operated. In the Annual gunnery they are also way out ahead. Also at this time, when soon all of the CF-100 Squadrons will be going the way of the derelicts, a bouquet should be given to all of the CF-100 Squadrons that have done such a magnificent job to keep this highly modified, complicated beast in the air and maintain such a high rate of serviceability.

The last of the Series of the CF-100's is the long wing MK V. This aircraft has both wing and tail extensions for high altitude performance. The air speed is restricted and low level. High speed fly pasts are forbidden. During the year 1957 two pilots either ignored this or did not believe it would happen. One CF broke up at Crumlin (London, Ontario Airport) and the other broke up at an air show in the United States. In the Mk 5, the gun pack is deleted and the first Mk 5 flew 12 Oct 1955. Fifty-three Mk 5's were sold to Belgium. As with all aircraft we have had around for a long while, some people will hate to see them go and others will be glad. So adieu to all our Canadian fighters and who



knows if the troubles and joys we part with at this time, may not be magnified in its future replacement.

CF-100 — DATA

MK IV B — Type two seat all weather fighter.

Engines Orenda 11's thrust 7800 lbs.

Construction — all metal skin stressed, split flaps centre awxrion, plain flaps outer wing.

Ejection seats — Martin Baker.

Armament — eight fifty guns in gun pack.

Rocket pod each tip containing — ea 29 rockets.

Weight empty 24400 lbs loaded 42000 lbs.

Speed approx — 510 knots below 3300' clean, .82 Mach above 3300'.

Span — 49' 10.6"

Length — 54 ft 1.75 inches.

Heigh — Canopy top 10'3"
— Fin 14'6"

Ceiling Service — 40,000 ft.

THE WINDUP STAG

Bruce was retiring! It was hard to believe, but there it was, staring you in the face in the welcome brochure put out by 419's competent Entertainment Committee. Old Bruce, complete with cane and beard, sleeping away his reclining years by the old fishing hole.

But this was Friday night! Stag night! And the Squadron was throwing its biggest thrash ever; a sort of premature wake for the Moosemen. It was a last chance to relive old times, old Decis, and other past thrashes. And relive it they did; over the buffet-supper, over the bar, "over the Flugplatz", and on into the night, the exploits Sardinia, Aalborg, Geilenkirchen, and other great Victories were remem-

bered and rehatched. It has been estimated that fifty forty-ounce bottles of orange and forty cases of ginger ale disappeared on that night. Another "first" for 419.

All this, of course, was not done without musical accompaniment. On the "Guit-box" we had such virtuosos as Johnston, Herbert and Rayner, while "Tiny" Lyon added the sweet vocal strains. Of course, "Red" Borne's unique arrangements in the early evening, as with most of the night's spoken word, were taken down on the "blackmail" machine handled so adeptly by Cpl Anderson.

There were speeches, naturally. W/C Etienne welcomed the numerous guests gathered to say "Aufwiedersehn" to the Squadron, then thanked the organizers of the Stag, the bartenders, and all those others responsible for the evening's obvious success. After complimenting the Officers, NCOs, and Airmen on the fine record they had maintained while members of 419, he wished his men "Good Luck" in the future.

The Commanding Officer, on being introduced by the OC, commented on the fine history of 419, especially the many decorations and honours won by the Squadron. Not only did he praise the Moosemen for the fine part they had played in 1 Air Division and NATO, but also he stressed their outstanding prowess at rocketry and gunnery. Finally, he proposed a toast to the first OC of 419, W/C "Moose" Fulton, whom he had known personally, and from whom we had derived our Squadron badge, and proffered the hope that we may soon be reactivated.

And this was the feeling of the evening. That Bruce wasn't really retiring. He was merely going for a well-earned rest at that old fishing hole, soon to be called on again to sharpen his horns, put his head down, and fight his way once more to the top.



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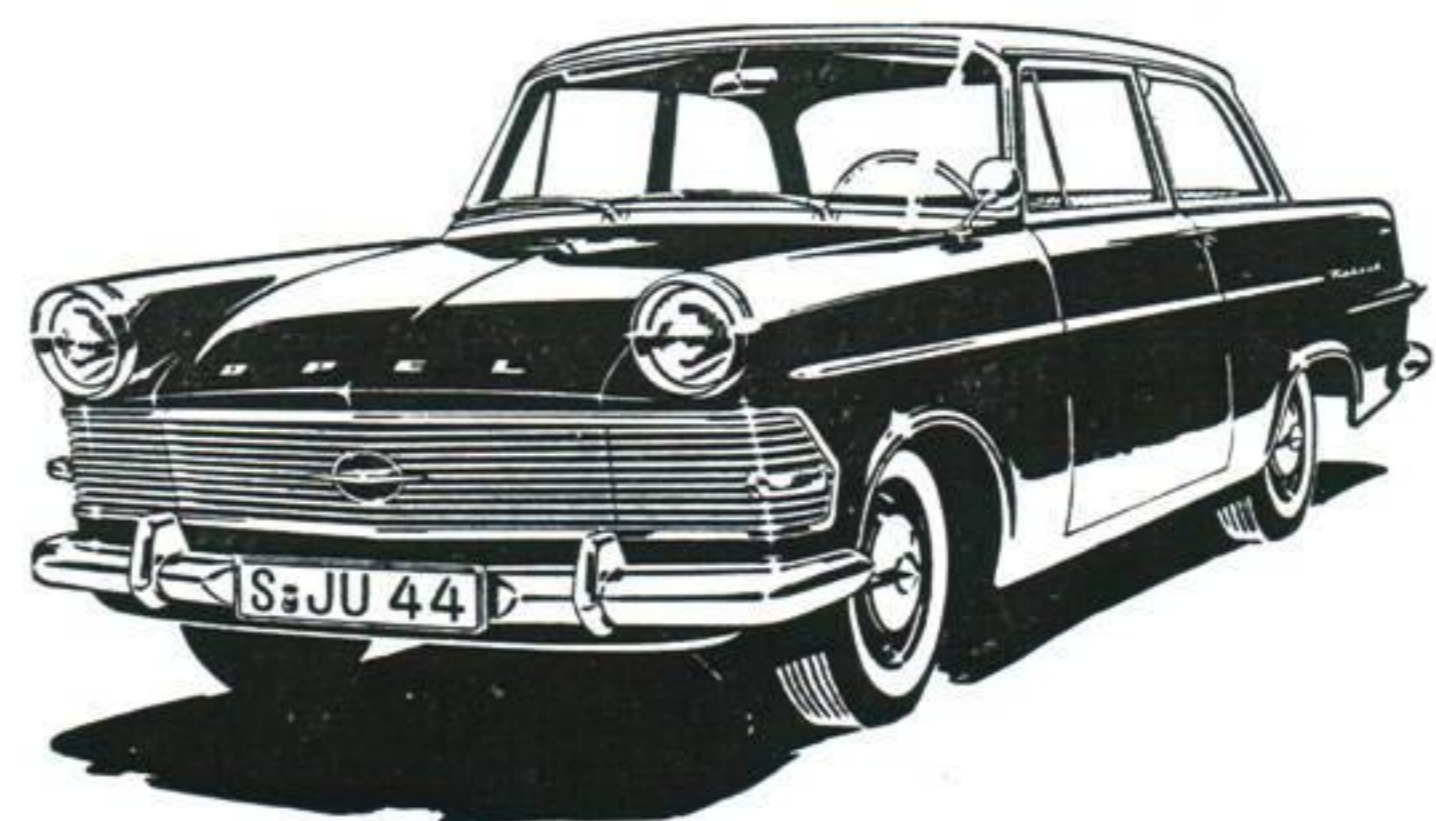
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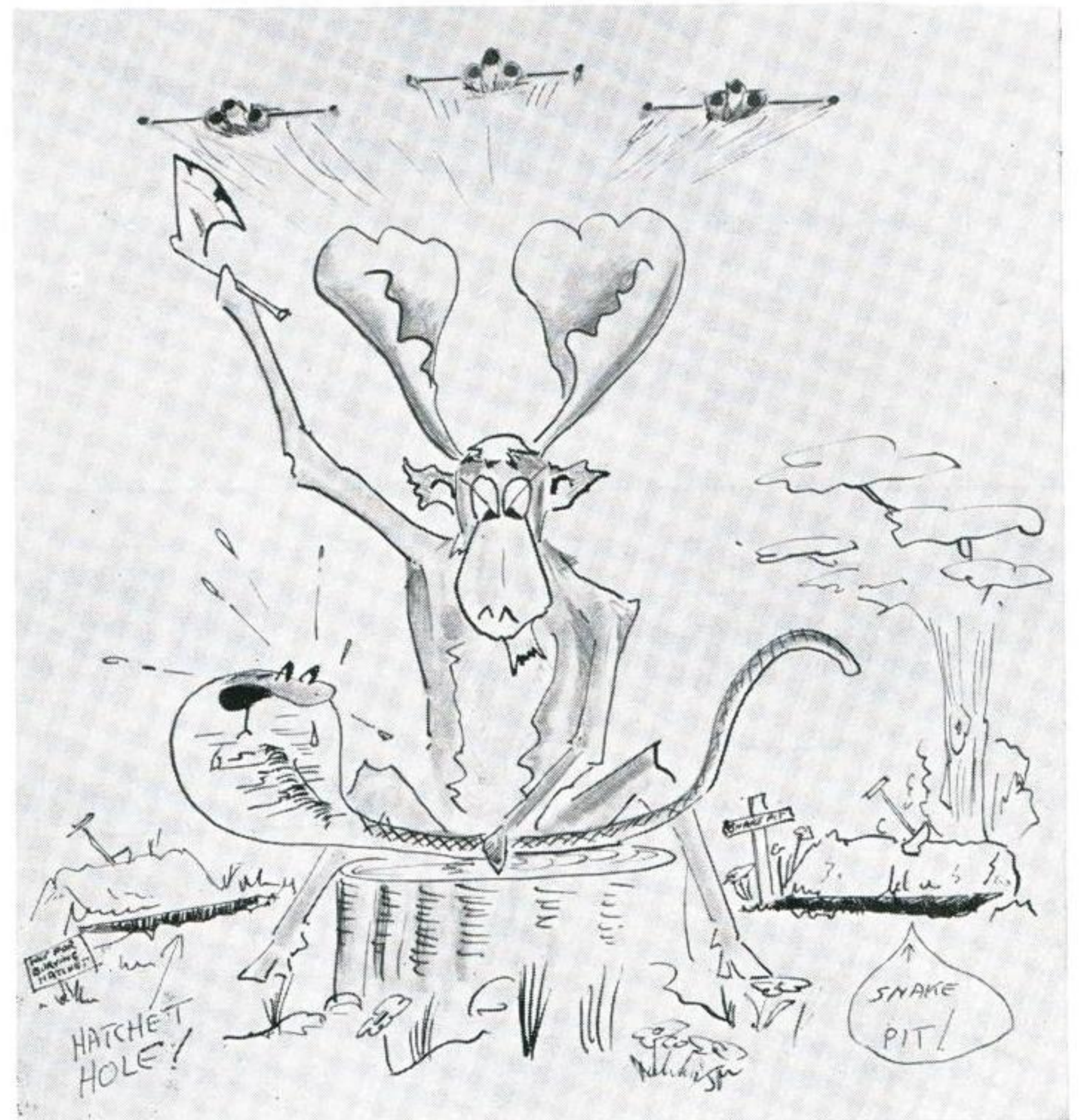
THE BEST OF BRUCE - FROM PAST FLIEGERS

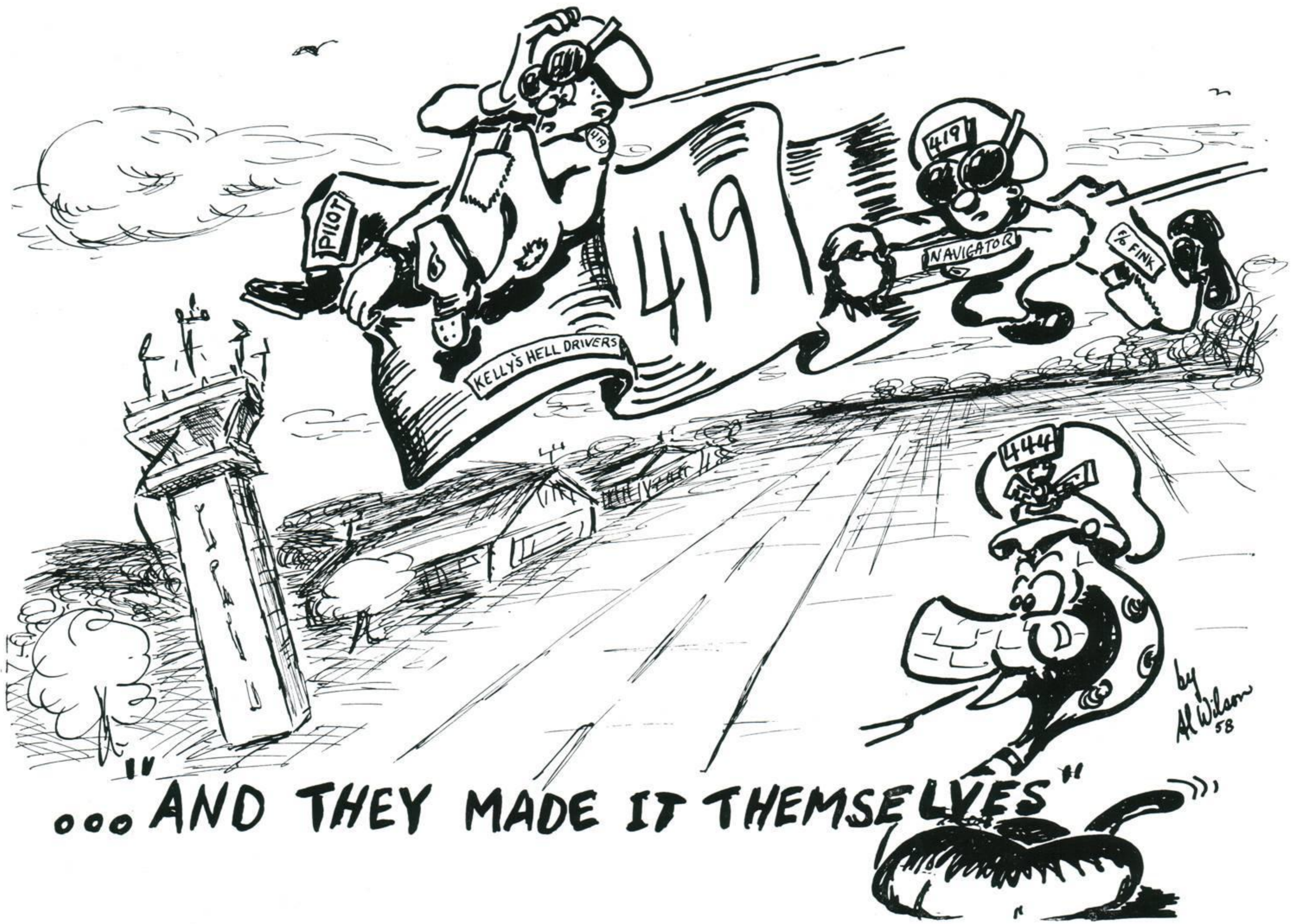


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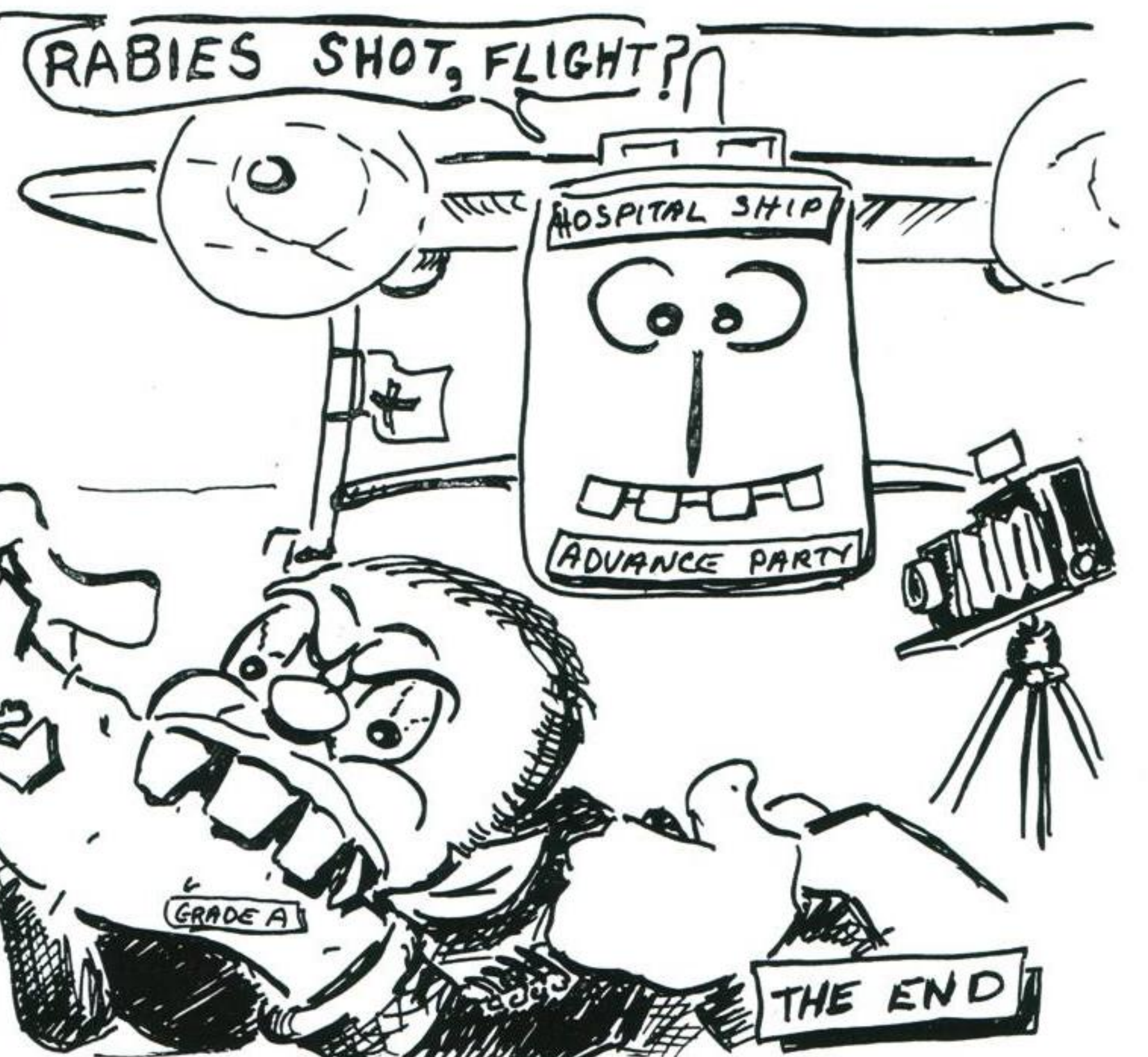
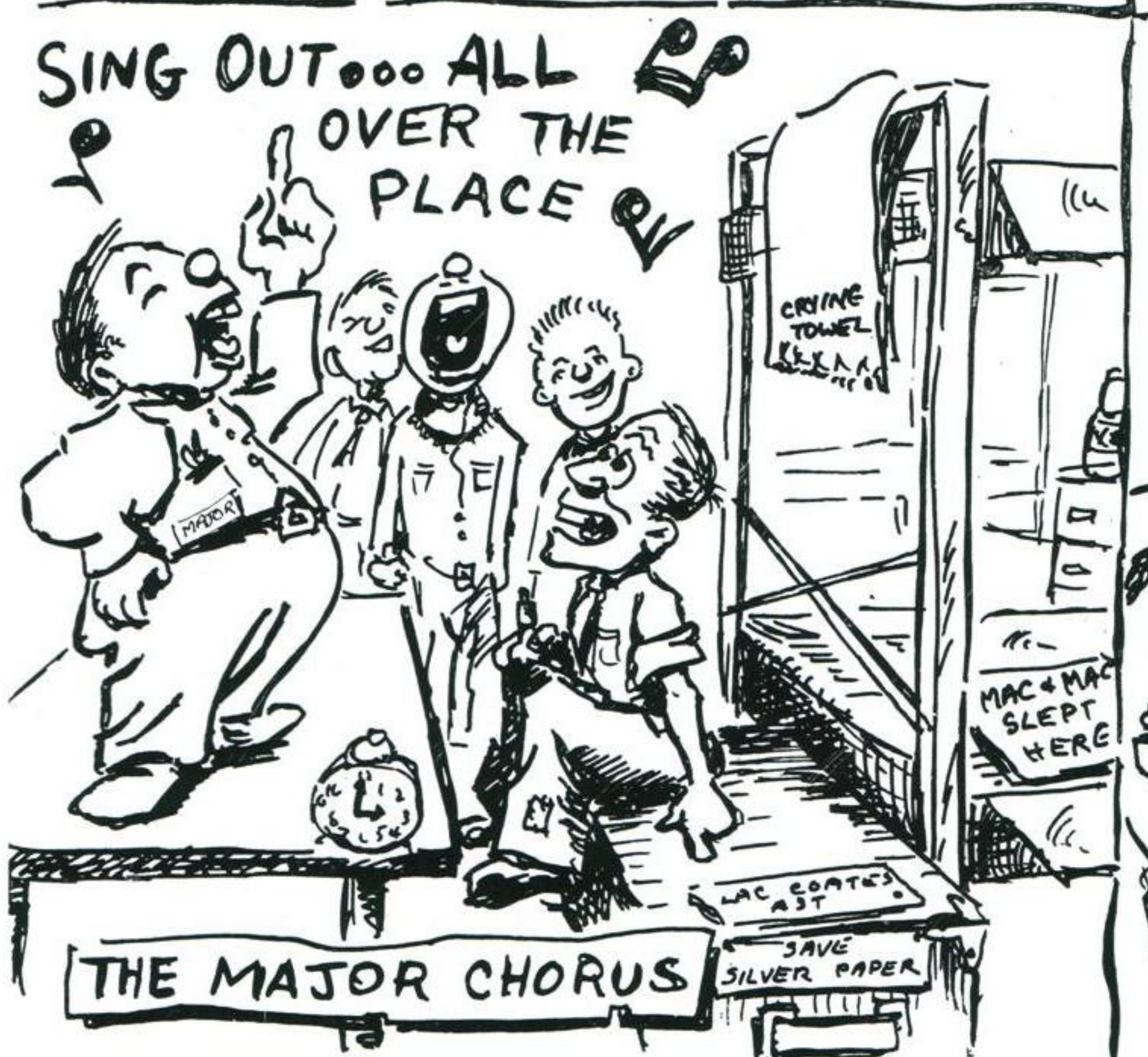
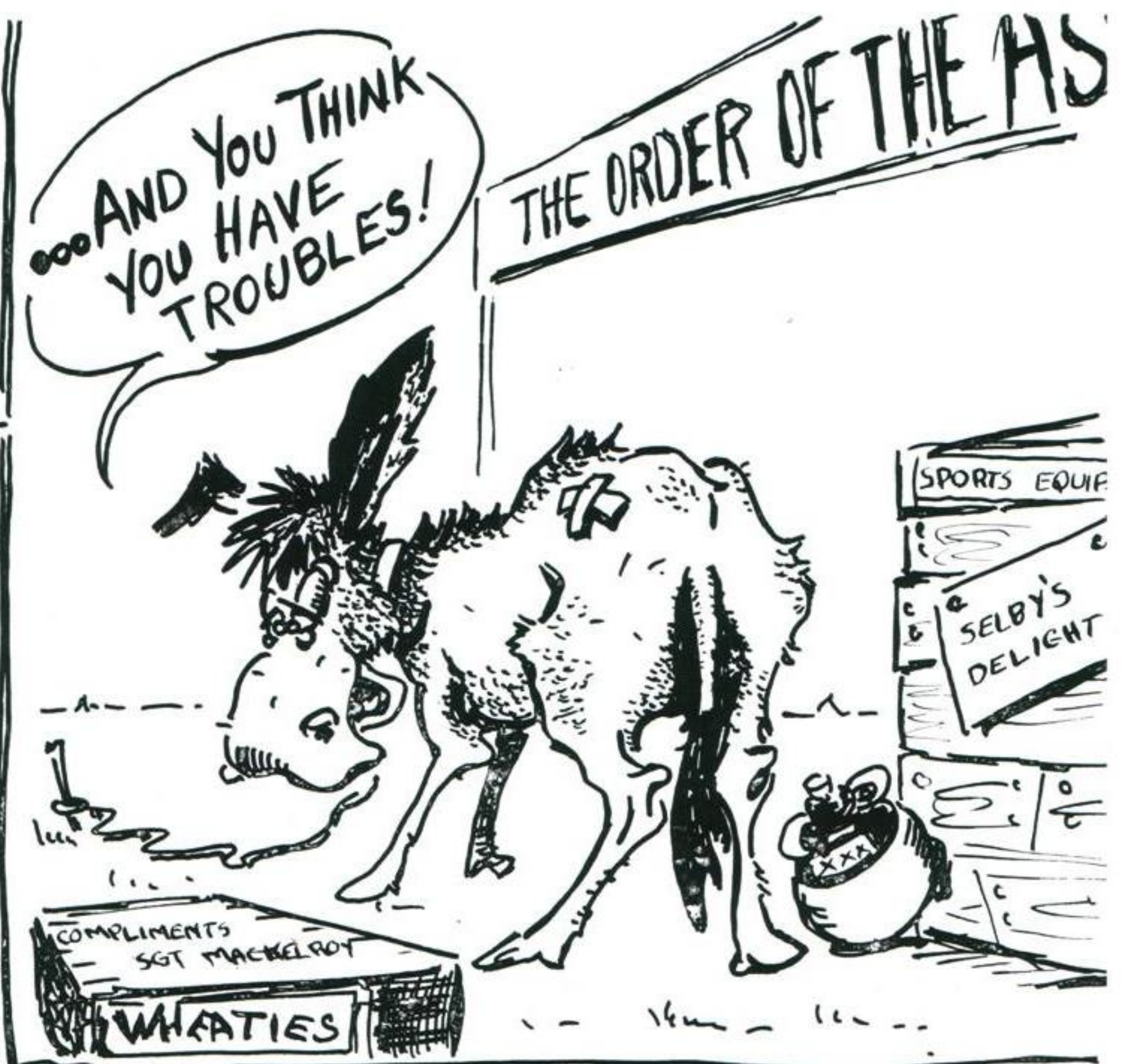
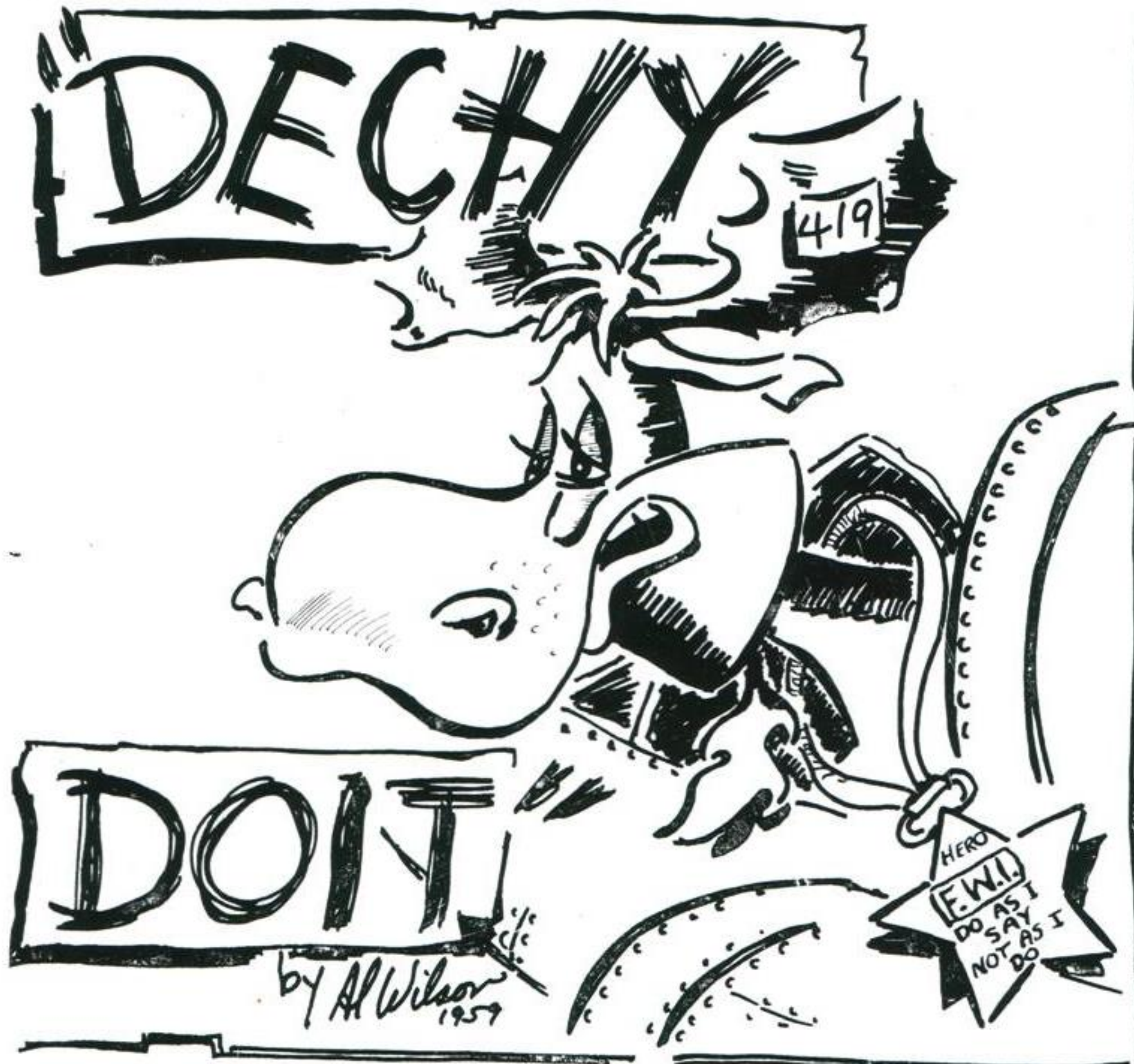
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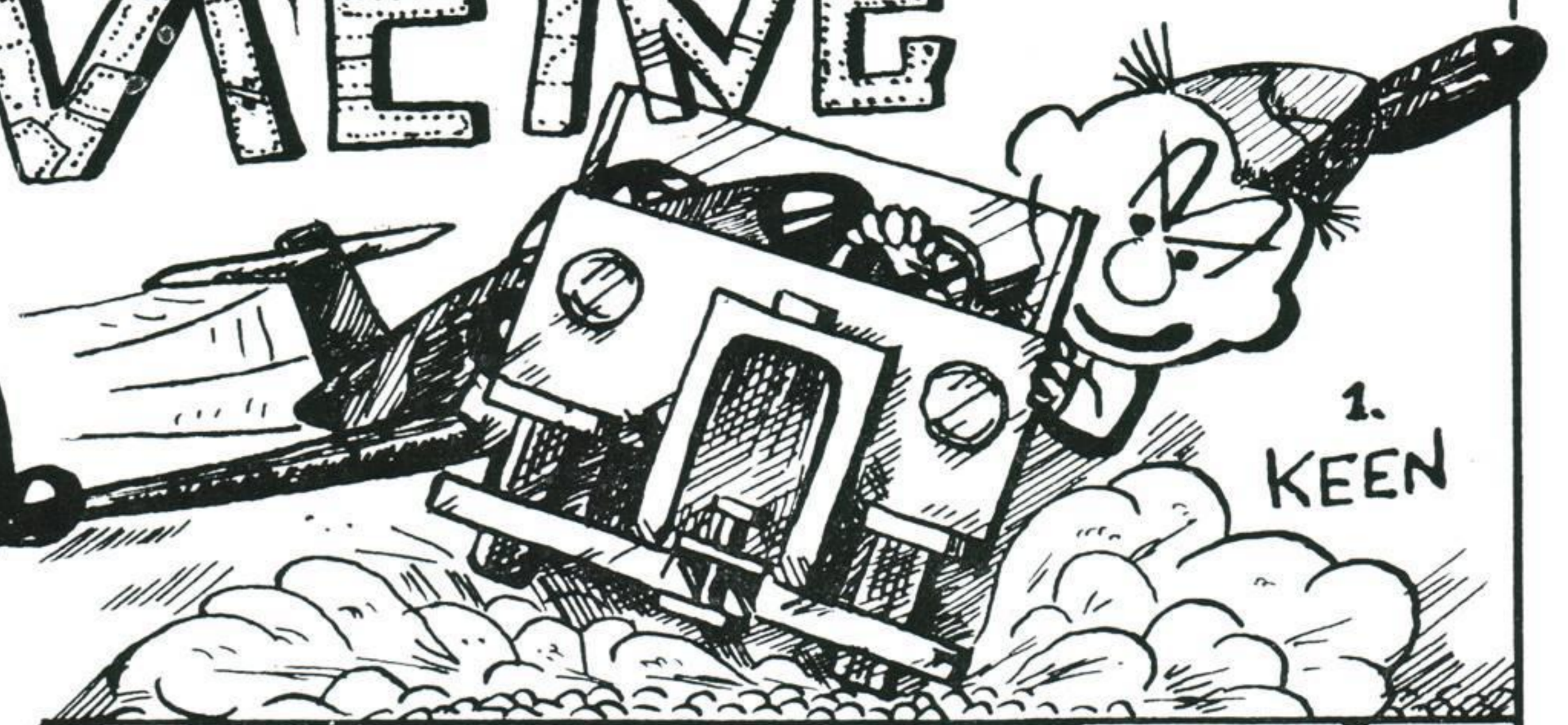


SERVICING

WITH

419

BY MORT



1. KEEN



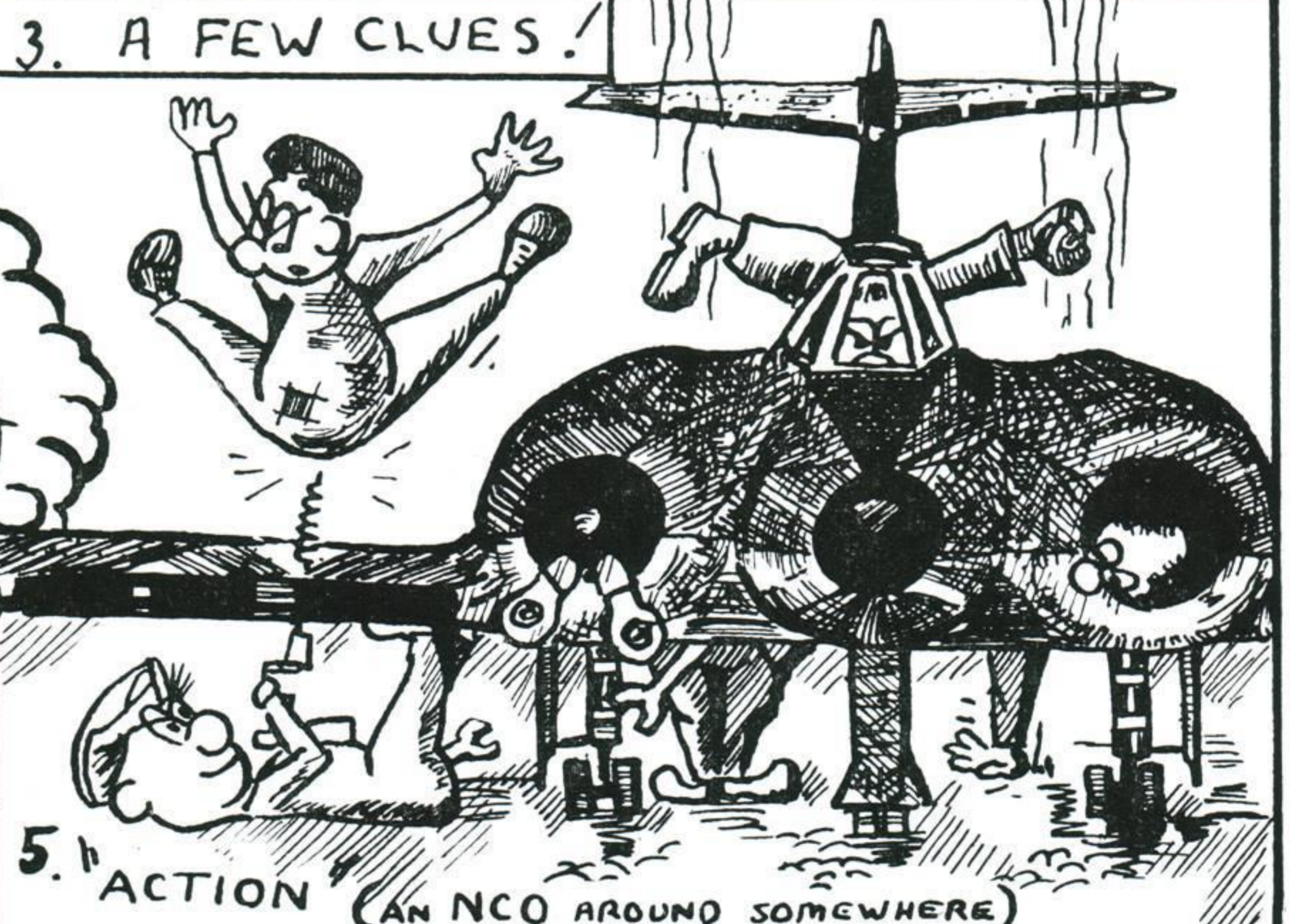
2. NOT SO KEEN



3. A FEW CLUES!



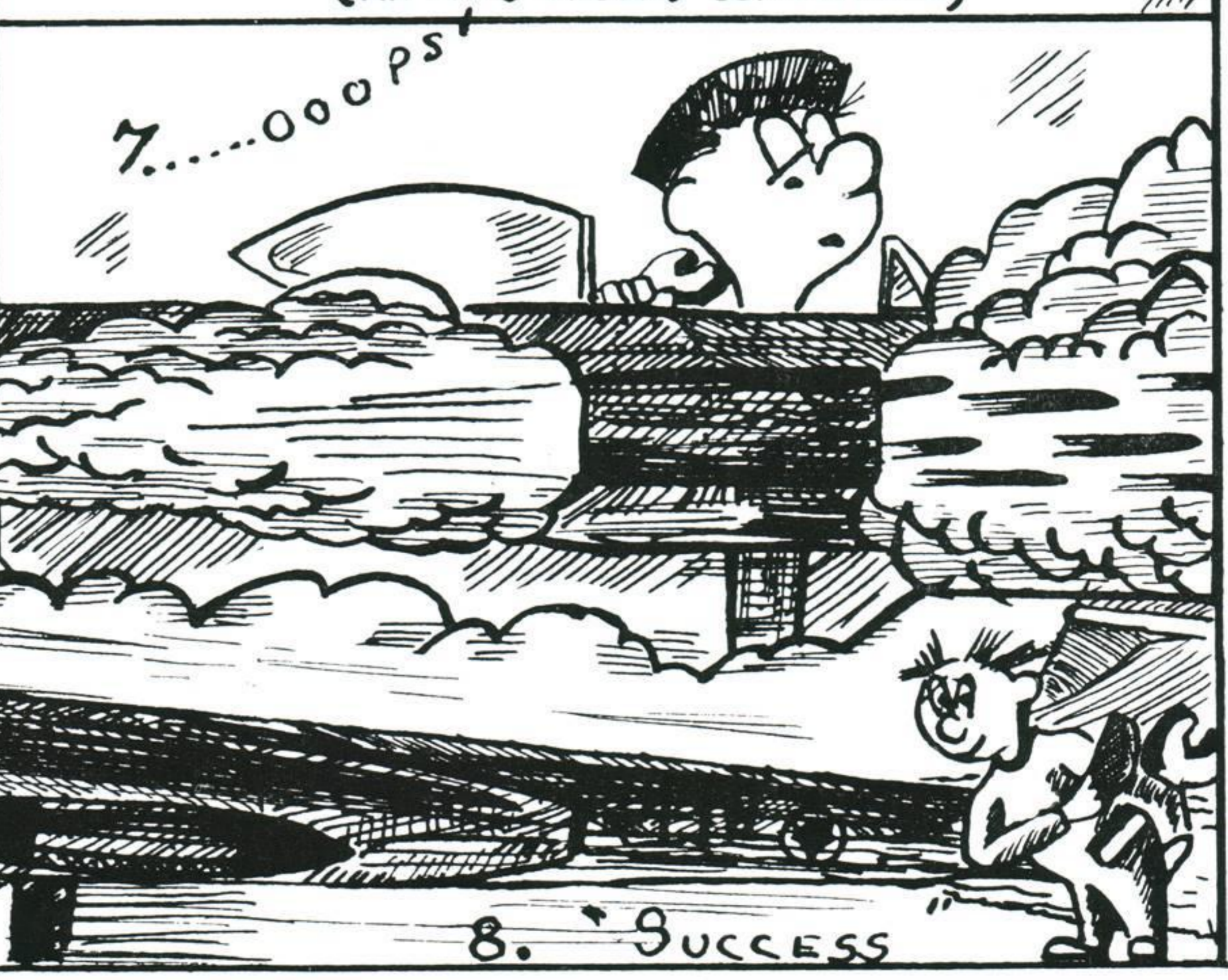
4. COFFEE BREAK



5. ACTION (AN NCO AROUND SOMEWHERE)



6. LUNCH



7.....OOOPS!

8. SUCCESS

SCRAMBLE

with
419

BY
MORT.



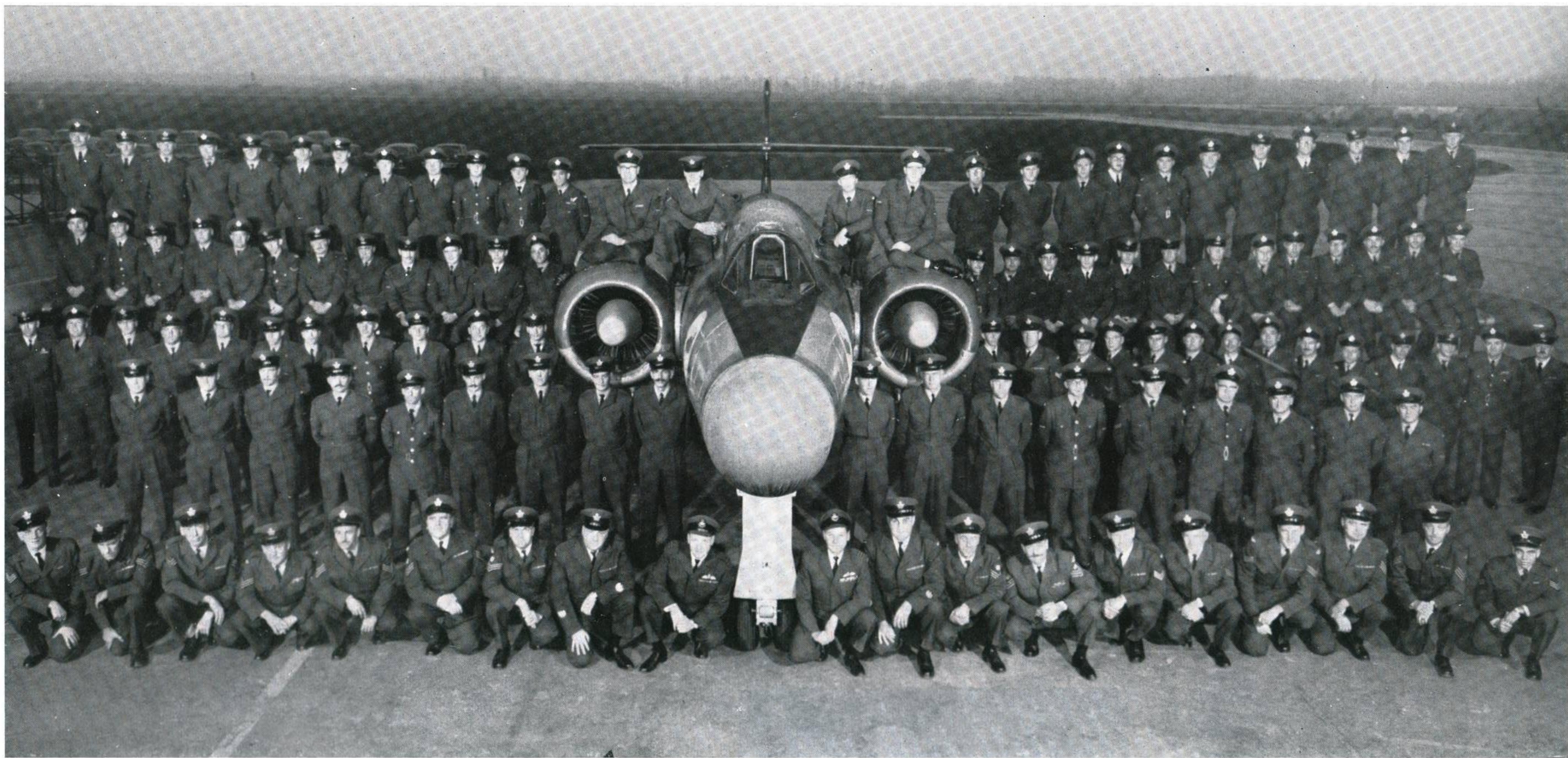


419 AW (F) SQN Aircrew Personnel

Back Row; Left to Right: F/L Haskell, F/O Colbert, F/L Ourlette, F/O Perry, F/O Kellsey, F/O Chalmers, F/O Desjardins, F/O Vrana, S/L Tupling, F/O Sparks, F/L MacDonald, F/L Patching,, F/O Pare, F/O Lockhard, F/O Hoop, F/L Penfold, F/L Reynolds, F/O Endicott, F/O Cratchley.

Front Row; Left to Right: F/L Smallwood, F/O Tucker, F/O Fryling, F/O Bernard, F/O Gillis, F/O Lupson, F/O Bindon, F/O Lalonde, F/O Beck, W/C Etienne, F/O Hook, F/O Chandonnet, F/L Kendrick, F/O Hogan, F/O Rayner, F/O Dunn, F/O Purcell, F/O Smith.

Absent: F/L Demers, F/O Neilson, F/O Black.



419 AW (F) SQN Groundcrew Personnel

Front Row; Left to Right: Sgt Campbell, Sgt Wallwork, Sgt Skundberg, Sgt Tibbitts, Sgt Potts, FS Gunnell, FS Armstrong, WO2 Belcher, F/L Holdershaw, W/C P. E. Etienne, WO2 Lyon, FS Newall, FS Langston, Sgt Hayward, Sgt Barrington, Sgt Snow, Sgt Tims, Sgt Easton, Sgt Whitney.

Second Row; Left to Right: LAC Blumenschein, Cpl Weir, LAC Monks, Cpl Trottier, LAC Rivard, LAC Purdy, LAC Villeneuve, LAC Collier, LAC Milner, LAC Borne, LAC Wood, G, LAC McDougall, LAC Steward, GP, Cpl Clarke, Cpl Atkins, Cpl Quintal, LAC Jobin, Cpl Shaver.

Third Row; Left to Right: LAC Jackson, Cpl Bird, LAC Whiteway, LAC Lockridge, Cpl Parkinson, LAC Stantial, LAC Laidlaw, Cpl Droeske, LAC Kelly, LAC Chislett, LAC Forbes, LAC Calvesbert, Cpl Lee, Cpl Sterling, Cpl Filpula, Cpl Silver, Cpl Matwychuk, Cpl Grieve, Cpl Johnston, Cpl Rozee, Cpl Brazeau, Cpl Smith, Cpl Hovey, Cpl McCullough, Cpl Naughton.

Fourth Row; Left to Right: LAC Walker, LAC Sommerfeld, LAC Lavoie, LAC Lipsett, LAC Parker, Cpl Westall, LAC Potter, LAC Murray, LAC Leigh, LAC Hunt, LAC Blizzard, LAC Lowther, LAC Giguere, LAC Sonnichsen, LAC McKenzie, LAC Petersen, LAC Limoges, LAC Fitzpatrick, LAC MacDonald, LAC Deveau, LAC Williams, V, LAC Pigeon, LAC Nash, LAC Matheson, LAC Dickison.

Back Row; Left to Right: LAC Michalchuk, LAC McRae, LAC King, LAC Sullivan, LAC Whiteway, LAC Emberlin, LAC Vezeau, LAC Svekla, LAC Hoflin, LAC Francescone, LAC Hasenpflug, LAC Bing, LAC Millwood, LAC Labonte, LAC Perrett, LAC Borthwick, LAC Rawlins, LAC Brubacher, LAC Boudreau, LAC Redden, LAC Johnson, LAC Hepburn, LAC Hebert, LAC S/Thomson, LAC Jackman, LAC Gillis, LAC McIntyre.

DECI REMEMBERED

Hamburgers for Breakfast

The 419 Moose Men have weathered many a Deci camp but to many of us the last one the dearest. This was the camp that originated "sprog flight", the 90.61 % trophy score, the complacency of the 100 % dot score and, as usual, the all night poker party. The event that is most precious in my mind, however, is that time each day that we went to the mess to get "Hamburgers for Breakfast".

The day we first met Breakfast he was a moth-eaten, bedraggled mutt, cowering along the flight line. From the first day of our arrival, Breakfast adopted the members of 419 Squadron as his personal responsibility.

Now don't get the idea that Breakfast always had the luxury of hamburgers. During his first days as a Moose Man, Breakfast drank beer far into the night and sobered up on tomato juice the next morning like the rest of us. It was not until we noticed the brightening redish tint in his coat that it was decided a dog needs more than beer and tomato juice to survive.

As the camp progressed, Breakfast was pampered, groomed, fed, and spoiled but he became as faithful a mutt to 419 Squadron as only a mutt could be to a Moose. He followed us everywhere, slept in our barracks, and would stand in front of the mess for hours waiting for a Moose Man to come out with perhaps a bit of hamburger.

The day of parting, however, too soon arrived and it was a sad thing to leave our faithful mascot standing there forlornly on the tarmac.

I have been told that Breakfast waited for days outside the mess for a Moose Man to appear but never a one could he find. We understand that our "Mutt" finally found a home with Tony, the messhall cook. It must be a good home because every day Tony can be seen sneaking into the meat locker to get "Hamburgers for Breakfast".

"The Longest Week"

The last war? Yeh, it was rough at times. But you could cope with that. It was nothing compared to the anxiety and strain I went through on that last Deci camp! You know, the Sardinian Salvo a f t e r the \$ 97.00 shoot.

I was worried, sure, but when you shot a 90.61 %! So help me I was scared! Then you gathered together, not for a party, (the smallest party would have put me in hot water) but to quietly play cards. It was just as if you clinched a trophy shoot every day. You knew the noose was around my neck — my thanks for not tripping the catch on the trap door.

"That Syd — what a funny guy!"

I remember a few years back, quartered in barrack village in "Sunny Old Deci". We'd had it pretty good up to that time, the noise of the donkey and Tremblay in the showers were the only things that were bothering us. We woke up one morning and — no water! After three days without, the place was beginning to smell in more ways than three, when Syd says, "Hey, there's a water truck". Sure enough, outside there's a Sardo driving a tanklike vehicle. Being from Deutschland we looked a bit leary, but Syd hollers, "Quick, buckets, pails, cups, saucers, paper bags, anything! Get that water in here!" Well, we being "A" Flight and pretty keen, we all scramble outside when all of a sudden — crash! Lightning, thunder, a Downpour; we're all soaking wet — getting water yet! Have you ever been short of water for three days, then gone to collect it from a truck manned by a grinning driver while it's pouring rain? Maybe you haven't, neither has Syd. There's Syd standing at a window, not a drop on him, still yelling, "Hurry up. Be Keen. Be "A" flight. Get that water in here. Tote that barge, lift that pail."

That Syd what a funny guy!

"Splash One Flag"

The time, Nov 59; the place, Deci; the occasion, trophy day; AvD. the guns were in top shape because of the hard work of Yemchuck's boys. The weather was perfect and we were all busting at the seams to have a go. It was a good section, lots of experience and one sprog. We had three passes to fire the ruddy bullets off and as I sat on the perch, I realized there was no turning back now and how much depended on every bullet. Seven thousand yards — reversal, too tight, and back to the perch with guns still charged, an itchy finger and 200 rounds of shells. Two passes left! The pattern was better, the spacing good, but the flipping radar's acting up. Realizing that if this pass were unsuccessful, it meant that all the ammo had to be dispensed on the third and final pass. So I did the inevitable — ranged into a 1000 yards, bunted slightly, then eased the pipper up the flag which, by this time, was unusually large and bloody long — too late! It was a sullen section which returned to Jockstrap Victor.

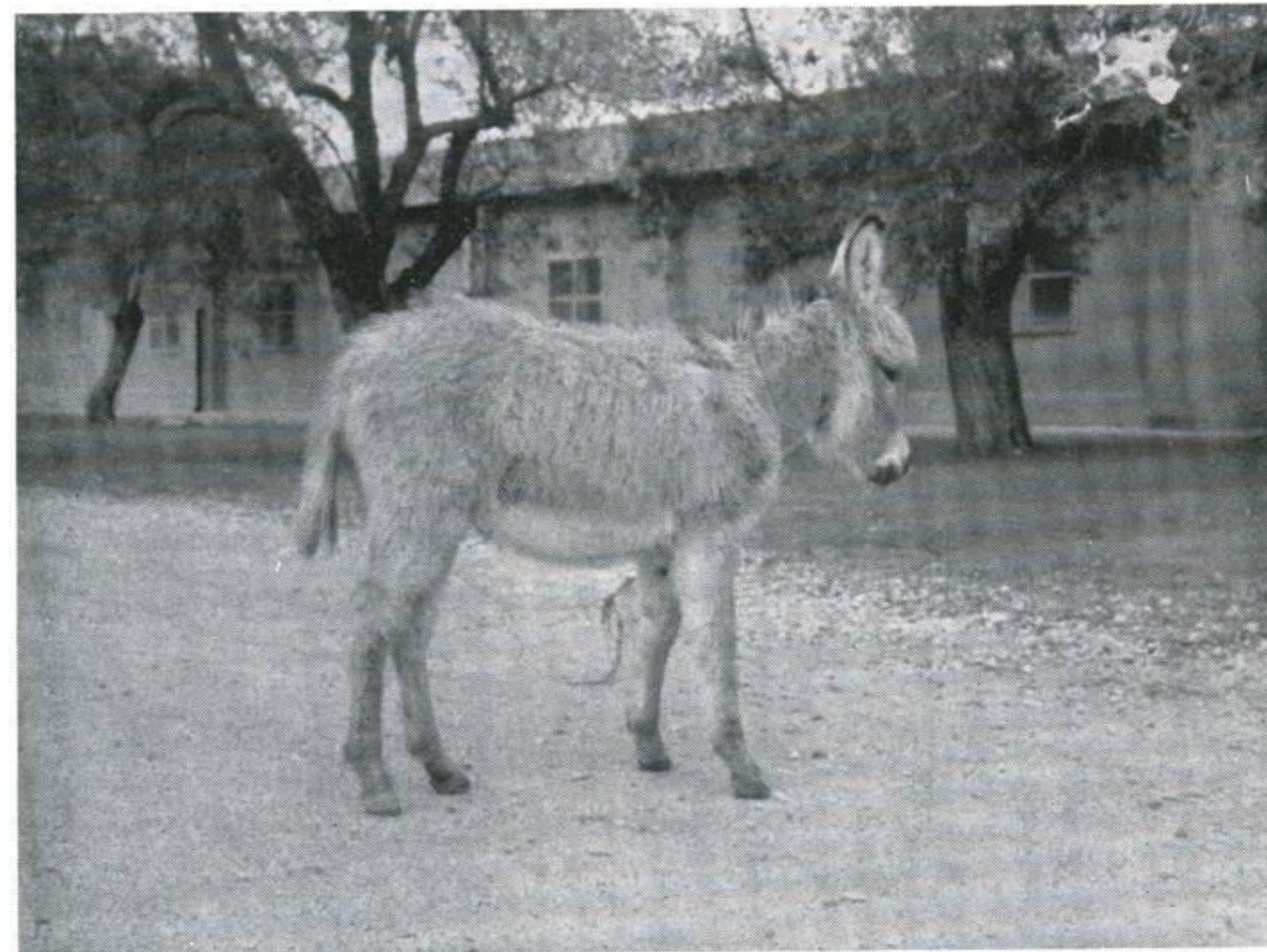
A perfect quarter of the flag was missing and when all the red wax covered holes were counted they numbered one hundred and forty or an amazing 70 %. What's left to be said but, "Sorry Hen Bone — I ruined your flag and a great pass — the best!"

The Monster "Moose"

"So they went and bought a Donkey, and for that there's no regrets.

But it got so bad it started smoking Players cigarettes."

From those two lines of a squadron song you can gather that 419 once owned a donkey. During our last 3 week Sardinia camp in Nov 59, we became the proud owners of an



ass. For the huge sum of 5 mil. (\$ 8.00) our senior NCO's bought young Bruce as he later became known. Bruce became a great friend of everyone on the squadron. He even used Del Kellsey's wardrobe. (It seems that Del and Bruce had the same taste in undergarments.) On Sunday after breakfast you would find Bruce and Ed Francis out on the Officers' Mess patio drinking beer. But Ed could hold his booze better than Bruce and soon we had a drunken ass on our hands. On cold Nov nights Bruce padded in with John Hogan but got so hot he burnt a hole in his fur coat. Bruce was so handy at emptying all the ash trays (or I should say eating the ashes) in the mess that we thought we would bring him back to 4 Wing. The NCO's build a house for Bruce so he would be comfortable in the Bristol on the way home. Doc Nash had agreed to give him a "shot" to calm his nerves for the trip. In all the last minute rush Bruce was forgotten and rumour has it he found his way to someone's Sunday dinner table. What a supper! A cigarette and booze infested ass.

Fröhliche Weihnachten und ein
glückliches Neues Jahr

WÜNSCHT IHNEN ALLEN



419. STAFFEL



UND AUCH GLEICHZEITIG

AUF WIEDERSEHEN!



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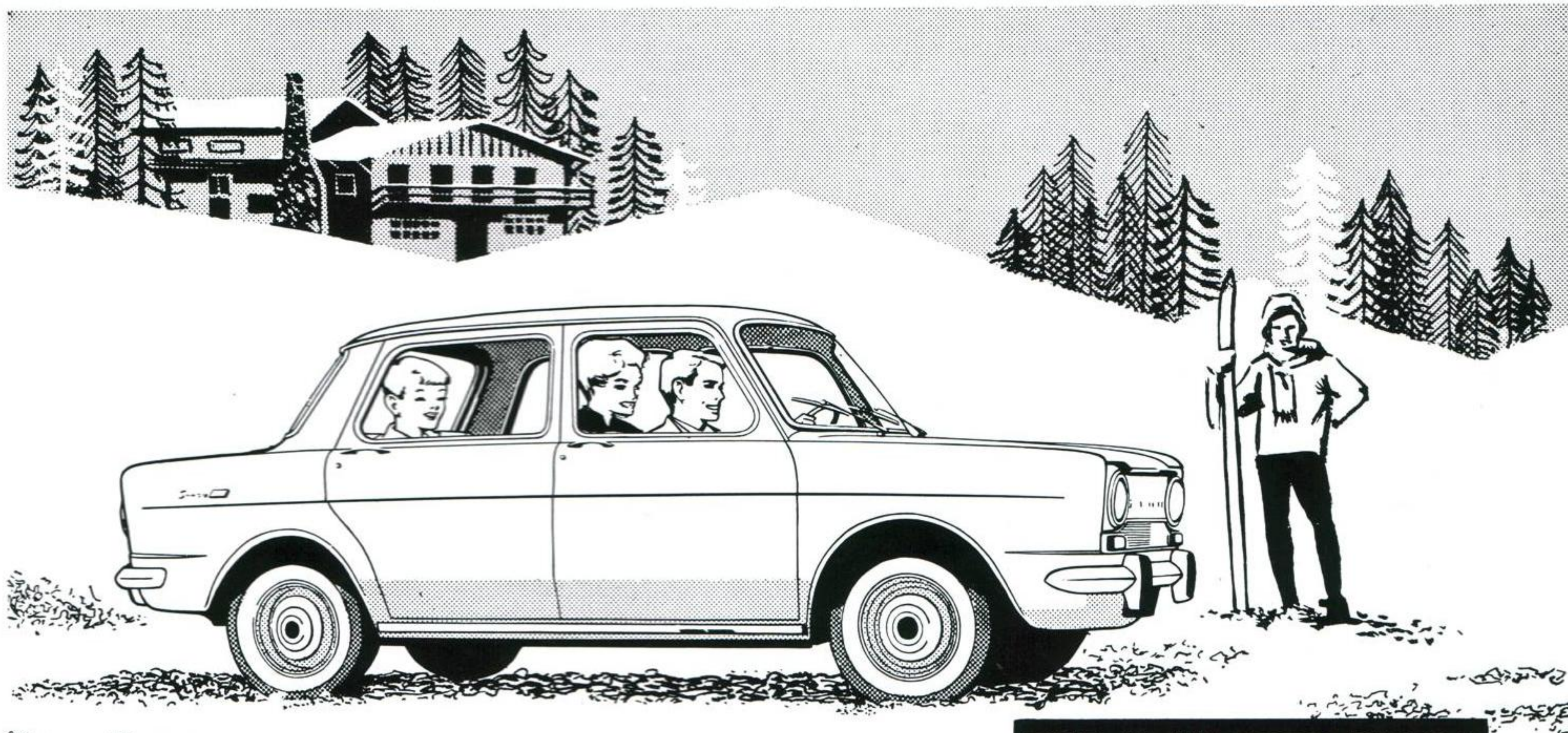
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