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VOLUME X • FEBRUARY 1963 • NUMBER 2

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CARNIVAL IN COLOGNE

We asked a friend from Cologne to tell our readers about the "crazy time" — the carnival in Germany.

In Western and Southern Germany, February is the month of "Karneval", or, as the South Germans call it, "Fasching". A merry time! Starting shortly after New Year's, it gets crazier and crazier, till the last days before "Aschermittwoch" (Ash Wednesday) bring the merry-making to an absolute climax.

Pagan Superstition

Ash Wednesday, as you know, is the beginning of the strict fasting period of Lent in the Roman Catholic Church, and since the carnival is so closely connected today with the Catholic Church calendar, (also you will find the "genuine" carnival only in Catholic regions) one might think that it's just a last, healthy outburst of gaiety and love of life before Lent begins. But the meaning of carnival is much older: it stems from pre-Christian times, when people lived in fear of evil demons and, dressed up and masked as demons themselves, tried to drive the demons of winter out. Today, these old pagan superstitions are forgotten and also the Church, which had banned the magic practices for centuries, has now wisely condoned the old, picturesque traditions.

In Germany, especially Bavaria and the Rhineland between Düsseldorf and Mainz are famous for their carnival, the merriest time of the year.

Early Preparations

Let me tell you about Cologne. The first preparations for the carnival season take place as early as in the late summer. In January and February, the many carnival societies hold dozens of "Sitzungen" (meetings) with plenty of drinking, singing, "schunkeln" (swaying arm in arm) and laughing. Odd folk characters appear and tell their funny stories in broad Cologne dialect, sing their songs etc. Some of these "Sitzungen" are for men only — which has a certain effect on the quality of the jokes. But always it's very noisy, very colorful and very smoky...

Prince Carnival

In the middle of January, Cologne proclaims its "Prince Carnival" — in a merry ceremony the mayor invests the elected "Prince" with the sovereignty over the city. Cologne has no "Princess Carnival" like other cities, but instead we have the "Kölnischer Bauer" (the Cologne Peasant) and the "Kölnische Jungfrau" (the Cologne Virgin). By the way, the "Cologne Virgin" is always a man — a relic of the old times when the fair sex was excluded from carnival altogether. Only on one day women were admitted to the merry-making, and therefore we have still one special day reserved for them, the Thursday of the week before Ash Wednesday. It's "Weiber-Fastnacht" (women's carnival), and then the women reign over the city and leave their husbands at home. On "Wieverfastelovend", as "Weiber-Fastnacht" is called in Cologne dialect, the city is changed. Every girl, every woman, whether saleslady in a shop or secretary in an office, they all are disguised or masked, they sing and laugh and make fun. Strong cleaning women carry their directors on their arms; market women hug unknown men and kiss them; and the

restaurants are full of dancing, laughing people until late in the morning.

"Weiber-Fastnacht" is the beginning of the carnival proper. On Friday and Saturday the big masquerades and fancy-dress balls take place — not the first balls of the season, but certainly the biggest, the merriest, the finest balls of the whole year.

On the Sunday and Monday before Ash Wednesday it's almost a must for every citizen of Cologne to dress up in a fancy costume or at least wear paper flowers or a funny paper hat.

The big parade

On Sunday afternoon the various quarters of the city and the schools have their special carnival street parades, which are often very good and sometimes even more original than the "official" parade on Rose Monday, which is considered the ultimate climax of the "gay time". This parade is organized by the carnival societies and the fool guilds and usually is 5-7 kilometers long. In slow procession, it winds through the city, with huge floats, with horses, bands, funny groups of fools wearing grotesque or comical masks, and "regiments of the fools" guilds in their traditional picturesque uniforms.

Climax of Carnival

Half of Cologne is on the reviewing stands to watch the parade, and the other half is lined up along the streets, and everybody laughs, drinks (mostly it's rather cold), sings, gapes, screams, claps their hands, tries to catch the sweets that rain down from the floats... everybody is dressed up as crazy as possible and rich and poor, high and low, learned and simple — they all are just one big, crazy family. The city is turned upside down, and normal business is practically at a standstill. In the evening of Rose Monday and on Shrove Tuesday (which is already quieter than Monday) the last great balls take place. But

Sudden end

on Tuesday night at 12 p.m., when Ash Wednesday — and with it, Lent — begins, everything is over, and the days of exuberant joyfulness find a sudden almost dramatic end. And this sudden end gives the last carnival days their special swing and color. You see, we know that the fun won't last long; but once we've proved that life needs not be taken too seriously but can be full of joy and fun (if only for a few days), it's easier to live through all hardships and difficulties — till the next carnival begins!

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

Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

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CAMPING

The rising popularity of camping is infectious, and you may have been wondering how you and your family could take to the woods. Although there is certainly some know-how involved, camping has lost many of its rough edges since the day, only a decade or two ago, when the camper was a rugged individual who braved the wilderness trail with a minimum of gear. Today it is largely a family affair — a way to spend weekends or entire vacations together outdoors. Better campground facilities and vastly improved camping equipment have helped make economical vacations possible for millions. Indeed, family camping has become so popular that despite the ever increasing number of campgrounds, many are short of space during the peak months of July and August.

The better developed camp sites provide modern toilets, showers, daily supplies of perishable foods, and recreational facilities for riding, swimming, boating, fishing, or hiking. For the family with wisely chosen equipment, the camp in the great outdoors can be a home away from home, where no schedules need be met and there is no flurry of programmed activities typical of so many resorts.

The First Step

Just how does a family get started in this new way of life? Perhaps the best approach is a gentle one. The beginning camper will first want an idea of where he might go. There is a seemingly endless choice of locations; you can vacation in the mountains, at the seashore, or in the desert, depending on family interests. The first step, therefore, is to obtain a good camping directory, covering either local areas or the entire continent depending on how far afield you may be willing to travel. In line with the gentle approach, it would be a good idea to start your camping by visiting a nearby campground and talking to some of the campers, so the family can get an acquaintance with camp life and the use of camping equipment.

By sticking to essentials, you can buy a basic camping outfit of reasonably good quality for a family of four at a cost of about \$200 to \$250, and most of the equipment will serve for several seasons. Or you may even be able to rent the gear.

The camper's fundamental needs are shelter, food, and sleeping accommodations. If a station wagon is used for transportation, two can then sleep comfortably in the wagon in sleeping bags and on air mattresses. Even so, you will want a tent large enough for the entire family. It is not much fun to eat a meal without a good shelter from rain, chill winds, or insects.

Tenting Tonight

Tents today come in an almost endless variety of shapes, sizes, and materials. One maker list 14 types of fabrics,

standard and lightweight, made up in 10 basic models and in sizes from a small, two-man 6 × 7 foot tent to a large 16 × 16 foot wall tent. However, the umbrella style is the most desirable because of its convenience in setting up, compactness when packed, and ample headroom.

About the smallest size practical for a family of four is a 9 × 9 foot model, priced from about \$50 on up, depending on fabric and accessories.

As to fabric, the wisest course (and probably the cheapest in the long run) would be to buy a tent of good, treated duck, or nylon if you can afford it. "Bargain" materials, although cheap initially, may well wind up costing more over several seasons, because of poor wear qualities or because frequent re-waterproofing or other extra maintenance may be needed. Best bets, after treated duck, are probably poplin and drill. Nylon tents, relatively expensive, pack compactly and are ultra-light in weight.

Whatever tent you choose, it should have a sewed-in floor. This keeps out leaves, dirt, and insects; offers some protection against dampness (especially if it is plastic-impregnated); and allows the camper-housewife to sweep up easily. Insect-stopping curtains and a storm flap for the entrance are also highly desirable; these should be of the zip-in type, with a good heavy, non-rusting zipper. For shade and as shelter for eating out, even in a light rain, an awning, a useful extra is a front and side flap which attaches to the awning and virtually converts it into an additional room. Insect-proof curtains of bobbinet can be had to screen in this extra room, adding to its usefulness at a modest cost.

Chow Time

No family camper, beginner or not, should set forth without a good camp stove.



A two-burner camp stove is probably your best bet. A one-burner model may be inadequate for even two campers; a three-burner model will certainly permit cooking more elaborate meals — perhaps too elaborate to suit your wife — but is not so readily portable (nor so generally available) as

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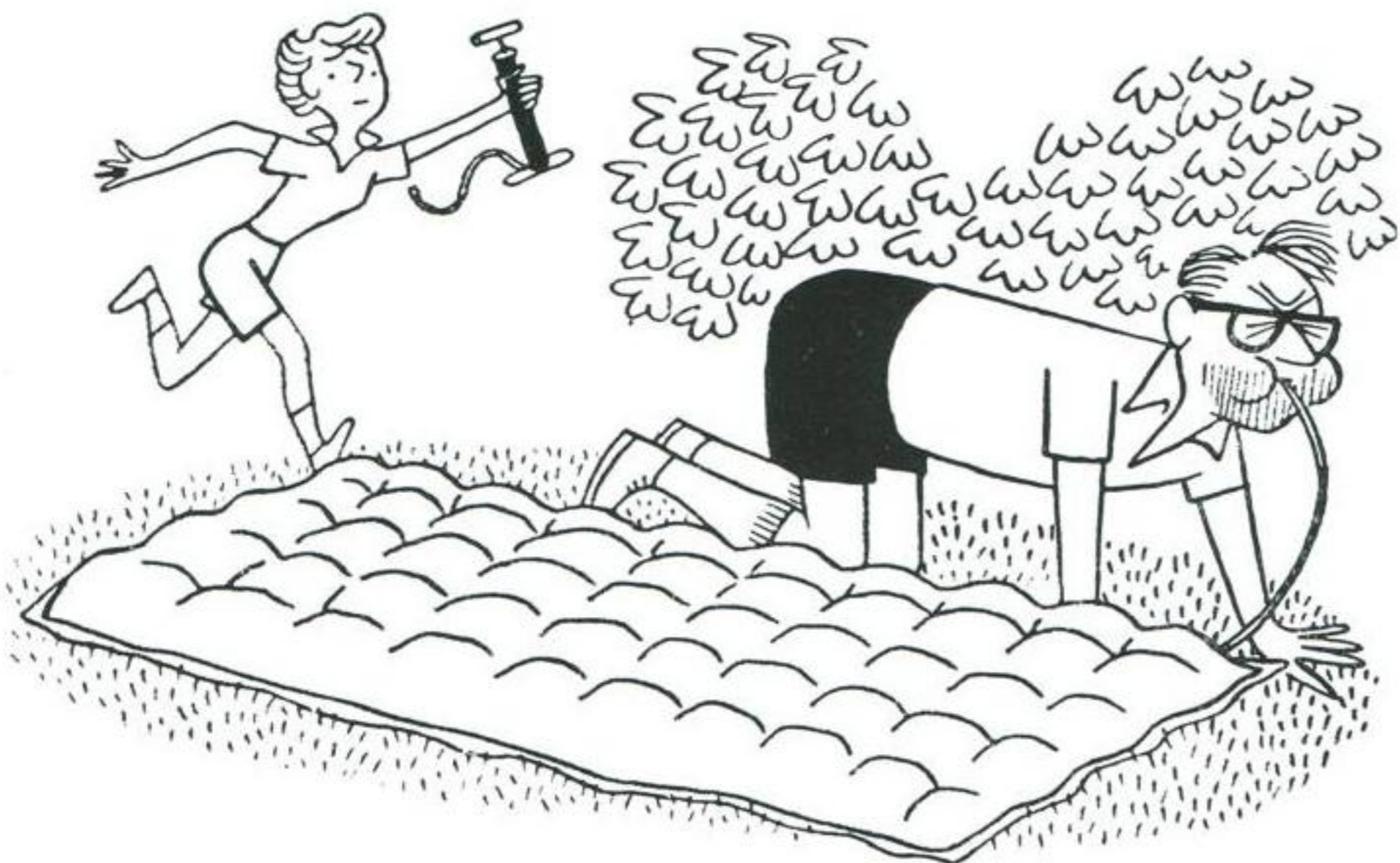
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Carneval-ties with funny designs

a two-burner model. Camp cook stoves vary widely in the type of fuel they burn. Those using bottled tank fuel (butane or propane) are probably the safest, since liquid fuels (both alcohol and gasoline) present some fire hazard even in proper containers. There is also much less danger of contaminating food, clothing, or bedding in transit if you use bottled gas. However, it will be substantially more expensive to use than gasoline. And some bottled gases are very temperature-sensitive; cooking with such fuel in cold weather is apt to be a slow process.



If economy and wide availability of fuel are over-riding considerations, then look for one of the few two-burner stoves capable of burning either white or leaded gasoline. Often it is not possible to get white (unleaded) gasoline in outpost areas; and if regular leaded gas is used in a stove designed solely for white gas, as most are, the stove will soon clog up. You should, however, be able to buy white gasoline in almost any town; it usually is available from sporting-goods or hardware stores. In any case, take care of your fuel needs before you reach camp.

And if you plan to do much camping in remote areas, consider the availability of replacement parts — a spare generator, at least — when choosing a stove.

Your utensils for camp cooking can be, at the beginning, some of the older and more battered pots and pans from home. You will also need some sort of box to keep them in. Ultimately, especially if you need to save space in the car, you may want to shop around for a set of nested utensils, in which the basic pans, plates, cups, etc., are fitted neatly into a single pail that also serves for carrying and heating water. By all means, leave your good silver and dinnerware at home; plastic dishes and inexpensive stainless-steel knives; forks, and spoons will do very nicely in camp.

And So To Bed

The camper's bed is most important to a healthy, pleasurable vacation outdoors. Usually each person should have his own sleeping bag, but some couples may prefer a double bag. Moderately low-priced bags filled with virgin Dacron are available and, if treated with care, should give several seasons of use. Dacron is thoroughly practical in a bag for summer use and is not as expensive as pure down, long used in top-grade sleeping bags. So-called summer-weight bags are usually warm enough except in high mountain country where temperatures can drop below freezing even in mid-summer. One suggested guide is the weight marked on the bag. For a typical, full-sized bag filled with Dacron, two pounds will serve for warm nights, three pounds should keep you comfortable down to freezing or a little below, and four pounds is needed for really cold nights. Another suggested rule of thumb for Dacron-filled bags is to measure the thickness of the bag wall. To do this fairly accurately, shake out the bag to fluff the insulation, lay it flat, and measure with a ruler. A one-inch thickness (that is, two inches double, measuring both sides of the bag) will give ample protection on cool nights, a 1½-inch thickness per side will serve down to around freezing or somewhat below, and a two-inch thickness per side will probably be needed for temperatures approaching zero. (You can get by in a lightweight bag in fairly chilly weather if you dress warmly for bed; thermal underwear, heavy socks, and perhaps a hooded sweatshirt can get you through that occasional extra-cold night.) Beware of bags filled with kapok, wool, cotton, re-claimed Dacron, or non-descript "clippings" of synthetic fibers. These fillings mat down after a night or so of use and do not fluff out properly to create the dead air space necessary for insulation.

For maximum comfort and convenience, the bag should have a heavy-duty zipper that permits it to be opened completely. (You may be able to find single bags which can be zipped together to make a double bed; but check to make sure they fit together properly.) Although a cotton-flannel lining is satisfactory, the sleeper who turns and tosses may prefer a smooth lining such as rayon or nylon; if the lining is removable, cleaning it will be that much easier. In picking a bag, check the outer cover also. Cheap cotton twill or low-count cotton drill is not apt to be durable; a high quality drill, poplin, or (especially) nylon is much better. A bag covered with heavy duck is durable but needlessly heavy.

Under the sleeping bag you will need an air mattress to smooth out uneven ground, serve as a cushion, and provide insulation from the cold and damp. Although a cheap (under \$5) plastic air mattress can serve, provided it is at least 30 inches wide, it will not stand rough handling — so keep a repair kit on hand.

More durable mattresses, generally of rubberized cloth, sell in the \$9-to-\$12 range. These usually are of the multiple-tube design, which is apt not to be as comfortable as the waffle design of more expensive models.

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Other Basic Equipment

Other necessities for camping include a good lantern or two, as well as a couple of small flashlights. As with camp stoves, lanterns nowadays burn various fuels, and again the choice rests with judgments of availability and economy of fuel and of the fuel safety hazard. If the common Coleman-type camp lantern is your choice, be sure to take along a supply of spare mantles.

Portable space heaters are becoming more popular, especially with women campers. Models are available which burn alcohol or bottled fuel, and some can double as cooking stoves. If you use one, whether in a tent or station wagon, be sure there's adequate ventilation — the fumes can be deadly.

For keeping perishable foods fresh, the camping family may want a large picnic cooler chest. Ice is now available at most public camp sites, and some even have freezer space available for re-freezing "canned ice".

Every camper will need an ample tool chest — a metal tackle box or other box of similar size. In it he will want a hatchet (or hammer and camp axe) for cutting or driving tent stakes and cutting kindling for the camp fire. Cutting pliers and a roll of soft wire are indispensable, as are a rugged knife, a few nails and wood screws, and a screw driver. Other necessities include a coil of nylon parachute cord for, possibly, adding extra guys to the tent in heavy wind or, definitely, hanging out the family wash. A few heavy screweyes may also come in handy for rigging lines.

Spares are essential: extra flashlight batteries, extra fuel in a tank or sealed cans. Other essentials: a first-aid kit, sun-burn preventives, an ample dishpan, a tow chain, a trenching shovel for digging a rain ditch around the tent.

Carrying your Gear

Transporting the equipment is probably best done in a station wagon. If the family car is a sedan, you will need additional space for all the gear. Some campers own or rent a small trailer, but a low-priced car-top rack, fitted with a sheet of $\frac{3}{4}$ -inch plywood, probably will do the job. When the gear is loaded, it should be covered with a square of canvas tarp or heavy plastic to protect against bugs, dust, and rain, then be lashed tight with nylon cord. (More convenient — and more expensive — is a ready-made closed rack.)

Once the camper is established in this new way of life, other conveniences and even luxury items will suggest themselves. This introduction to the art of camping has offered only a brief rundown of the essentials. It may well be that a family will have had enough of camping after the first experience. If it started with only these essentials, it will have a minimum of equipment to dispose of. On the other hand, if the family likes camping these essentials can be supplemented next year and the next. But beware of over-equipping; too much gear, with its attendant chores of packing and unpacking, can take a lot of joy out of a camping trip. Make sure, of course, that the car — or station wagon — is in good shape mechanically before you set out; check particularly the condition of your tires. If you'll be hauling a very heavy load, inflate the tires to an extra 3-to-5 pounds of pressure to prevent excessive flexing and heating up. With either a sedan or a wagon, you may want to add auxiliary rear springs to increase its road clearance and weight-carrying ability.

RHINE - GOLD

This word sounds like out of an old legend, and still, it has a historic foundation. Long ago, as far back as the 7th century A.D., there had been gold panned out of the alluvial lands of the Rhine, like in various other European rivers. Along the Rhine, between Basel and Mannheim, the shiny little gold foils were processed by the local villagers in this primitive manner until almost the middle of the 19th century, the only tools being: a panning bench, a shovel and a large water ladle.

Old records of the Counties Lahr and Offenburg indicate, that in 1838, there were still 400 persons (including women and children as helpers) engaged in gold panning in that area, and the profits were not too bad, the Granddutchy of Baden made an estimated 20,000 gold florins, while, on the French side, a mining engineer's report for that time states the proceeds from gold panning was 45,000 francs for the year 1850. A citizen who wanted to become a "gold prospector", had to take out a lease from his Sovereign. Each applicant had to submit a reference of good character, and make the promise that he would strictly follow the overseer's directives and deliver all his finds immediately to the mint. Annual fees for this lease were from 10 to 20 florins.

The government used the panned-out gold to make coins with the imprint "Sic fulgent litora Rheni" which means: "thus glitter the banks of the Rhine". During the first decades of the 19th century almost 560 pounds of gold were coined amounting to something near 418,500 gold florins.

By 1840, the gold of the Rhine had been nearly exploited and the last of the gold washers had given up this no longer profitable business.

The only reminders of this "golden past" are the name of a village called "Goldscheuern", literally translated: "gold-panning", and the name of a de-luxe express train, the "Rheingold Express", speeding along the banks of the Rhine from Basel to Hoek van Holland.

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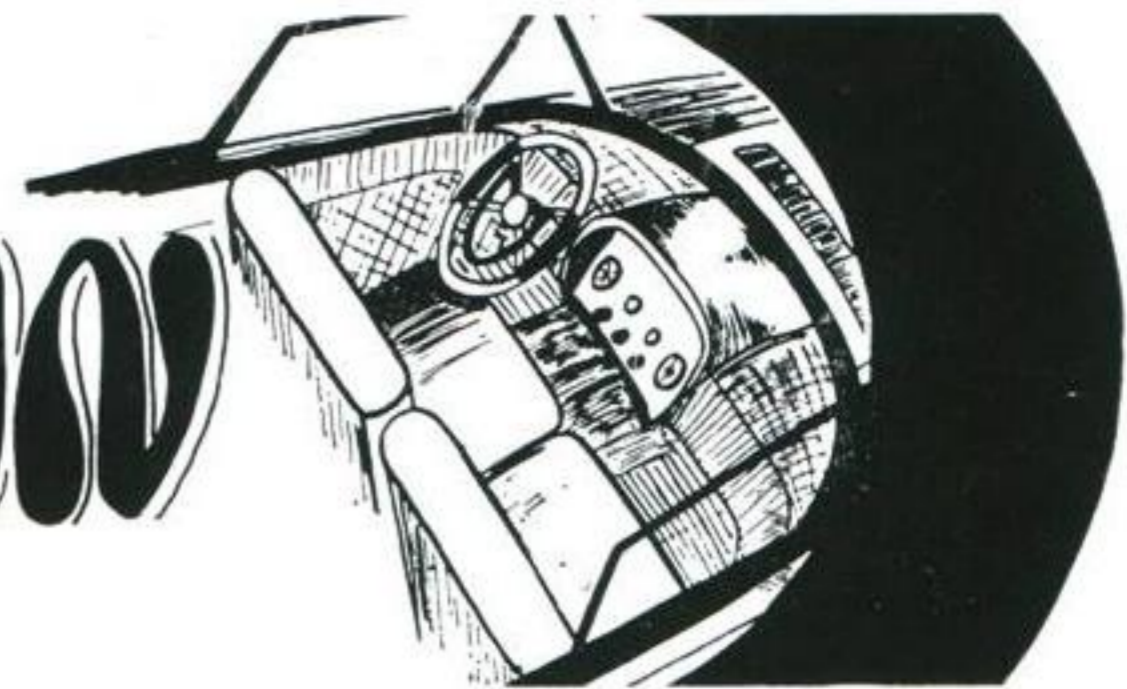


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THE STEERING COLUMN



HOW TO GET BACK ON?

Did you ever ride in a vehicle which dropped off the pavement and had trouble in getting back on?

There's a sudden change from routine travel to a hair-raising scare. You were purring along on your side of the pavement. Perhaps your driver swung out a bit to give extra space to another vehicle. Maybe he drowsed a bit, half-hypnotized by the steady beat of tires crossing the evenly spaced expansion joints on a warm sleepy day.

Suddenly the right front tire dropped off the pavement onto the shoulder. The purring of rubber on concrete gave way to the crunch of rough gravel. A little spark of concern shocked you wide awake.

Your driver let up a bit on the gas. You settled back, as he eased the wheel over to get back onto the pavement.

Then suddenly the situation changed rudely. The right front tire, running parallel and close to the pavement edge, rebelled at coming back over the pavement edge. The ripping sound of tortured rubber intermingled with that of flying gravel as your driver brought the steering wheel over a bit more to force the front wheel over that little two or three inch barrier.

More noise, now, and the beginning of a drunken lurch as the front wheel fought between getting back on and continuing straight ahead.

Alarmed a bit, now, your driver likely leaned into the steering wheel harder. It did come back, to your immediate relief.

It came back with the front wheels snapping hard left, once they cleared the pavement edge. It swerved left across the pavement into the oncoming lane. The speed which seemed so innocent while going straight ahead, became a real problem in regaining control.

Likely you swing clear across into the oncoming lane, possibly scattering cars like frightened quail. Luckily, no other vehicles happened to be there at that precise moment. Then, trying to regain control, you likely swerved back and forth across the road several times until your driver finally got it straightened out and under control again.

With relief showing on his face as the old crate settled into the reassuring normal pace and orbit, he said:

"By golly, they better fix that shoulder back there before it kills someone!"

For several seconds of time and several hundred feet of distance you actually were out of control. Your driver fought to stop the wild swerving while everyone else was at his mercy.

This situation repeatedly occurs on every stretch of road. Some drivers steer so uncertain a course that their vehicles drop off the pavement every few miles. If the shoulder is firm and level with the pavement, nothing happens. But if the shoulder (or berm) is rough, or soft, or lower than the pavement, then the swerving comeback usually follows.

Luckily, just one thing keeps most of these incidents from becoming accidents. No other vehicle is there at that particular moment.

It is true that if highway maintenance crews keep the shoulder (berm) perfectly firm and level, the likelihood of these drop-off problems is greatly reduced. But it is also true that the driver can retain control of his vehicle and avoid swerving back across the road, regardless of how poor the shoulder (berm) may be.

The technique for safely returning to the pavement after a drop-off is simple. It is appreciated by anyone who has ever ridden a bicycle! Nearly every cyclist has tried to ease over a paralleling trolley track or back onto a pavement from the shoulder with instant and convincing loss of control.

The essence of the technique is sharp angle approach! The closer to 90 degrees the wheels can approach the obstruction to be crossed, the less likely will be loss of control.

Control will not be lost when a vehicle gets off the pavement if these steps are followed:

- 1 Slow down. When you go off the pavement, slow down. Do it gradually. Usually your decelerated engine will drag your speed down safely. Easy intermittent braking will also accomplish it. How slow? Below 20. Fifteen is about right.
- 2 Hold your course. While the loose gravel and bumpy ride makes you want to get back on the pavement pronto, hold your course and drive straight ahead until that speed comes down. Stay clear of the pavement edge and allow room for your duals to clear it too. Likely you could safely drive from coast-to-coast with your right wheels off the pavement whenever there is a shoulder.
- 3 Get turning room. Your wheels should be at least a foot (two feet is better) from the edge of that pavement to give you turning space. Remember the "bicycle approach!"
- 4 Signal. Your directional signal will let the other drivers realize that you're not pulling off to park, but you're coming back to join the crowd soon as they give you a break.
- 5 Check for Traffic. Look both ways. Don't try this comeback in the immediate path of a vehicle coming from either direction. Just hold your course and wait for a break.
- 6 Pick your spot. Look ahead for a comeback spot which will be kind to your tires. Often, the defective shoulder will become passable at various points.
- 7 Cut Sharp. When you've solo (no one coming), slow (below 20), signalled, and sure (of turning room), cut sharply towards the pavement.
- 8 Come back. Swing far enough across to bring your front wheels on cleanly. With a big rig, if you have plenty of time, swing clear across into the oncoming lane to give those rear tires a break.
- 9 Straighten out. Return to your lane. It's all over but the shouting. There's no loss of control, whatsoever.
- 10 Regain speed. Resolve not to get off the pavement next time!

You may have no control over highway maintenance of roadside shoulders. You may have no way to control the other driver who may force you off the pavement. But you can control the method of getting back on.



Junior School News

The month of February has arrived with very little change in the steady flow of transfers in and out of the 4 (F) Wing Junior school. Many of our classes which began September with 30 pupils now have only 10 or 12 of the original 30 remaining. This continuous fluctuation has caused the School such concern as pupils are arriving from the ten different educational systems across Canada, many at different places in the curriculum.

Much to our delight we were informed that the Educational Superintendents and Consultant are very impressed with the Unit System in Reading and Arithmetic being carried out at the Junior School and have recommended that it be adopted throughout all Canadian Schools in Europe next September. This is good news in that the system organized last year in the Junior School will not be changed next year, being very beneficial to the pupils. It also means that there will be a definite, coordinated system established throughout DND Scholls in Europe which will be helpful to those pupils involved in Interwing transfers.



Recently, the Junior School has become affiliated with the German School Safety Patrol Organization which has been established throughout German Schools for the past few years.

Six boys and six girls have been selected to form the Safety Patrol at the school. These children can be distinguished by their white caps, white belts, safety patrol pins and white raincoats. Eleven of the twelve patrollers may be seen in the photograph accompanying this article.

The duties that these children are performing are the same duties performed by the German children of the same ages and members of similar school safety patrols established in centres in Canada. They are not here to discipline the other children. At least two "patrol officers" will ride each school bus and their presence in each bus will be a safety factor in itself.

Pupils who continuously flaunt safety rules on the buses (in the past many minor injuries have occurred because of disregard for safety regulations) are reported to Miss V. Jodoin, the Safety Patrol coordinator. Miss Jodoin investigates each incident and if proven serious enough the offending pupil or pupils are sent to the Office.

We ask the parents co-operation and patience in establishing this organization. The children have been given some responsibility in attempting to increase the safety on the school buses and if given a chance will prove themselves more than capable of making this venture a success.

CFN-Soellingen "On The Move"

A modern radio station is most always associated with the announcer, the man that wakes you up in the morning, joins you for coffee, or perhaps brings you the latest news and sports scores.

To re-phrase an old Air Force axiom, it takes five good men on the ground to put one man on the air and in radio at least in good radio, this is ever so true.

Let us look for instance at a simple D. J. show. "Nothing to it" you say. Anybody can play records and certainly everybody knows how to talk, at least enough to put a record on the air.

But take a look behind the scenes. Come into the CFN-S studios and have a look at what is really entailed in the production of a "simple" D. J. show.

A D. J. show requires records, and records must be purchased, filed and accounted for. Much care and planning goes into the job of compiling a well balanced record library. For example, the crossfiling system of the eight hundred and fifty record library at CFNS requires over ten thousand cards, each individually typed, filed, and kept up to date. This job alone keeps two part-time volunteer secretaries busy several hours a week at the CFNS studios.

Then there is the studio engineer. This is the man who is actually responsible for putting the program on the air. He sits behind a consol which is a maze of dials and knobs, and he must continually monitor the outgoing signals, incoming signals, volume controls, tone adjustments, microphone controls as well as co-ordinate the precise timing required for a smooth operation.

And of course there are many other jobs necessary in a well planned radio studio. The administration of the twenty-two member staff in itself is a full time job and then there is program planning, quality control, publicity, liaison with CFN Metz, liaison with the CBC, and liaison with 4 (F) Wing headquarters.

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VODKA BOLS KAYA

Also there is the problem of gathering the information to be presented and CFNS reporters are always on the job gathering sporting results, coming events, local happenings and items of local interest or importance.

The biggest problem around CFNS in the past has been adequately training new personnel. Next month's Flieger article will deal with the full-fledged radio announcers and voice training course organized by CFN=Soellingen.

CFN Soellingen Personality

One of the most important links in the complex organization of a successful radio station is the communications, technical team. CFN-S has had the fortune of acquiring for Chief Technician a man experienced in the technical side of radio, both professionally and as a hobby for the last twenty years.

Corporal George Coffey who is a Communications Technician at 4 (F) Wing was born at Ninette Manitoba in September 1923. Upon joining the RCAF in 1942, George, already an amateur radio fan naturally fell into the trade of Tele-

communications and radio. Since this time, he has worked on bases throughout Canada and has become experienced in all phases of radio and communications.

George, accompanied by his wife, Ilien, and their four children arrived at Soellingen in September 1959 and soon after became associated with the CFN-S organization.

Besides his technical duties, George, has taken an active interest in the programming and production at CFN-S. He has been heard as a guest on many of the CFN-S productions and for several months was co-host of the popular "Coffey and Cheese, Food for Thought" show.

George Coffey has become more than just another CFN-S member. He has become a personality whose judgement and capability are continually relied on and whose technical know how has given CFN-S a remote capability second to none in the Air Division.

Recently, CFN-S was posed with the problem of reception in difficult areas of the Rhine Valley. A call of SOS went out to our chief technician, who after a little research and some time with the slide rule came up with the following article.



CPL Jack Sholton at the consol during a late evening D. J. Show



CENS Chief Technician CPL George Coffey

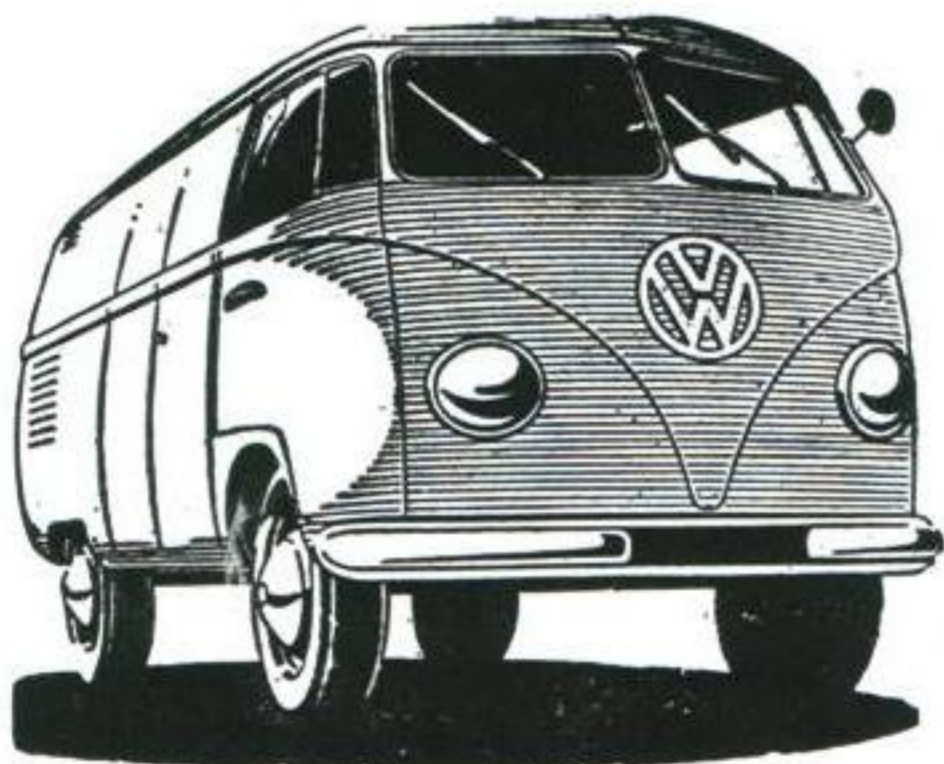


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FM ANTENNA

by George of CFNS

May I state at the onset of this article that I am truly sorry that I was coerced into trying the impossible. Since I read the article in December's Flieger which told me and the rest of 4 Wing that I was going to show how to build an antenna which would receive CFN at a distance of 50 miles I treated it as an insurmountable joke. Since the January issue of the Flieger I find after getting a barrage of phone calls many others are very serious and as Shelly Berman said, "Don't think its so damn funny." It is to these hearty souls who for reasons unknown wish to receive CFN that I dedicate the following epistle.

Radio waves propagated into space are considered to be radiant forms of energy similar to light and heat. They travel at a speed of 186,000 miles per second approximately. Conventional concept of how the waves are radiated impose a severe strain on the average persons imagination. Even rigorous mathematical explanations are not considered absolute.

The theory of wave propagation as presented in this text, although greatly simplified will find general acceptance. Needless to say an academic treatment of this subject finds no useful place in a practical approach to antennae. Our major concern is in showing how to make an antenna work efficiently under the various conditions under which we are subjected here at 4 Wing.

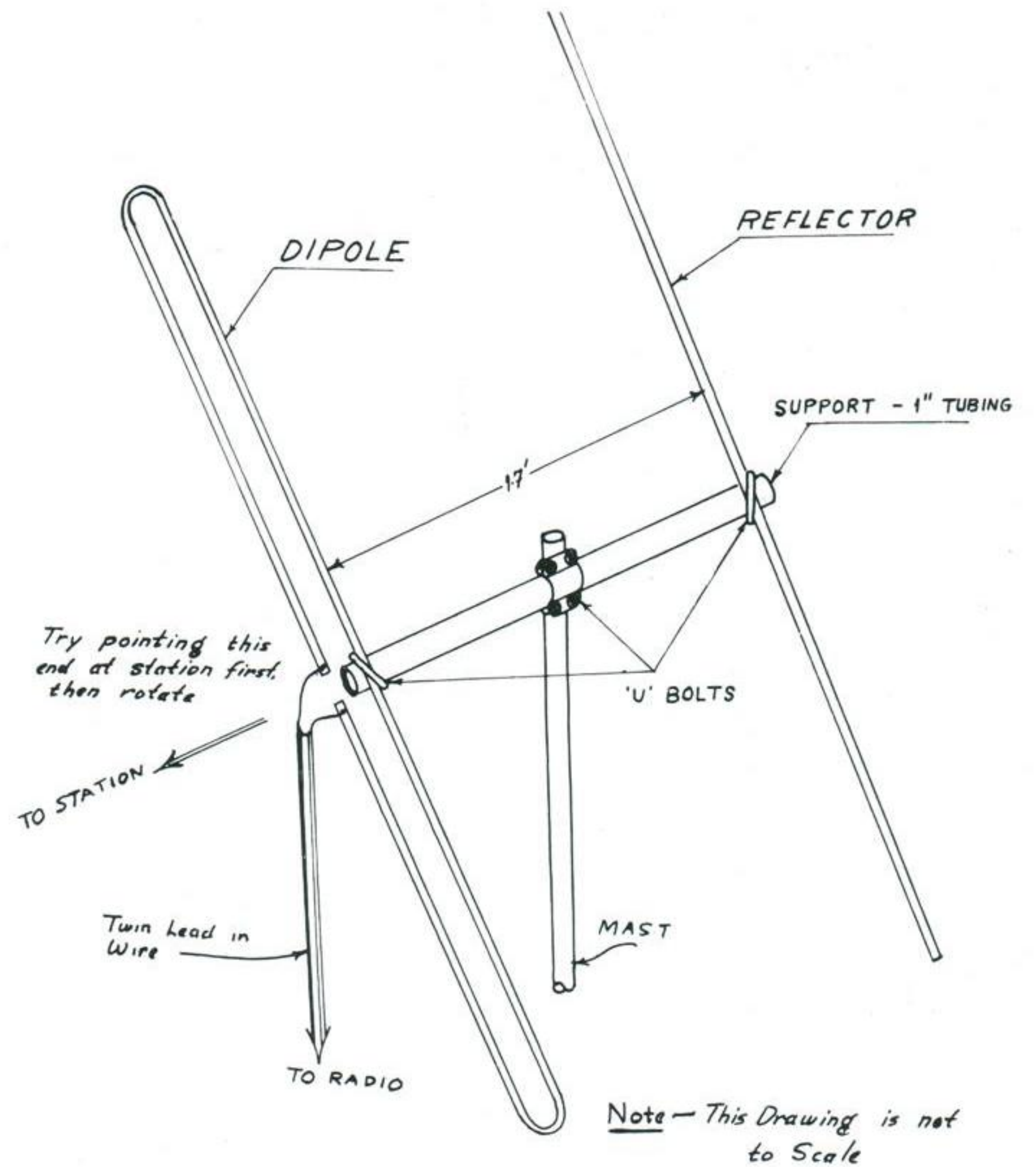
We have all heard about "line of sight" radiation which means the waves cannot go around corners, but of course they can be bent slightly and can be reflected as with light. Also as with light the intensity is lost as the distance from the source is increased so at approximately 20 miles from the station one needs quite a good receiver. The weak little signal must be amplified at least a million times. Next we must understand the strongest signal may not come directly from the station so your antenna must be turned to the best direction. Tile and cement blocks are made from the earth and as we would never bury an antenna in the ground and

except it to work neither should you place an antenna in an attic or behind a wall. YES! I know it works for some people.

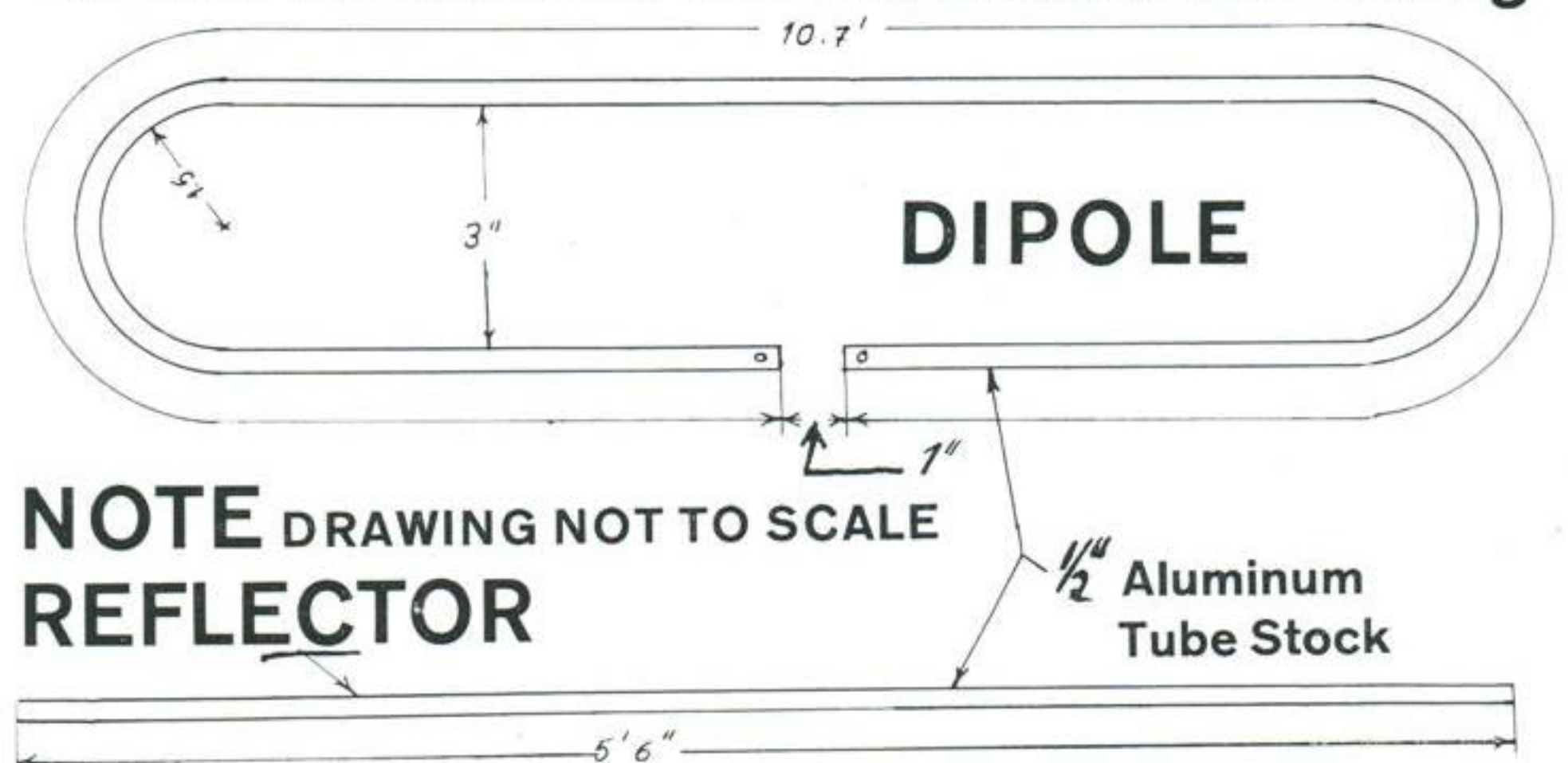
Now-get this list of material and go to work!

- 17 feet of 1/2 inch aluminium tubing.
- Assorted bolts, nuts, U bolts, etc.
- 2 feet of 1 " Aluminium tubing
- enough 300 ohm lead-in ribbon to reach from your radio to as high as you can get the antenna.

Very few people get good results from their first try so don't give up. Also don't be surprised if you radio dial is slightly off and you must find the best setting.



Now fasten the DIPOLE and REFLECTOR to the 1" tube as illustrated above and stick it up in the air This is the DIPOLE Antenna and the Twin Lead is bolted onto the two ends of the tubing



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YOUR FEBRUARY ATTRACTIONS

Sun. 17th & Mon. 18th. "THE BIG SHOW" starring Esther Williams, Cliff Robertson and Nehemiah Persoff is a circus melodrama superbly photographed in Cinema Scope and De Luxe Color. It's about a circus owner, father of four sons and one daughter, whose strong, or rather stubborn, character leads to the family's disintegration, without completely disrupting the outfit which bears his name. (U)

Tues. 19th "THE MIRACLE" starring Carroll Baker, Roger Moore and Walter Slezak. A large-scale Technirama and Technicolor religious melodrama freely adapted from Karl Vollmoeller's play, it concerns a postulant who, putting the call of the flesh before her spiritual obligations, deserts a Spanish convent, brings disaster to many and then again sees the light. (U)

Wed. 20th & Thur. 21st "MIX ME A PERSON" starring Anne Baxter, Adam Faith and Donald Sinden is a crime melodrama with a death cell pivot. It concerns an attractive psychiatrist who violently disagreeing with her pompous lawyer husband over the verdict on a London coffee bar cowboy, convicted of killing a policeman, sets out to try and prove the boys innocence. (X) Adults only.

Fri. 22nd & Sat. 23rd "BON VOYAGE" starring Fred MacMurray, Jane Wyman and Tommy Kirk is the recommended comedy drama of the month and is more fully described above.

Sat. 23rd Childrens Matinee. "CAMELS WEST" starring Rod Cameron and Joanne Dru, plus "PICTORIAL OF CANADA No. 76" (travel).

Sun. 24th & Mon. 25th "THE PIGEON THAT TOOK ROME" starring Charlton Heston, Elsa Martinelli and Harry Guardino is a whacky World War II comedy based on Donald Downes's novel, "The Easter Dinner". Photographed in Panavision it's about an American

infantry officer and a sergeant who become counter-agents and luckily hasten the Allies' liberation of Nazi-occupied Rome. (A)

Tues. 26th "THE LADY KILLERS" starring Alec Guinness, Katie Johnson and Cecil Parker. A bright disarmingly silly Technicolor comedy crime melodrama that tells of the disintegration of a band of eccentric cut-throats, following its exploitation of a not so barmy old lady, and ends on a delightful satirical note. (U)

Wed. 27th "BLUEPRINT FOR ROBBERY" starring J. Pat O'Malley, Robert Wilkie and Robert Gist. A suspense melodrama based on fact. It's about hardened crooks who skilfully plan a mammoth "stick-up" but, while awaiting the share-out, allow impatience, suspicion and greed to rob them of their ill-gotten gains. (A)

Thur. 28th "THE LONG AND THE SHORT AND THE TALL" starring Richard Todd, Laurence Harvey and Richard Harris. A World War II tragi-comedy, based on Willis Hall's highly successful play. It concerns seven members of a stranded British jungle patrol who, despite their own perilous plight, quarrel over a Japanese prisoner's fate, and bury the hatchet too late. (X) Adults only.

Fri. 1st & Sat. 2nd March "THE WIZARD OF BAGHDAD" starring Dick Shawn, Diane Baker and Barry Coe. A satire on "Arabian Nights" like fantasy, presented in CinemaScope and De Luxe Color. Its story concerns a demoted genie who gets back into his chief's good books by bamboozling a wicked sultan. (U)

Sat. 2nd Childrens Matinee. "THEY NEVER LEARN" starring Phyllis Calvert and Michael Rennie plus "PICTORIAL OF CANADA No. 20" (travel).

Coming shortly = "BAMBI", "PEPE", "CAN-CAN", "THE LION".



Recommended Library Reading

Memed, my Hawk — by Yashar Kemal

Though laid in the present, this novel has the sweep and simplicity of one of the great folk legends. It has something also of Thomas Hardy's power to invest the lives of simple people with the grandeur of a landscape of which they form, as it were, a natural feature. Its publication in 1958 gained its author his country's chief literary prize and at once placed him in the forefront of living Turkish writers. Subsequent translation into various European languages caused him to be prominently discussed as a Nobel Prize winner of the not-distant future.

Ince Memed, only son of a poor widow, is brought up in servitude to the Agha or lord of five small villages in the Taurus highlands of Anatolia. As a boy he tries to run away — the only one of the villagers with the spirit and imagination ever to have made the attempt — but is brought back to a life of even crueller hardship than before. Its sole alleviation is his love for Hathe, whom he plans one day to marry and take away to some distant, idyllic farmstead of their own. But a crisis is forced when the Agha determines to marry Hathe to his favourite nephew. The lovers run away but are overtaken; Memed puts up a fierce resistance which results in his killing the nephew and wounding the Agha. In the darkness and confusion he escapes, but Hathe is captured and on the strength of false evidence procured by the Agha, put in prison on a charge of murder. Memed takes to the mountains and joins a band of brigands led by Mad Durdu; but when Durdu robs a nomad chief who has befriended them, Memed and two companions leave to form their own band. Though still a mere stripling, he soon becomes a famous bandit in all the Taurus, helper of the poor and scourge of their oppressors. Expedition after expedition sent to snare him he eludes and laughs at, but in grim earnest presses on to the fulfilment of his two supreme desires — to deliver Hathe from prison and settle accounts with the Agha. In recounting how he creates the occasions and how he uses them the book rises to a climax of truly epic force.

The King's Bed — By Margaret Campbell Barnes

Richard the Third slept at the White Boar in Leicester the night before he marched to Bosworth, and brought with him the bed which he always used when campaigning. It was a richly carved affair, cunningly devised so that it could travel in sections in a special wagon. During the excitement of his unexpected arrival with a hungry army, some of his men were setting up the bed in the best guest room of the inn, where it was a source of great wonderment to Tansy, the

landlord's daughter. And where, months later, it was to become for her a source of stark tragedy.

Because King Richard spoke kindly to her, and her father had served him in the days when he was just the soldierly young Duke of Gloucester, Tansy was bound heart and soul to the Yorkist cause. And when the departing army was followed almost immediately by another unexpected guest her interest was still further aroused. He was a youth of no apparent importance, who called himself Dickon; but his Plantagenet origin showed itself dangerously in his face. And after his royal father had been killed on Bosworth field she risked her good name to shelter him from the tougher elements of Henry Tudor's army.

The story of these two young people — the innkeeper's daughter and the king's natural son — is set in a framework of authentic history, and in telling it Margaret Campbell Barnes has created one of her most fascinating novels. In the words of the Western Mail: "She has a gift for narrative and does not overload her canvas with detail. The scholarship is there, but it is not obtrusive. Above all she has a directness and sincerity that carry her tale out of the artificial atmosphere of the historical romance into the brighter air of reality."

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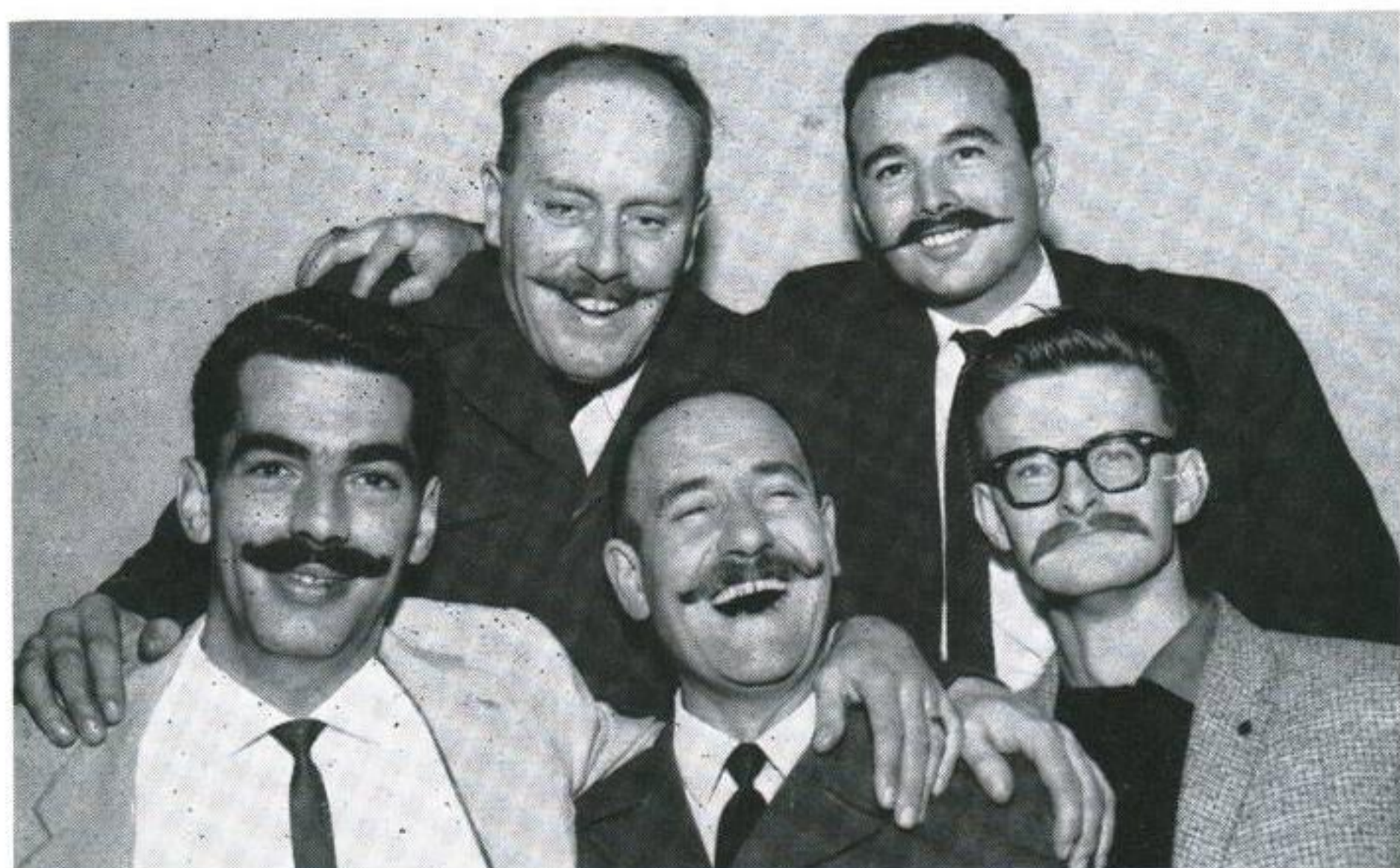


Touring our Flugplatz



419 REAR PARTY

Well, will you look at that! That's what we said the first time we saw the above picture when it was posted on the bulletin board. Of course after that first exclamation there were made a few more snide remarks, plus someone stuck a sign over the pic reading "Please do not feed the animals", but all this was in fun and we therefore tried in a more serious vein to think up a fitting caption for our moustacheed moose-men. Many were the suggestions "The mousy moosemen"; "The moustache moose-kateers", etc. but we finally came to the conclusion that words cannot describe our feelings for this photographic masterpiece.



Front Row, L to R: LAC JJ Milner, FS JA Langston, LAC DC Souter
Rear Row, L to R: Cpl R Cawood, Cpl JMP Trottier

One of the above gentlemen has for as long as we have known him, sported a bushy upper lip; but one man wearing a "tache" as he calls it, wasn't enough. "Everybody has to have one", he said and he said it often enough and loud enough so that eventually a few people became interested. Well the few grew and became many so that before long if you weren't cultivating a "tache", you were an outcast. However the outcasts were few and the styles of "taches" endless ranging from "artist's paint brush" types to the kind Tom Sawyer used to white wash the back fence, plus the "Cats whiskers" variety; and we're sure the sale of moustache wax soared.

At any rate, for a time many joined in, notably one of our greying crew-cut Flight Sergeants, who was also one of the

first to renege. Of interest is the fact that once this gentleman "shaved 'er clean", many other enthusiasts followed suit, a testimonial to his leadership qualities. Regardless, pride in prominent upper lips did not fade completely as the picture readily shows; the ranks of the "tached" thinned to five and these five we present here now for your pleasure?, enjoyment?; again words fail us.

From the hangers-on come a few last words on the final happenings in and around the old homestead.

In a once bustling area is stillness, no longer do you hear the chatter of the line crew taking one of their many smoke-breaks, the roar of jet engines, the groan of the snag crew as the pilots make unserviceable entries in the L-14's, or the cry "call it" as members of the "wheel-house" flip for morning coffee. All these sounds so familiar to moose-men in the past have died away.

The "heavies" have made their last flight, the crews have faded away and most of the ground crew have found new roosts with "Cecil", the "Hatchet" and in the "Barn". Even our staunch ally the "Bat" has left us, lock, stok, and energizer, never to return. Only a handful, a "chosen few" remain as executors of Bruce's estate as it were.

Soon there will be new noises, but we will say no more of them as they will no doubt speak for themselves once they are organized.

In final tribute to Bruce, there was held at this dispersal, at 14:00 hrs, 31 Dec, 1962, a funeral parade attended by all who cared, (and some who didn't, judging from the indignities inflicted upon the deceased); the unreverend F/L WJ Penfold officiated and the Wing band supplied some assistance; although it is understood that their rendition of "Moose's in the cold cold ground", was mistaken for "Empty saddles in the old corral", by someone on the CFNS staff who attended.

On the opposite page are pictures of the event and you can see for yourself that it was certainly a tearfull affair; all who took part I'm sure, felt the sadness of the occasion, except perhaps a few Amateur photographers who had themselves a holiday.

Now all that remains of the mighty moose is a grave marker bearing the inscription:

R. I. P.
BRUCE
WHO OWNS THE
RHEIN

Auf Wiedersehen!

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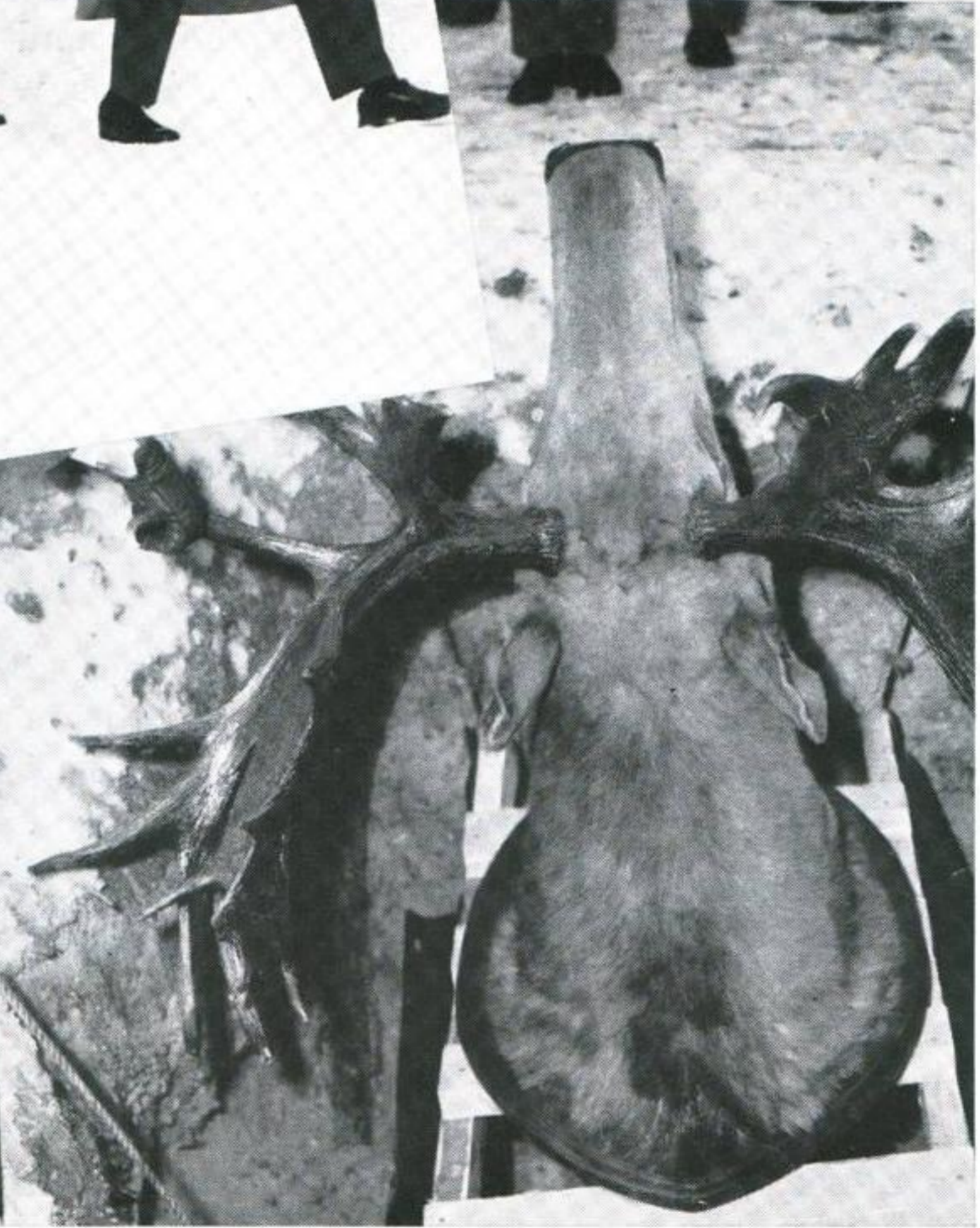
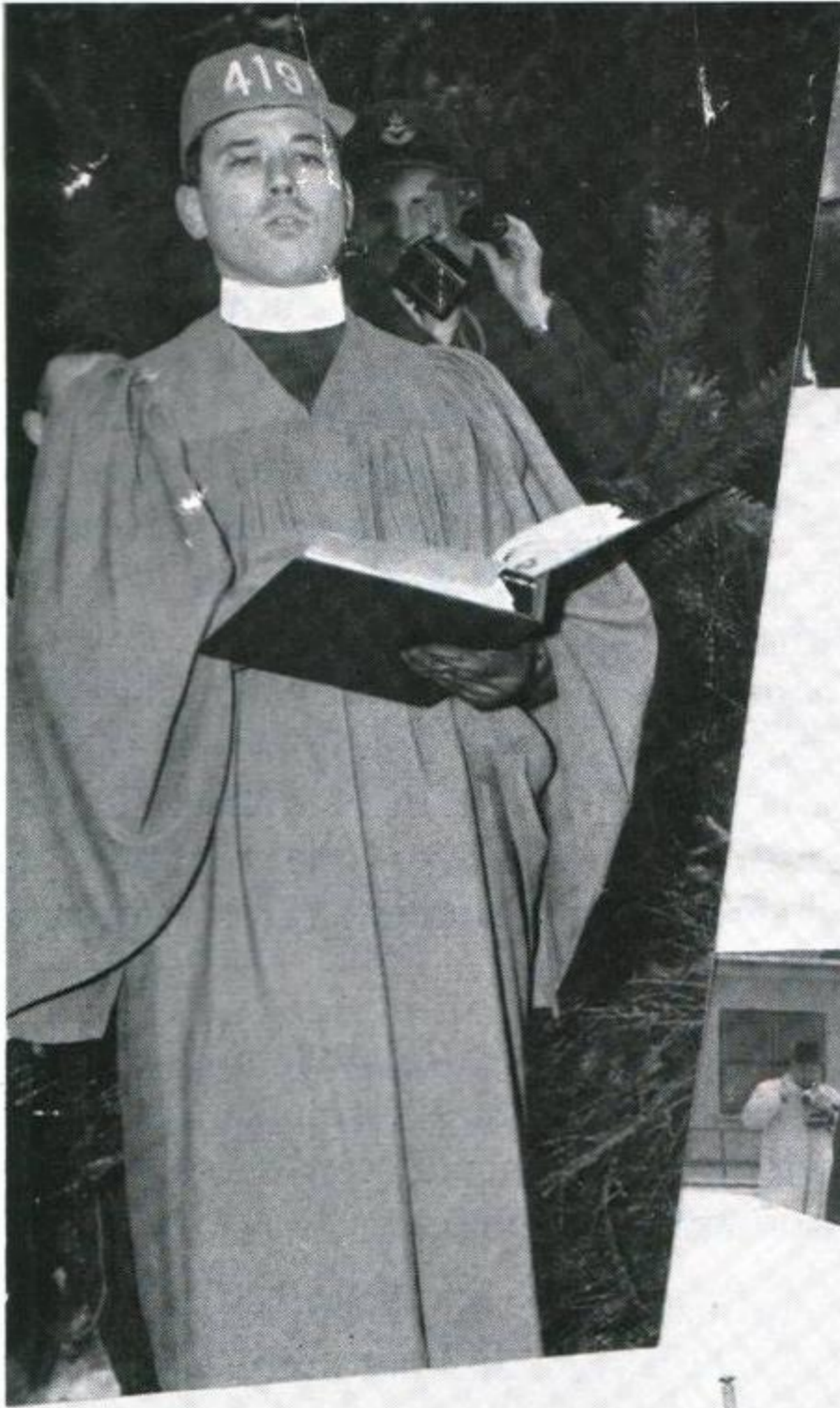
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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate on Wednesday afternoons.



422



Sqn

January has been a quiet, and as everyone knows, a very cool month, however some activities have been maintained aside from squadron duties.

It has been reported that the ranks of the single men's union are being rapidly depleted, and that the position of Grand Master is in jeopardy. It's pretty difficult to be a chief with no Indians.

We should like to officially welcome F/O Ted Hessel and family to our wing and squadron. Ted has already proved himself a big asset to the squadron and to the hockey team.

F/O Merv Wren and family have returned to Canada and we wish Merv every success for the future. Merv has contributed much to our squadron and has taken a very active interest in sports. He has been a member of the 4 Wing Raider Hockey Club for the past three seasons.

Speaking of sports, our own squadron hockey team has shown much improvement of late and we hope that this trend continues.

The influence of sports car racing in Europe has had its effect on many squadron members. Scale sets of miniature cars and tracks can now be found in many homes and some of the boys are becoming quite proficient. Perhaps we can have our own Grand Prix someday.

Congratulations to Sgt and Mrs Payne on the recent arrival of a baby boy.

LINE SHACK SHENANIGANS

by Mick

This month we've decided to take a brief look at what our technicians do to occupy their spare time. For this month's column we've limited the field to 'B' Flight personnel. Next month we will be visiting 'A' Flight.

One hobby that seems to have gained strength in the past months is that of Model Railroading. This hobby is not limited to children alone, in fact approximately 75% of all model railroading is done by adults. There are various fields or branches that one may follow when entering the fraternity of model railroaders. For instance one may choose to build operating diesel or steam scale models for famous engines. This can involve the loving toil of many years to complete

just one or two engines. On the other hand a hobbyist may choose to buy scale models from a recognized manufacturer and spend many hours building realistic scenery to surround the type of layout that he has chosen to adopt.

In 'B' Flight we have three budding enthusiasts who have chosen to follow the latter branch of the hobby. LACs BUMPHREY, LOCKE and SQUIRES have begun collecting and arranging scale model trains in the HO gauge class. For a small outlay of cash anyone can enter this field of model railroading. Each of the three airmen started with an initial outlay of approximately twenty dollars. The convenient part of this type of model railroading is that when engaged in this field, a person may develop his hobby as far as time and his capital will allow. At present in Hamilton Ontario there exists a club which has well over one hundred thousand dollars in rolling stock and equipment. This should serve to show the scope of this hobby.

Another hobby that is closely related is that of miniature scale model racing cars. This hobby has much the same potential as that of model railroading and can be commenced with a similarly small nominal investment.

We have two enthusiasts in this field, first our sports car buff, CPL CHUCK FLOWER, and secondly LAC ROOME.

Although these hobbies are not altogether unique, they are sufficiently different to give their followers many hours of enjoyment in both planning and operating.

Together with our Hi-Fi, Stereo fans and an engineer announcer from CFNS, I believe that we are justified in saying that 422 'B' Flight enjoys a wide cross section on interests and hobbies which contributes much to the off duty enjoyment of those involved.

Next month we hope to bring you an interview with a rather outstanding hobbyist from 'A' Flight and until then we bid you.

Auf Wiedersehen!

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444



SQN

The biggest news for the Cecilists for the month of January was of course postings which included some official and some by lesser authority. Of the latter there are two worthy of note.

It all came about when stand in paper shuffler Davis and his right hand man Labelle with great skill had the Deputy OC, S/L Spurr, off on a course designed to sharpen ones appreciation of languages. This almost spelled disaster for our friend Pete when the truth came out for he was obliged to explain why to the CopsO and for the next while probably lived in dread of a possible sojourn to RCAF Station Putzi Mountain or some similar place, with its stereotyped green TV programs.

The next victim of the unofficial personnel branch was F/O Herb Elgie. Herb is an avid skier and has just lately purchased a pair of what are reputed to be one of the world's finest skis. His new task, via the unofficial minions, was to be none other than assistant supply officer at RCAF Station Beaverbank, Nova Scotia, which from all accounts is something less than the ski capital of Canada. Flying a desk also has its unattractive side especially after two or three years on Swords.

In general the official transfers also had their humorous side but to fully appreciate this humour one almost has to be a pilot or closely associated. Our Boss and Chief Snake, W/C Roussell, has been seen of late exercising his index finger in a way decided to make firm and unyielding. After much deliberation it can only be concluded that he is most determined to do a good job at his new task which is CO of RCAF Station La Macaza, a Bomarc site north of Montreal. This way when it comes to pressing the button to fire the missile he will never be plagued with an unsteady and pliable digit.

For most of the remaining Cecilists a similar fate was in store. F/Ls Willis and Mackay are off to Airmen's Postings and Careers at AFHQ and AMC respectively; F/Os Davis and Toner are off to Camp Borden and the Air Traffic Controllers' course before proceeding to Rivers and Portage Manitoba respectively; F/Os Strang and Armstrong, budding new CE types are off to Trenton and Downsview respectively; and F/Os Novakowski, Cook and Kuszmaniuk after a Tech/Tel course at Centralia go to AMC, AFHQ and TCHQ respectively. At the time of writing only one of the Cecilists had lucked in and dispelled the rumour that there were no more flying postings. This was F/O Doug Dargent who is going to Portage and a FLYING TOUR!!

Before too long F/O TP McIntyre will be leaving 444 Sqn, Europe, and the Air Force. In parting a fond farewell is extended from all Cecilists with all the best for the future.

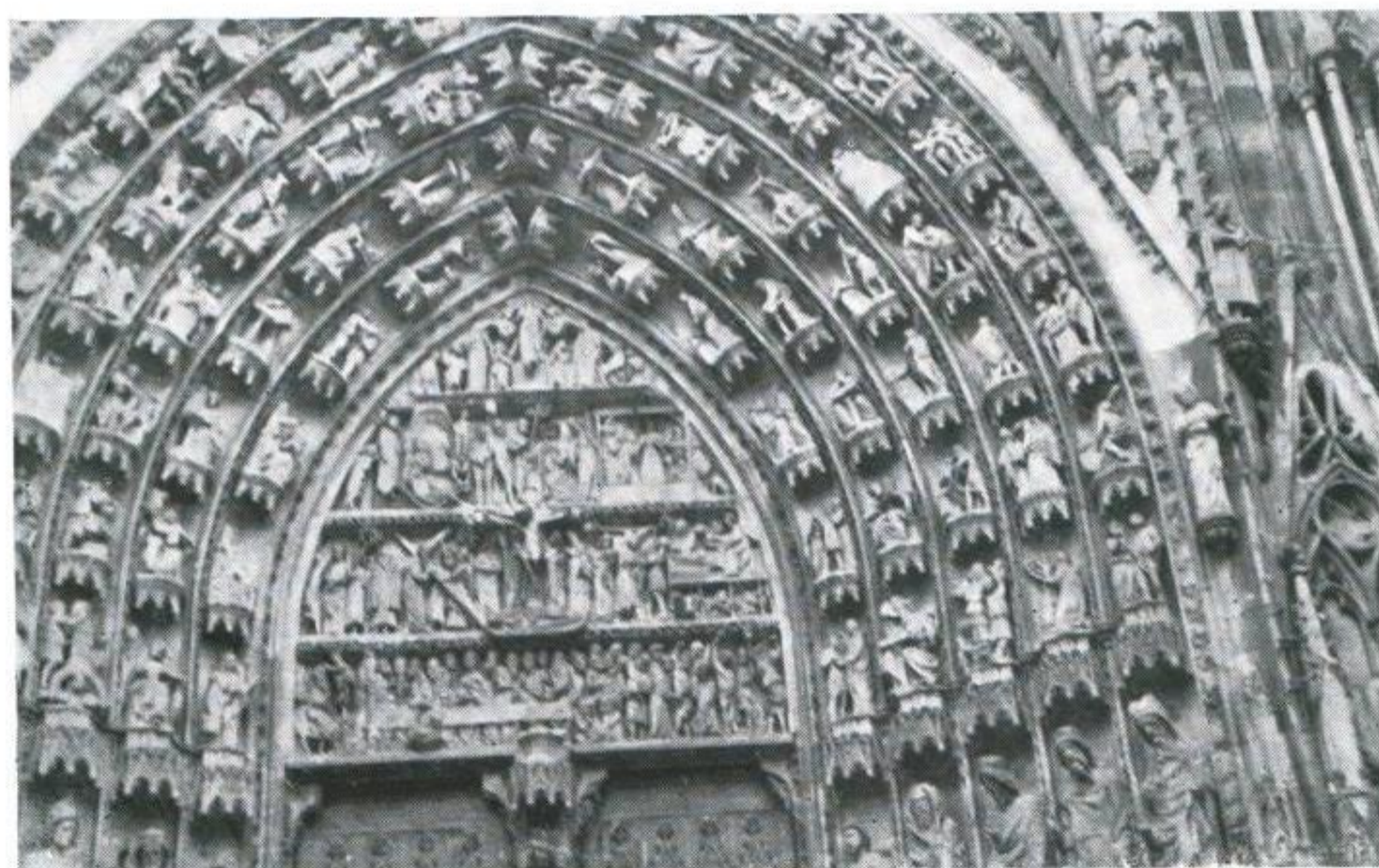
Tom it may be pointed out has spent more time with 444 Sqn than anyone presently on it. Should you decide to go south Tom, keep clearing your six because it is rumoured that those poison darts sure smart.

On Saturday, 26th January the Rasthof Baden-Baden witnessed a gathering of the Snakes. After excellent food served without fault, the Chief Snake called upon F/L Mackay to expound upon the perils of the five hour stop over one has when returning from Le Havre after delivering ones car to the dock. Later both F/L Mackay and F/O Davis who are returning shortly to Canada bid all present a formal farewell. After leaving the Rasthof the Cecilists adjourned to the mess where the party continued into the wee hours. From all reports everyone had a very enjoyable evening.

The month was not however without its serious moments. Both F/L Currie and F/O Novakowski had to double as mothers while their respective wives were confined to hospital. Mrs. "Jo" Currie was in for observation and Mrs. Zoria Novakowski had an operation. It was the sincere wish of all Cecilists that both should enjoy a speedy recovery.

To most people this unprecedented winter that has Europe in its clutches is anything but a God send. To those Cecilist who have taken the way of the ski trails the opposite is true. For the greatest part of the month four, F/Os Ellerbeck, Elgie, Corbett and Strang, availed themselves of the excellent opportunities offered by the RAF sponsored ski course held at Zermatt in Switzerland. One who did not attend this course but claims that he was finally found in skiing an activity comparable to flying is F/O Ed Tann. To him no hardship seems to be too great to bear when a days skiing is at stake. He has promised himself that he will learn to ski this winter and from his progress there is no doubt that this promise will be fulfilled. The others who follow the sport are not quite as obsessed and as a result adopt a less demanding attitude though still enjoying the sport very much.

So ends our second last submission to the Flieger. Till next month Auf Wiedersehen and do drive carefully, paying particular attention to the hazards common to this time of year.



Close-up of the portal of the Strassbourg Cathedral, built in 1277. On each side are five statues of the prophets. The other statrays a summays a summary of the life of Christ, starting with the entry of Jesus into Jerusalem, and continuing on scene by scene.



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Telecom Tidbits

by Hal



F/L A. O. Manson

Wonderful NEWS! Our favorite Flying Officer got his Flight Lieutenant. YEP Mr. Manson's name, somehow or other, got missed on the first list that came through. But a few short days later it was all straightened out. Congratulations, Sir!

An apology from me is in order this month. In the last issue of the Flieger I described the Telecom Xmas party

and in so doing made a great BOOB! I completely ignored the main event of the evening. Santa and the bag full of gifts for one and all. Who was Santa? A change was instituted in the normal Santa routine. A woman played Santa for us. Yes! Mrs. Brooks was Santa at our party and wonderful was the surprise when she removed the whiskers and hat. Nobody even suspected a woman of being Santa. Even the security boys at the gate were on the ball and at first refused to let her on the station after she had changed, in PMQ's, to her red uniform. They told her that her "I" card and uniform just didn't agree with one another. After all everyone knows Santa is a man they said.

This issue is going to be fairly skinny now that 419 is no longer with us. Also our news is not too much this month.

In view of this I have decided to attempt an explanation of Telecom. I am going to have a lot of help in this as each of the heads of the various subsections are going to write an article on their sections functions and how their sections work in conjunction with the rest of Telecom.

The main subsections are:

GCA, which means Ground Controlled Approach, is handled on the technical side by Radar Ground Technicians. Another Radar section of Telecom is the Radar Air Technician trade. These fellows work on the radar equipment that is airborne, excluding of course the equipment that is handled by the Armament Systems boys. Communications Technicians Air handle all radio gear in the aircraft and the airborne equipment that is used in ground installations. Now we come to their counterparts — the communications Ground boys. These gentlemen handle the equipment used by the tower to converse with the aircraft and also they take care of the intercom systems around the station. Why have intercoms? This is a question I quite often hear. Mainly to take the load off the telephone witchboard and its witches. Ha! Ha! It is busy enough as it is without having "A" flight talking to the 'shack' on a phone through the switchboard. Besides it saves Tex Cheese our Telephone tech a lot of work by eliminating some of the installations and removals. The telephone techs job is never done. There is always a phone to be repaired or removed or replaced because of too many trips to the floor. The last but definitely not the least of our subsections is the Communications Centre. These guys and

gals are known as Communications Operators and they send out all the station messages by Teletype or "Key" (Morse Code). Now that I've nominally introduced each of the subsections we will sit back and wait for each of the articles forth coming from the various subsections' commanders, I hope.

I don't just hope. The sections heads are all pretty good types and have agreed to become authors of the above mentioned articles, so for this time its Cheerio and we'll see you next issue.

MSE Murmurings

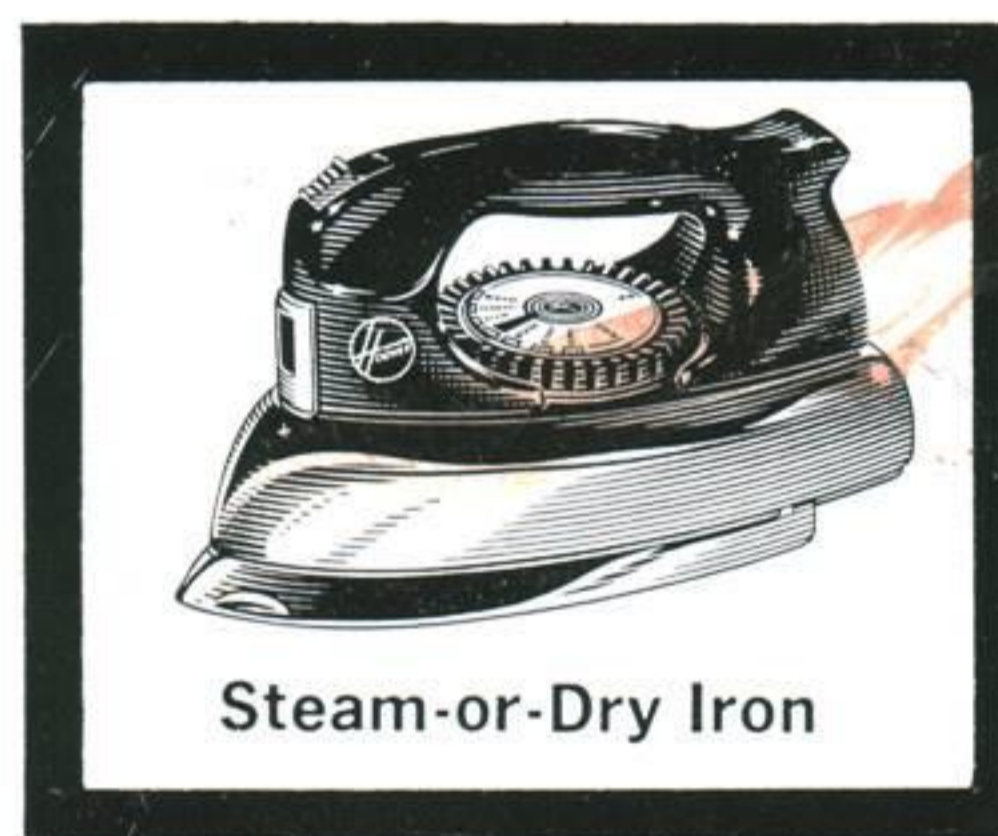
by F/O W. Weistra



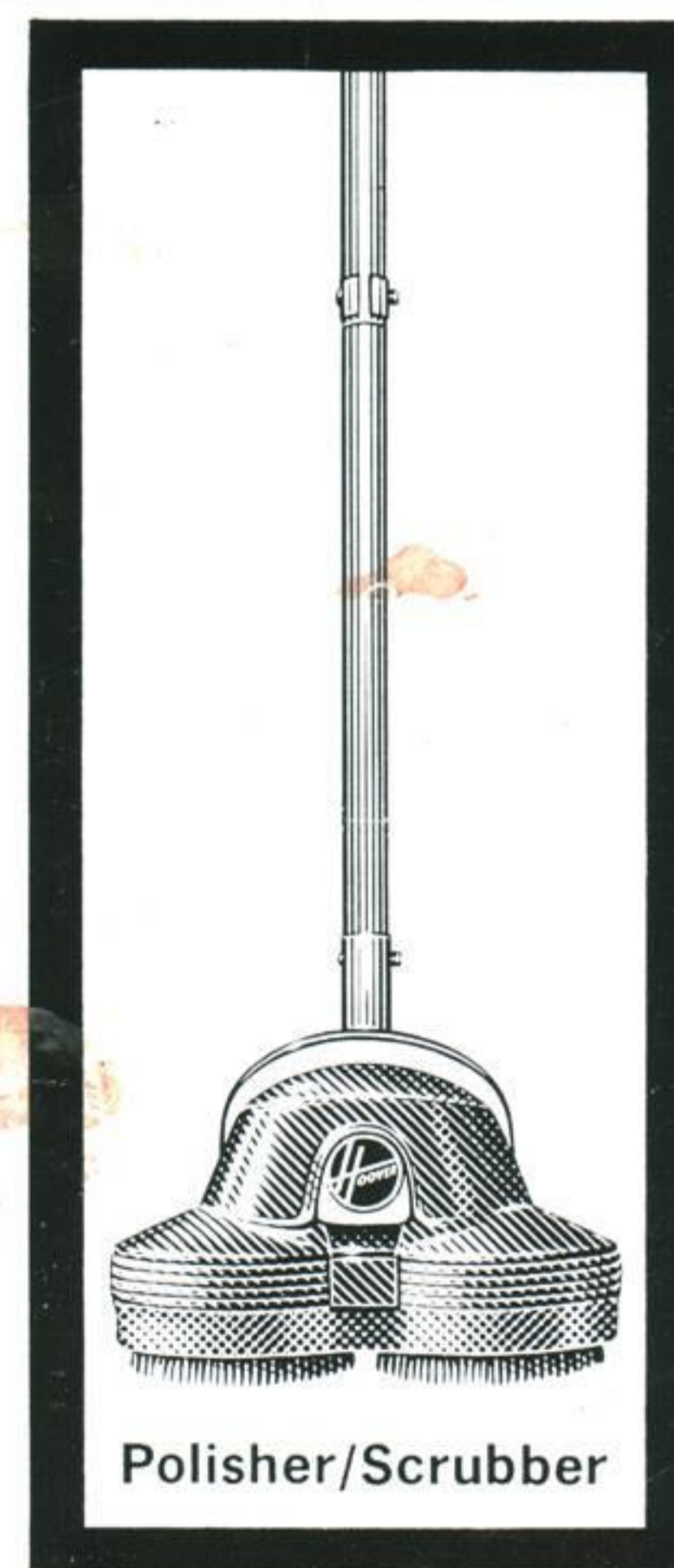
In a recent issue of the Flieger we promised the eager Flieger readers a little article about a typical day in the life of our Chief Despatcher. Our Chief Despatcher, in case you didn't know, is Cpl. Dave Holmwood. Dave has had a lot of experience in this job. That's why we decided to ask Dave himself what a typical day in his life consisted of. At first he tried to dismiss us with the simple words: "Phone calls", but we knew there had to be more to it than that, so we finally got him to give in and give us a few facts.

Every morning things in the Despatch Office start off with a bang. There are trucks to go hither and thither, buses have to be despatched, the squadrons and sections come down for their pick-ups, panels and station wagons. This means forms to be filled out for every vehicle leaving the section, drivers to be called in over the PA system, keys and books to be handed out, while in between these activities the tele-

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phone demands to be answered. Someone wants to know why his truck hasn't arrived yet, usually discovering that he forgot to get one booked. Another caller doesn't understand why he cannot have a 40 passenger bus right away to take members of the Irish Jig Club to Haueneberstein for their annual Scotch-drinking contest. And there is always the guy who is going to miss his train if a staff car doesn't pick him up at his house "this very minute". In the midst of all this nobody is surprised if an admiral of the Turkish Navy decides to descend from his skies to have a look at the PX. This requires an operator to be conjured up at a moment's notice who is dressed to kill, with shoes he used for a shaving mirror that same morning, an alert look and a courteous smile.

Around nine o'clock the excitement has died down to the point where it is possible for Dave to tenderly stroke the few old hairs in his head before answering a telephone call. Between calls he checks forms; even an MSE section has its share of forms. Dave worries primarily over two kinds: yellow ones, which list the runs a particular vehicle made on a certain day, and ordinary stecilled ones, which list all the runs of all the vehicles on a certain day. These forms naturally have to be filled out a certain way and must list certain information.

It is a frustrating job trying to get all the people driving MSE vehicles to fill out their forms correctly. Some forget to enter the mileage at the end of the day, others don't list the date. Others again come up with ridiculous figures, such as driving 6 hours and moving 3 miles. Even snakes have been known to beat that record. Consequently Dave makes many calls. Some people are understanding, others are indifferent. He listens to apologies, sarcasms, funny remarks, complaints and downright abuse. But the job gets done in spite of all this.

Naturally something is bound to disturb the relative quiet of these routine jobs, preferably during coffee breaks, just before the lunch hour or just before five o'clock. It may be a call for the ambulance, or a call for the wrecker, or both. Sometimes a vehicle has to go to 1 Wing right away. This is a seven-hour trip and someone has to be picked to take that run. This can be the most thankless job of all, for most people like to go home after a day's work. You can't take the man whose kids are sick or whose wife is approaching the blessed state of motherhood, nor the fellow on Attend C. And you just hate to ask the guy who is going on leave the following day.

These are the sort of problems that will crop up during a typical day. Have we painted an excessively gloomy picture? There is a lighter side to it as well. We had a good laugh together about the German operator who walked in boiling mad one day: somebody had switched the license plates on his stake truck. After a great deal of shouting and arguing he was finally convinced that he had taken the wrong truck, because the keys on stake trucks are interchangeable.

We hope we have given you an idea about the despatcher's job. In the next issue we hope to tell you something about a different phase of MSE operations.

A Word of Thanks

My wife and I would like to thank the friends, neighbours and the various members of 4 Wing who have helped us in so many different ways the past three months. Their thoughtfulness was sincerely appreciated.

Al & Muriel Casey

CE Ramblings

The best news we have to report this month is F/L Nor-dick's promotion. Everybody was happy to see that this Western lad is making good and wish him all the best in his RCAF career.

Lately, on weekends, the Carpenter Shop resembles a production line in a hockey stick factory. As FS Cliff Brown is repairing all the repairable hockey sticks for the Inter-Section, Inter-Mess, and "C" League Hockey. It is a good thing he does this job better than he plays Euchre or we would not be playing much hockey this winter.

In a recent issue of the Flieger the MSE Murmurings Column has a biased statement to which CE takes exception. LET IT BE KNOWN HERE AND NOW that CE do all the grass cutting and transport some personnel and allow MSE to help us in snow clearance and we are not (3A) either.

In the December issue of the Flieger we referred to our junior Corporal as an LAC, we are sorry to say that he isn't an LAC but a Corporal. In case anyone is wondering who we are referring to, if you have ever heard the expression "In like Flynn" no more need be said.

Just received a flash that the CE Drill team will be parading every Friday morning commencing on the 1 Feb 63. Everyone is welcome to come out and watch the exquisite movements that will be carried out by this skillful precision drill team under the direction of an RMC graduate.

And until next month we leave you with another old CE slogan. What we paint, repaint and repaint is always done with a master's touch.

DJL



PMQ Council News

by your Publicity Councillor Cpl. Barr

Once again another year has passed in the lives of the 4 Wing Community, prosperous we hope for all.

Events in the past year have seen the PMQ wading pool all paid for with the help of your dollar. The minor hockey and ball leagues being taken care of so that the small fry may play the sport of their choice. These children ably supervised and aided by numerous people on the wing who volunteer their free time to bring a smile on some young tads face. They may be your children or your neighbors, the aim is the same, health and good sportsmanship.

Have you often wondered what happens to all those broken hockey sticks at the hockey games, well — the Arena staff gathers them all up, sorts the ones out that can be fixed, and from there F/S Cliff Brown takes over. In his own spare time including weekends he splices these sticks together and gives them to the small fry so that they may have a stick to play with when they step on the ice. A bouquet of thanks and appreciation is greatly due to F/S Brown for his devoted effort to please our little ones.

We would like to express our thanks and appreciation to all those who have contributed so much to the Community in the past years, and the present.

Remember the big beautiful sleigh that Santa Claus rode in when he arrived at 4 Wing last Christmas? The building and appearance of the sleigh was due to the efforts of F/L Nursey of the MSE Section who was in charge of last

year's Christmas events. He spoke to Sgt. Phillips who volunteered the services of the Heavy Equipment Section to make up the sleigh. Lac Landry with his artistic ability designed the sleigh and decided on the colour. Result: — a well made and well finished sled for Santa Claus which, I might add, was so well done it can be used for future runs at Christmas. The Community Council would like to thank the following for their efforts in bringing a brighter Christmas to our little ones:

Sgt Phillips, Cpl Hewitt, Lac's Landry, Rustulka, Lavallee, Johansen, Cameron and McArthur.

And, of course, we would also like to thank Cpl Ron Cawood for his job of ensuring Santa Claus would be able to visit the Wing this year and see all the kiddies.



Santa Claus Leaving MSE Section

The time has rolled around again for elections of your new Community Council and will be initiated in February. When you make your choice, think it over first, make sure you nominate someone who you think is interested enough to put forth a little effort in bettering the community. Remember, he is serving you as well as the community, don't railroad him for a joke. Above all, "VOTE", it's your privilege.

We leave you now with this thought: when you live in a community — work together — laugh together — pray together. You'd be surprised at the results.

Bye now!
Your Community Council
4 (F) Wing

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Soellingen Sally extends a big welcome to Yvette Dufour who came to us from Metz and will be working at the Switchboard. Yvette hails from St Isidore D'Ouchland Quebec.

Two girls are leaving us this month, Vi Santo is leaving for SECTOR Edgar and Velma Anderson is departing us for marriage. A mug party was held on 14 Feb, the best of luck to you both in your future.

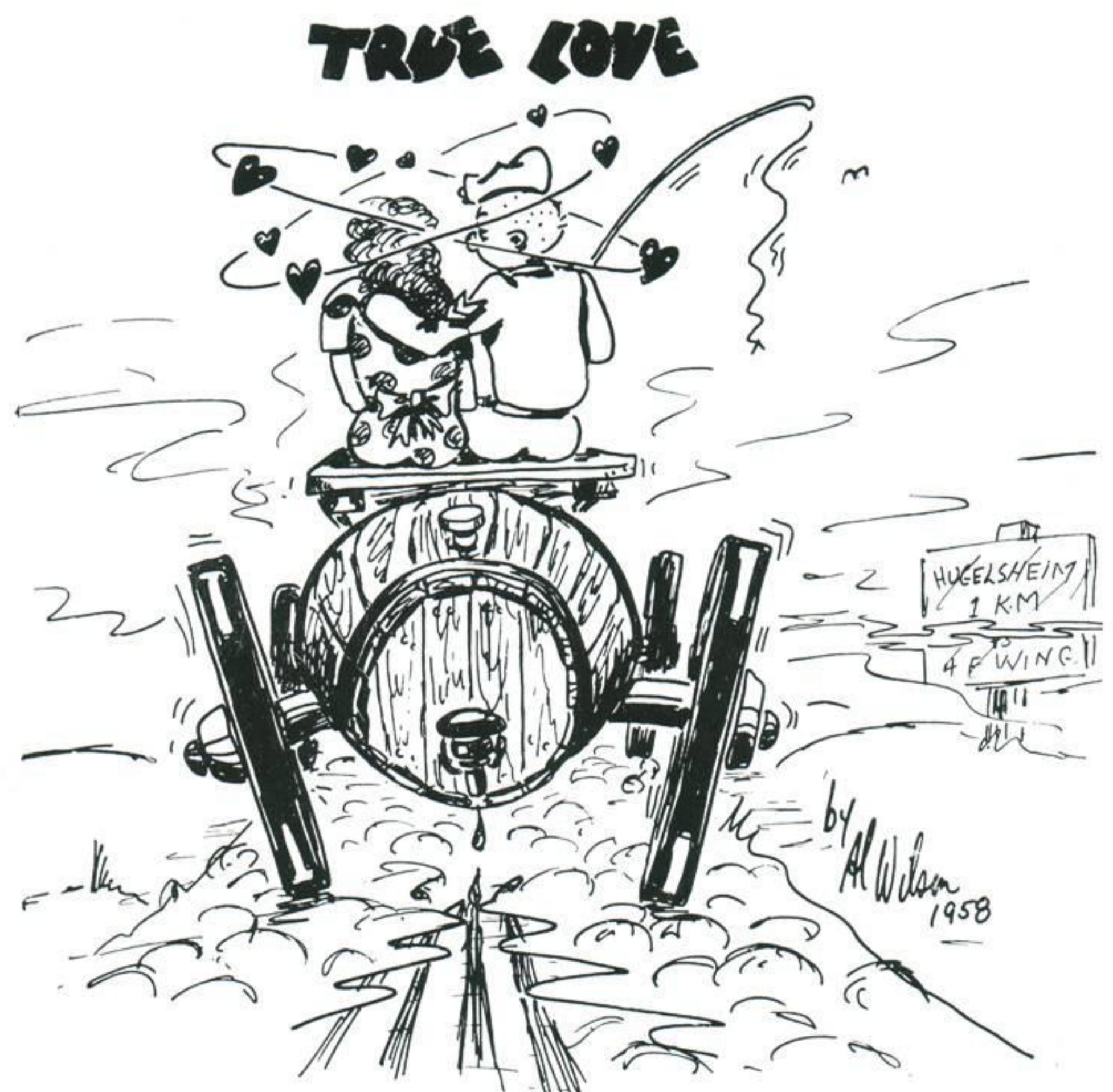
The Air Division Airwomen's Curling Bonspiel was held on the 19th & 20th Jan at 4 Wing, 2 Wing once again walked away with the trophies, 1 Wing put up strong competition and carried away the runner-up trophies. On Fri 18th Jan a record hop was held in the lounge and again the next evening following the Curling Banquet — a good time was had by all.

The ski holiday to Alpach Austria has found interest in many of the girls, also, with the end of the leave year catching up with us, every one is heading for greener pastures.

The Air Division Airwomens Bowling and Broomball Tournament will be held on 16 and 17 Feb at 4 Wing. — So come on girls, lets have lots of support and become athletes for a weekend, those not interested in the active part, we need lots of support from the sidelines.

On the 15th of Feb, a Valentine Fasching Costume Party will be held in the Airwomen's Lounge, an orchestra will be in attendance, with the girls coming from the other Wings, an evening of good fun and entertainment should be in store for all.

Until next month, happy Fasching.



Sports and RECREATION

Spotlight on Recreation

Welcome once again to Spotlight on Recreation. The following article will elaborate on Minor Hockey at 4 Wing, as well as reports on Basketball and introducing two of our new Raider Hockey Players.

Minor Hockey

The operation of a large facility, such as our Ice Palace, is a complex administration effort varying from budgeting, maintenance and program planning. The allotting of ice time is a simple matter however trying to justify this allotment can become trying for every group feels that they could use an extra hour here or 1/2 hour there.

One group which has been doing a fine job with their time allotment is the Minor Hockey Association, headed by a group of keen volunteer leaders. Should you happen to be passing by the Arena on any afternoon, from 1530 hrs thru 1800 hrs, or on any weekend morning — you will no doubt find yourself amongst a large group of children or teenagers hustling to and from their respective dressing rooms preparing themselves for the big game. These children are members of the 4 Wing Minor Hockey Association.

The executive representatives this year are: F/L Hamlyn (President), Sgt Hudson (Vice President) and Sgt Jarvis (Secretary). The association boasts of five age-levels which participate in the following leagues:

For the little fellow eight years and under we have a four team league which is called the SQUIRT LEAGUE. This group is headed by the very capable and patient Sgt Pridding. In the following picture we see them in typical Montreal vs Toronto formation. We call this picture (WHERE DO I GO FROM HERE).



The next age level is the 8, 9 and 10 years olds which have a two team league organized for their pleasure. This league is called the MOSQUITO League and is coached by FS Foss and Sgt Gervais. In this next picture we see the youngsters listening very attentively to FS "Herb" Foss who is teaching them a few "new tricks". We call this picture (Are you really Gordie Howe's Uncle).



The next group are called the PEE WEES and by now if Dad were back home in Canada he would have to buy sweaters, socks, sticks, skates etc. etc. because "man" his boy needs the best. This group has a two team league and their co-ordinator is LAC Oakley. In this next photo we see the boys (GETTING READY FOR ACTION).



Once past the ripe old age of 12, you are entitled to move up to the Bantam group. The association has provided a 3 team league headed by the Vice President of the Association, Sgt "Sam" Hudson. Here we see them in Action. We call this picture (ON THE ATTACK BUT WHERE IS THE PUCK).



The next and oldest group are called the JUNIOR RAIDERS. To become a member of this team you must be 15 years of age. They participate in the Air Division League and play a home and home series with all wings. To date they have a 2 wins and 3 loss record. These boys are in the capable hands of Coach Sgt Irwin and Manager Sgt Jarvis.

Good volunteer leadership and workers are the backbone of any recreational program and the Minor Hockey Association have a few who are "top notch" in helping to serve our children. The following photo is one that was taken between periods of the Raider Den Haag game. It shows FS "Cliff" Brown being presented with a clock by members of the various Minor Hockey Teams, in appreciation for extra hours of labour in bettering their program.



FS Brown being presented with a clock by minor Hockey Players

We, the Fliieger Staff, on behalf of all parents wish to express our appreciation by saying "Thank You" to all the volunteer leaders working with the Minor Hockey. (For sometimes we might not come out and say it but we have nothing but the highest praise for your fine efforts.)

Next we turn the SPOTLIGHT on the Basketball Picture at the Wing.

This year Four Wing has an inter-section league with representative teams from four sections. These teams are as follows: Wing Maintenance, Headquarters, 422 Sqdn and the High School. The league may not produce the finest basketball however the participants seem to enjoy the sport and the physical benefits derived from it. By the time this article is in print the top team from the league will have represented 4 Wing at the Air Division Inter-Section Basketball Tournament which is being held at Metz on the 9 and 10 Feb.

The 4 Wing Raiders (Basketball) Teams has one of the most powerful teams ever seen in any RCAF Gym. The average height of the team is 6' 2". The tallest member being 6' 6" and the shortest 5' 8". Coach, Ted Richards, has jelled these boys together and has produced a well-balanced effort. Do yourself a favour by attending some of their games. The teams record to date, in Air Division Competition, is 6 wins and nil losses.

Allow me to introduce the members of this fine club. Coach Richards informs your editor that he believes we have a very good chance to bring home the Air Div Trophy and with your support he will guarantee it.

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Back row left to right: LAC's Dennison, Richards, Murray, Nimkovic
Front row: LAC Emmery, Jay Kaufmann, LAC's Howard, Simes,
Missing when photo taken: F/O Ledwell, LAC's Francescone,
Gilmour and Cpl Adams

Meet the Raiders

At this time I would like to turn SPOTLIGHT on two new members of our ever-improving Raider Hockey Club.

The first member is CPL Andy Quintal.

Andy is the "back-up" goalie for our team and as of late has been seeing a fair amount of action, where he has proven himself to be capable of playing "heads up" hockey. Andy calls his home Montreal and has been in the RCAF for 12 years where he has been employed as a Clerk Typist. He has been seeing a fair amount of action, where he has proven since joining the service he has played for representative teams from Stations Penhold and Camp Borden.

Next we meet another new comer by the name of LAC Bill Boran.



CPL. Quintal



LAC. Boran

Bill "hails" from Springhill N.S. and has been in the RCAF for 5 years. Bill has played as a defenceman throughout his 14 years of hockey. He has been part of Winnipeg and Trenton's station teams however the one sojourn which he is very proud of is the fact that he was a defenceman for St. Pats of Amberst who were Provincial Intermediate "A" champions in the year 1955-56. Keep up the good work Bill and we are looking forward to seeing you in action.

Auf Wiedersehen till next month.

Officers' Mess Bonspiel



First in the First Event, F/L Bridgeman (skip), Mrs Armstrong (mate) F/O Saunders (Second) Miss Kleinwort (lead)



First in the Second Event W/C Markham (skip) Mrs Wren (mate) Mr Henderson (second) Miss Gummesson (lead)

The winners in the first and second events of the Officers' Mess Trophy Bonspiel are shown in the above photos. The Bonspiel was held at the 4 Wing Curling Club on the 7, 8, 9 Dec 1962. Sixteen Trophies were awarded to the 4 Winning Rinks. In the above photos G/C J. J. Jordan is seen presenting trophies to the two top rinks.



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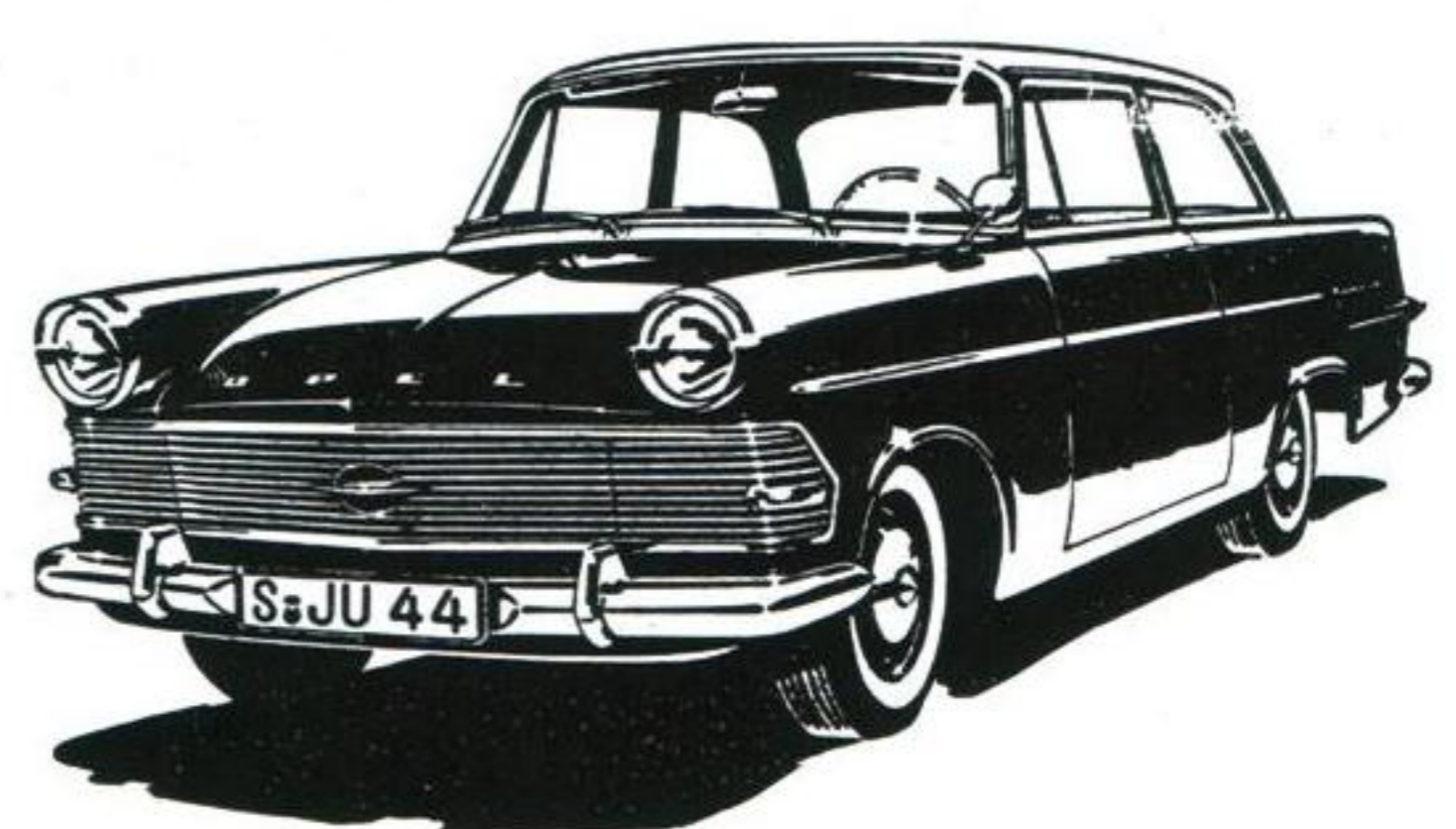
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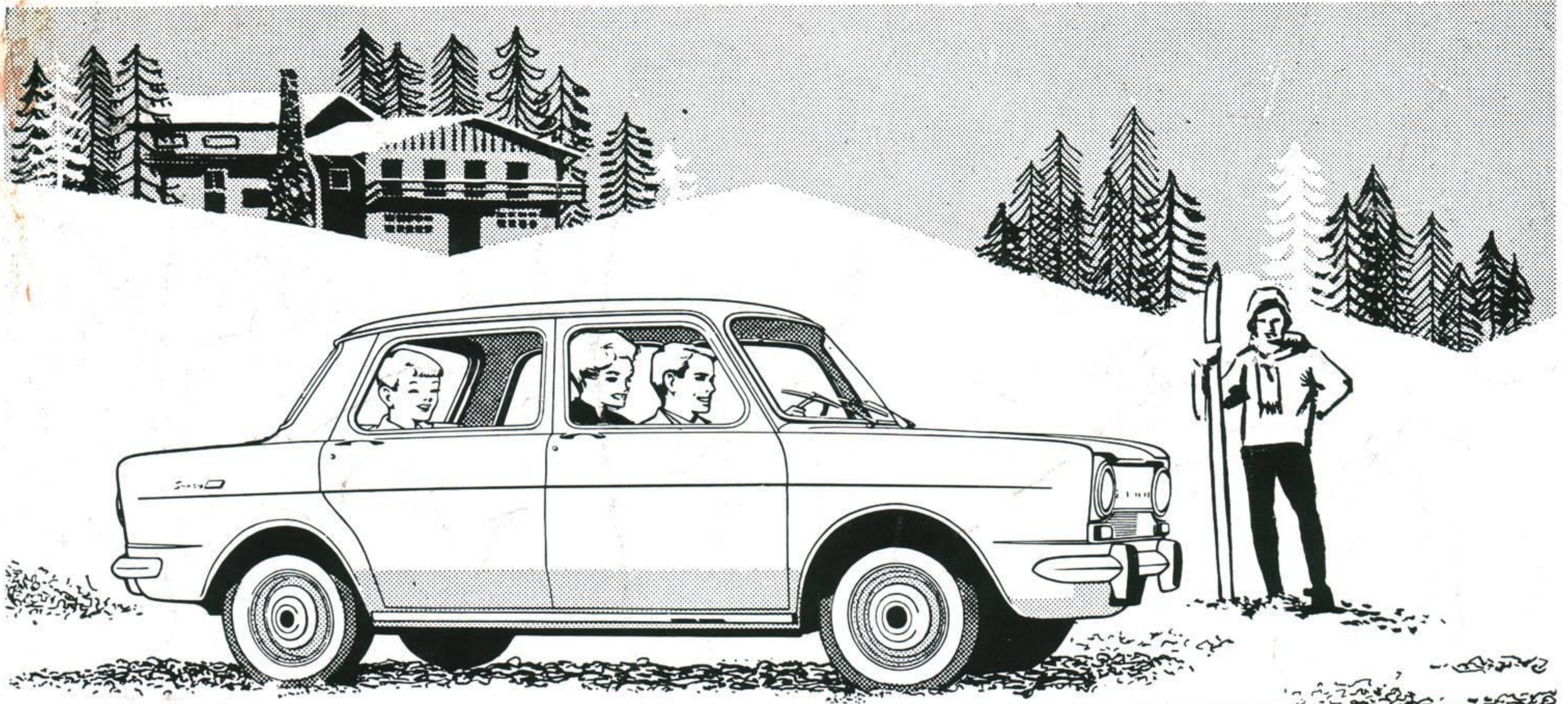
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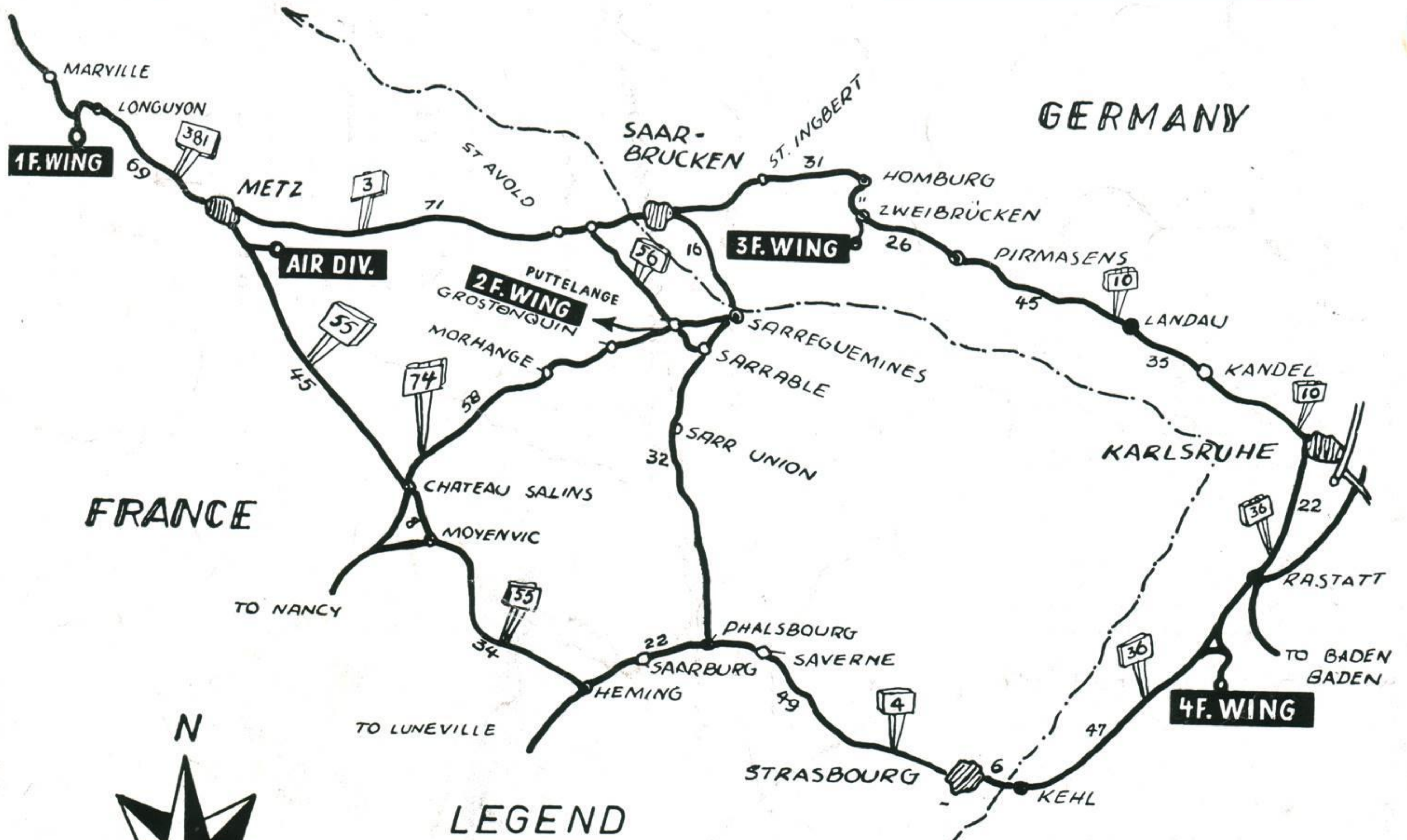
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