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VOLUME X • MARCH 1963 • NUMBER 3

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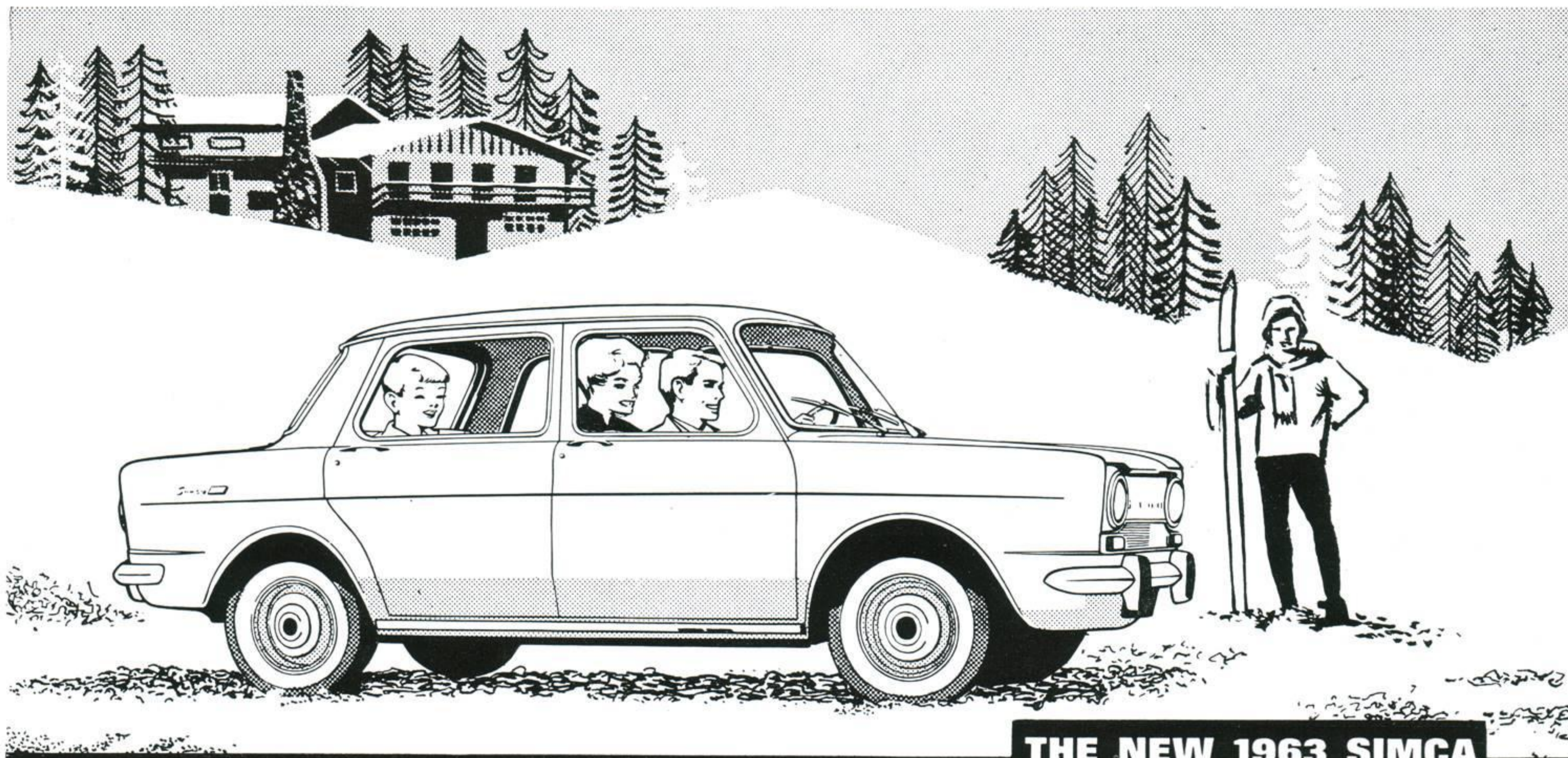
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The Furtwangen Clock Museum

COVER STORY

Although museums on the whole may not hold much attraction for some people, our cover picture this month features one which is a little out of the ordinary.

Located in the Black Forest town of Furtwangen, it contains a collection of 1,200 clocks of all shapes and sizes and from all parts of the world some of which are no less than 250 years old.

The cover photo shows one corner of the museum, in which a genuine 18th Century clockmaker's workshop has been installed. It is complete to the last detail, and includes all the simple tools and instruments available to the craftsman of those days, together with his technical reference books.

Clocks have been one of the traditional products of the Black Forest region for nearly three centuries, and it was here that the famous cuckoo clock was first created. Examples of early clocks of local manufacture are on display dating back to around 1700. These are the so-called "shield clocks", with ornately painted faces.

One of the first chiming clocks can be inspected in the museum. These came into popularity in 1730, and had bells made of blown glass instead of metal. Other mechanical wonders of bygone days are the many puppet clocks with moving doll figures (always a special attraction for the younger visitors), a fascinating astronomical timepiece built in 1787 by a Benedictine monk, early musical clocks and an "Orchestrion" (grandfather of the barrel organ).

How this last exhibit managed to gain a place in the museum is not explained. Nevertheless it makes one further curiosity to inspect in one of the most interesting collections of its kind you can hope to find in Europe.

Furtwangen is easily found on the road map — roughly 245 kilometres east of Freiburg.



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WHY NOT VISIT ITALY?

The Italians are the gentle souls of the Mediterranean — although they don't always look it. It is a paradox that a country in which politics can be turbulent and violent, in the southern hills of which honest-to-goodness bandits still operate, and in which a casual argument between two men in a street can have all the sound and fury of a riot, is perhaps the least warlike of Europe. Italians want to live and let live.



THE SOUND AND FURY OF A RIOT

The individual Italian's concept of the life he wants to live may be limited to a small piece of earth to till, enough spaghetti to relieve his hunger, a bottle of wine and somebody to argue with; or it may extend to fine clothes, fast cars and a country estate; but basically the urge is the same — to be allowed to live in his own way.

The results of this attitude are evident today in the social and political structure of Italy. The Italians who have the money to support a high standard of living want to keep it, and resist taxation and social change; the many Italians who have nothing strive vocally for the bare livelihood which would satisfy them. Each man has his own life in mind; he is an individualist.

On a more idealistic plane, the Italians are proud of their Latin political tradition. This tradition, stretching back over 2,000 years of history, has kept alive the memory of the highly organized government of Imperial Rome and the system of Roman law that prevails wherever Roman languages are spoken in the world today, in France and Belgium, Spain and Portugal, Latin America, Louisiana and Quebec.

The greatest epic of all time after the Greek Homer were Vergil (the poet of Imperial Rome) and Dante, the medieval author of the Divine Comedy. In the Renaissance period that ended the Middle Ages they gave the world artists like Michelangelo, Leonardo da Vinci, Raphael, Botticelli, Benvenuto Cellini and, both at that time and subsequently, the annals of European political and philosophical thought are full of names like Machiavelli and Vico.

Then too, Italians have a sense of achievement in the physical development of the modern world. Many of the leading explorers like Christopher Columbus and John Cabot were Italians, though they sailed in the ships of countries

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Advertising Manager Flight Lieutenant Mitchell

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

other than their own. More recently scientists like Volta (whose name is perpetuated in our word 'volt'), Marconi and many others have shown that Italy has played and still plays a significant role in this scientific age.

Above all, however, Rome to them is a cradle of Christian civilization, the city from which missionaries were sent out not merely to other European countries but to every corner of the world.

THE COUNTRY

Italy is a land of great natural beauty — river valleys, foothills, lakes, mountains and, all around it, a warm blue sea. This beauty tends to hide the fact that it is a harsh land. It thrusts out from the main body of Europe like a bony leg. The bones are near the surface. Rugged mountains run the length of the Italian peninsula, then rise out of the sea again to form the island of Sicily. To the west, the crests of another mountain range rise from the water to form the Italian island of Sardinia and the French island of Corsica, where Napoleon Bonaparte was born.

In all, the country has an area of less than 120,000 square miles — about half that of Saskatchewan — and supports nearly 50,000,000 people.



THE LEANING TOWER OF PISA

It is principally an agricultural country. In the north, in the flatlands of the river valleys and on soil reclaimed from coastal marshes, it grows wheat and corn; further to the south and in the hillier areas it produces grapes and olives.

Industry is concentrated in the north, in the area around Turin and Milan.



THE FOUNTAIN OF TREVI

The whole country, however, revolves around Rome, the city of the seven hills, the city on the Tiber which tradition asserts was founded more than 700 years before the Christian era. A mixture of ancient, medieval and modern it is the seat of government, the hub from which the communications of the country radiate.

ECONOMY

Italy today is over-populated; the land is not rich enough to support the millions on it. In consequence, the country's economy has had to be bolstered, since the war, with a great deal of outside help, most of it in the form of Marshall aid from the United States. Industry — in particular the automobile industry — has been expanded but although the Italians excel in the design of cars they have not advanced far in the techniques of mass production. Similarly, their textile industry is longer on quality than on quantity.

For the rest, Italy lives by the exports of its soil — fresh and dried fruits, artificial fibres and fabrics, cotton yarn and fabrics, machinery and wool yarn and fabrics. It also exports raw silk, wine, vegetables and some minerals.

HISTORY

It is impossible to escape from history in Italy; its monuments stand on every street corner. Ruins from the days of Imperial Rome, medieval churches, graceful buildings from the Renaissance, flamboyant memorials to the patriots who unified Italy a century ago, ponderous structures raised to glorify Mussolini's Fascism — all can be found side by side.

The strange thing about the history which these monuments recall is that for nearly its entire span it was not the history of one country but of many warring municipalities. Geography makes Italy a logical unit — a peninsula cut off from the rest of Europe by the formidable barrier of the



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Alps. But from the time of the break-up of the Roman Empire in the fifth century of the Christian era, the area which is now Italy was split up among a number of separate states.

In the Middle Ages, Popes and German Emperors waged war for sovereignty over the peninsula. Out of the struggle the burghers of the cities gained liberties and territory. By the year 1500, there were five principal states: Venice, the strongest, had built great wealth cut of trade with the East and had annexed an overseas empire around the shores of



**St. Peter's
Square
in Rome**

the Mediterranean; Milan, under the Sfozas, drew upon the wealth of the most fertile part of Italy — the Po Valley — and commanded the land trade routes through the Alps; Florence built up its strength on international banking and the wool and silk industries and came under the dictatorship of the Medicis; the Papal States extended over the central part of Italy; in the south the Kingdom of Naples and Sicily, which had been wrested from the Greeks by the Crusaders of the eleventh century, became strong.

In the fifteenth century, Italy reached its intellectual and artistic peak but politically the country was a cockpit; the ruling houses, trying to extend their fields of influence, constantly clashed. City fought against city and alliance against alliance. And foreign powers constantly intervened: France and the Hapsburg Empire joined in Italy's internal wars. In 1527, Rome itself was sacked by Spanish and German mercenary troops.

Through the sixteenth, seventeenth and eighteenth centuries, Italy remained divided and largely under foreign rule. Napoleon invaded it; after his fall, the separate Italian states were rebuilt on the old divided pattern, with Austria dominating the northern part of the country.

In 1848, there was a revolt against Austria, but it failed and it was not for another twelve years that a united Italy emerged, with the help of the patriots Cavour and Garibaldi.

In the First World War, Italy joined the Allied side. Between the wars, it developed, under Mussolini, the world's first Fascist system. It entered the Second World War as an ally of Germany but switched sides after it had been invaded by the Allies and Mussolini had been overthrown. In 1946, by a vote of the people, the monarchy came to an end and the Italian Republic was created.

WHAT TO SEE

Almost everything in Italy is worth seeing; it is a country of exquisite beauty. Living costs are lower than in some European countries and transport services are good. In particular, there are excellent (and cheap) long-distance buses.

Everyone knows of the churches, museums and architectural attractions of Rome, Venice, Florence and the other historic cities, but the leisurely pleasures of the smaller (and less expensive) towns especially those on the coast, should not be overlooked.

If you visit Italy you should not miss:

Rome: St. Peter's, the Vatican, the Sistine Chapel, the Appian Way, the Catacombs.

Verona: The Roman Forum, Torre del Gardello, the Palace of the Maffei.

Venice: The Grand Canal, St. Mark's, the Palace of the Doges.

Florence: The Uffizi, the Pitti (and other art galleries), Ponte Vecchio, the Palace of the Medici, the Cathedral and the Church of St. Lorenzo. Visit also Siena, Perugia, Pisa and Assisi.

Milan: The Cathedral, the Church of St. Ambrose, Sta. Maria della Grazie (the Last Supper by Leonardo da Vinci).



Note

In Italian, the plurals of masculine words end in "i" and those of feminine words in "e". This is worth remembering when you find two doors with scarcely distinguishable signs on them: "Signori" for "Gents" and "Signore" for "Ladies".



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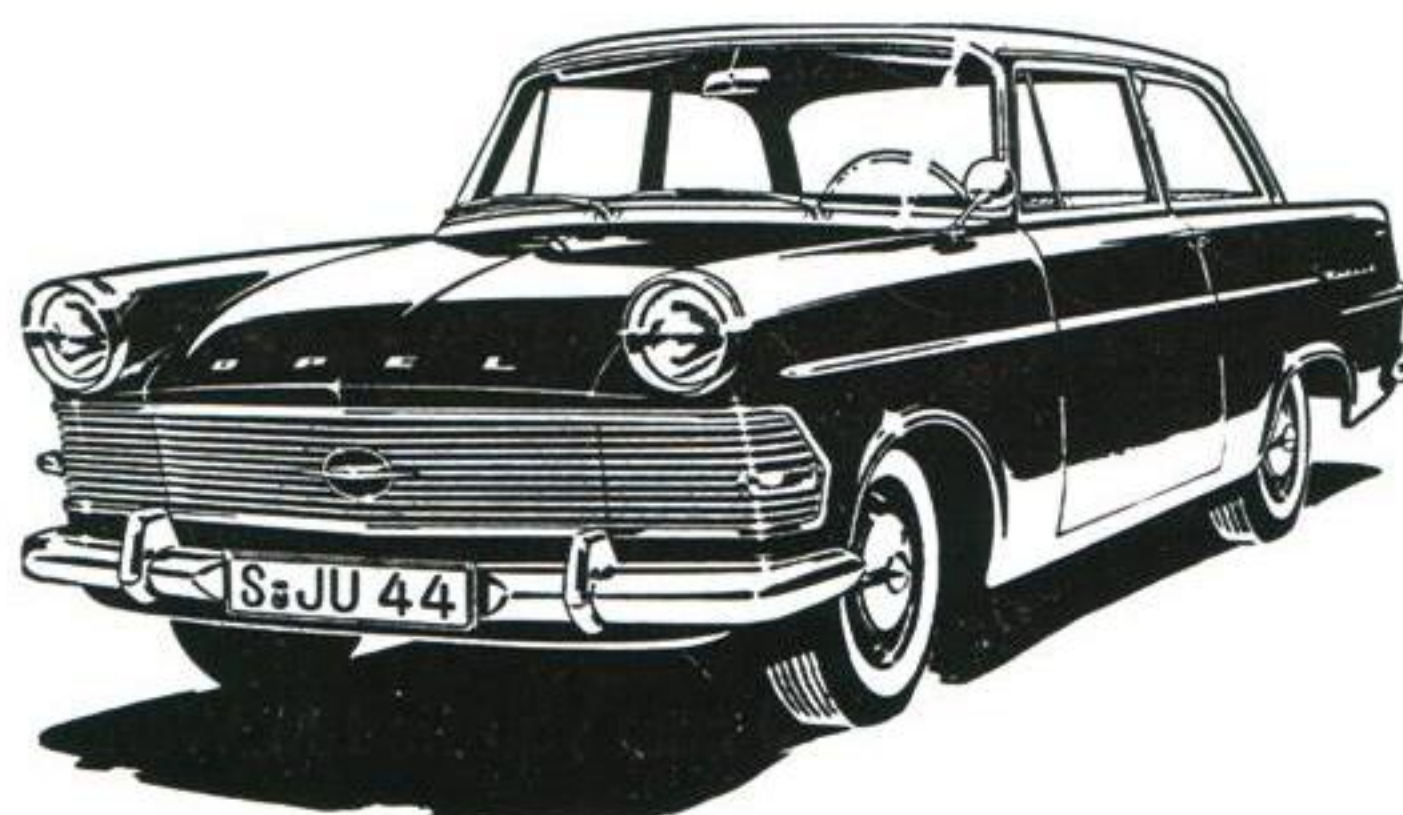
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THE SABRE STORY by WO2 TATE

The "Sabre" is a fighter aircraft that has proven itself and will go down in the annals of aviation history as one of the aircraft immortals. When WW2 pilots mention with pride that they flew Hurricanes, Spitfires and Mustangs the post war pilots can justifiably proudly say "We flew Sabres". Since the "Sabre" was developed by North American Aviation it has fired its guns in anger in the Korean War and distinguished itself as a first class fighter in numerous countries of the world. In the European theatre since the advent of NATO nearly all American and Canadian series have flown here. At the present time the Canadian Sabre Squadrons in 1 Air Division are flying the Mk. 6 Canadair Sabre modified USAF (F-86-E). The German Air Force Mk. 6 Sabres, Norweigen F-86-F and F-86-K, USAF - F-86-H's.



SABRE F - 86 - A

The beginning of the "Sabre" goes all the way back to 1945. The XP-86 design was submitted in 1945 and the USAF ordered three prototypes. This original version had straight wings and was very little similar to the present Canadian Mk. 6 Sabre. At this time the Americans had acquired access to German aircraft research data and many of these features were incorporated in the P-86 including the 35° swept back wings. It is claimed that these modifications raised the top speed by 70 mph and improved its high speed handling characteristics. A USAF production order was placed for 33 F-86-A-INA "Sabre" jets in December, 1946 which was about 10 months before the first P-86 (prototype) flew. The XP-86 Sabre with the Allison J35 flew 1 October 1947. In November 1947 the first Sabre was delivered to the USAF for trials. In December 1947 the USAF ordered 188 more P-86A's. In 1948 the pursuit aircraft officially became fighter aircraft and the first two production "Sabres" were right on time to be awarded the new prefix "F". There were 556 North American F 86-A-INA's built and 188 F 86-B's. The F 86-C was designed with twin intakes and was so completely changed that it was redesignated YF-93A. The prototype only

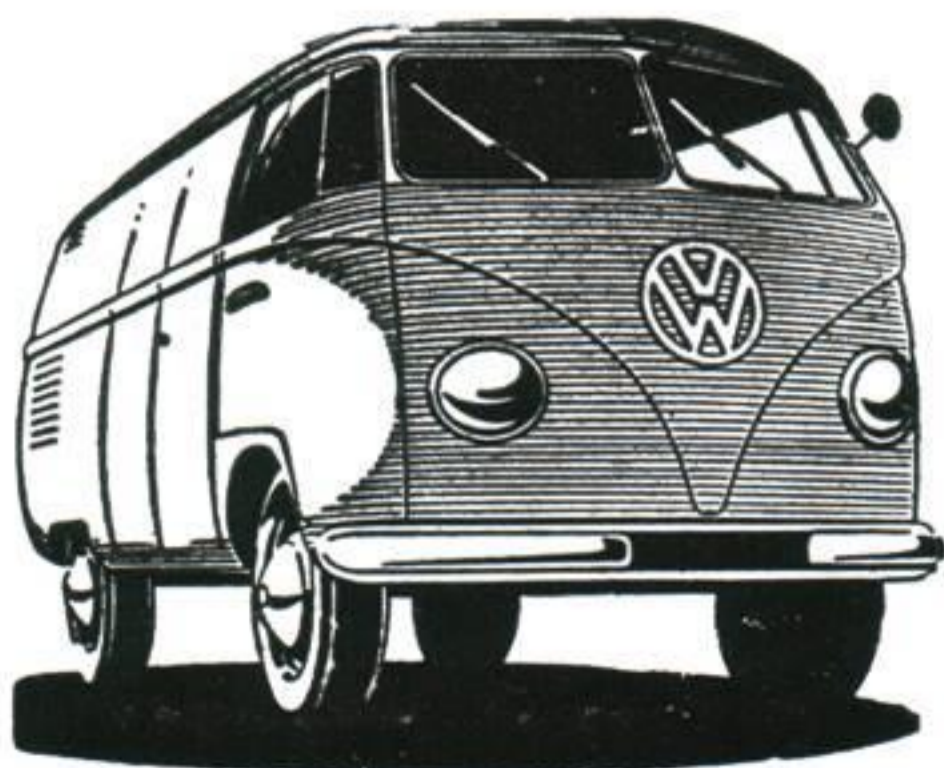
was built. The F-86D (Sabre Dog) was the next in line and it was the first single seat all weather fighter designed entirely around rockets for armament. The F-86H series was easily recognized by its deep flat looking fuselage. The later "H" models have 4 twenty mm cannon in the nose instead of six fifties. The aircraft has a larger jet engine and is 3000 lbs heavier than the Sabre "E". The F-86K and "L" look similar to the "D" but have four cannon.

In August 1949 Canadair signed a contract with the RCAF to build 160 Sabres. The first decision was to build the F-86A but shortly after production had begun the North American people came out with the F-86E with its all flying tail. So Canadair immediately incorporated the change. At this time the USAF ordered 350 F-86E from Canadair. It is interesting to note that Canadair took the bull so completely by the horns that the first Canadian F-86E flew only two weeks after the American F-86E flew. The first Canadian Sabre F-86A RCAF 19101 flew 9 August, 1950 with Test Pilot A. J. Lily at the controls. This aircraft was towed from Cartier Ville to Dorval as their runways were being lengthened for this programme. Lily was the first man in Canada to exceed mach unity while flying this machine. Sabre 19101



SABRE F - 86 - H

is retained by the RCAF for its historical aircraft. The RCAF received its Mk. 2's in early 1951. In December 1951 Canadair was asked by the RCAF to incorporate the Orenda engine into the Sabre. This Orenda Mk. 3 was installed in Sabre 19200 (this increased the thrust from 5,200 lbs to 6,000 lbs) and the Mk. 3 was born. On May 1953 Jacqueline Cockran took the women's air speed record. This one and only aircraft is sitting at the RCAF Manning Depot, St. John, Quebec. The Sabre Mk. 4 still retained the J47-GE-13 but had numerous modifications. There were 437 Mk. 4 Sabres built and the RAF received 430 of them so in 1952 the RCAF, the RAF and the USAF all were flying Sabres as their first line fighters. The RAF flew this group of aircraft more

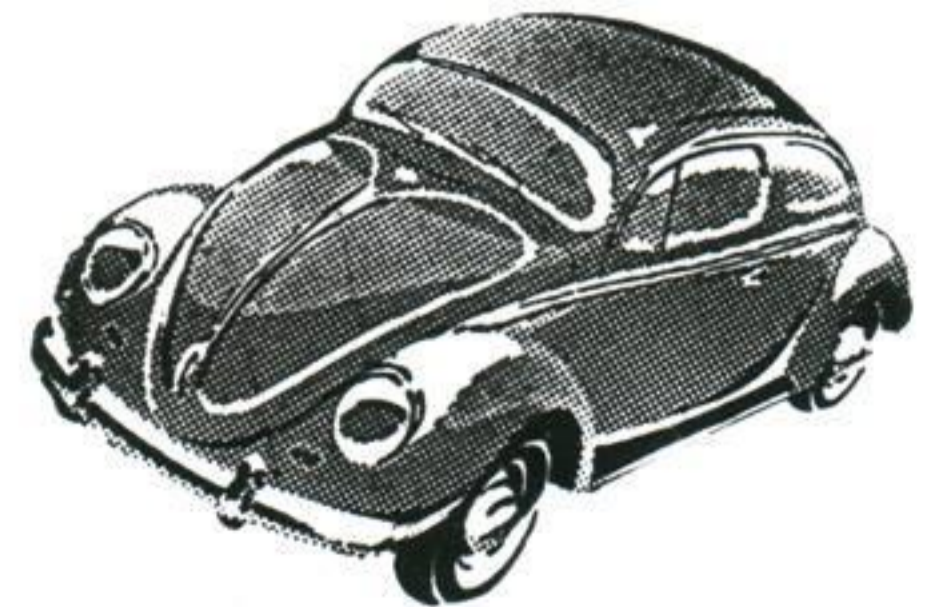


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than 120,000 flying hours and then passed them on to Italy, Greece, Turkey and Yugoslavia. By 1953 the testing of the Orenda Mk. 3 was completed and the Orenda X (6,355 lbs thrust) was ready for installation. By this time the 791st machine (23001) was the first aircraft to receive this engine. The Cl-13 A Sabre Mk. 5 was completed 21 July, 1953 and flew 9 days later 30 July 1953. The modifications to install the Orenda in the Sabre were very few. The inner portion of the fuselage had to be made slightly larger and pick up points changed. The Sabre Mk. V had a changed wing design without slats. The design was called the 6-3 leading edge. The chord of the wing was increased 6" at the root and 3" at the tips plus wing fences at 70% span. This increased the stalling speed and gave a yaw and roll effect before the stall. Landing speed was also increased but benefits were obtained at the upper end of the Sabre's speed range. .92 mach could be obtained at 30,000 ft before buffeting began. The Sabre V took only half the time to reach 40,000 ft that the Mk. 2 took. Time to 40,000 ft is 9 minutes. By 20 April 1954 the 1000nd Sabre came off the line. Seven months later the Mk. 6 Sabre aircraft No. 1161 RCAF 23371 left the production line. The Sabre Mk. 6 had the 7,275 lb thrust Orenda 14 engine



SABRE MK VI

installed. The rate of climb was radically improved and 40,000 ft could be reached in 6 minutes. No. 1 Air Division received the Mk. 6 Sabre in 1955. At this time the Sabre 6 was classed as one of the finest day fighters in existence. Even with this extra thrust mach unity could only be exceeded in a 45° dive. The Sabre 6 was the last production model of the Canadair Sabre Series. All together Canadair built 1805 Sabres. In the near future Sabre aircraft will be going the way of all aircraft that become obsolete but it will forever remain as one of the truly great aircraft.

COMMUNITY COUNCIL NEWS

On completion of the recent PMQ elections the following personnel emerged victorious:

Councillors:		D/Mayor F/L Wall	Duties
Mayor F/L Dubois			
Ward 1	WO2 Parsons		Sports
Ward 2	WO2 Belcher		Publicity
Ward 3	WO2 Coen		Special Events
Ward 4	F/L Raynard		Play-Ground
Ward 5	F/L Wall		Deputy Mayor
Ward 6	FS Vail		Finance
Ward 7	LAC Cope		Social Events
Ward 8	Cpl Verret		Secretary/Treasurer
Ward 9	Cpl Kelly		Deputy/Sports

Recommendations, complaints, suggestive ideas are welcome. Consult your ward councillor and he will be glad to take up your problem with the committee. It is intended through the medium of the Flieger to keep you up to date on what the council is doing and where your monies are being spent.

MUSINGS OF A FATHER ON A BAD DAY

There's nothing sadder than a childless couple. It breaks your heart to see them all stretched out relaxing around swimming pools in Florida, sitting all sun-tanned and miserable on the decks of their boats, trotting off to Europe like lonesome fools. It's an empty life. There's nothing but money to spend, more time to enjoy, and a whole lot less to worry about.

The poor childless couple get so selfish and wrapped up in their own concerns that you have to feel sorry for them. They don't fight over the child's discipline, they don't blame each other for the child's most nauseous characteristics, and they miss all the fun of doing without things for the child's sake. They go along in their dull way doing what they want, buying what they want, and liking each other. It's a pretty pathetic picture.

Everyone should have children. No one should be allowed to escape the wonderful experience attached to each stage in the development of the young. The happy memories of the baby days — the alert nights, coughing spells, debts, diaper deliveries, "dipso" Baby sitters, saturated mattresses, spilled food, tantrums, emergencies and never-ending crises.

Then comes the real fulfilment as the child grows like a little acorn and becomes a real nut. The wonder of watching your overweight ballerina make a fool of herself in the leotard. The warm smile of the lad with the sun glittering on 500 bucks worth of braces ruined on peanut brittle. The rollicking merry, and carefree voices of hoards of hysterical kiddies stampeding at the birthday party.

A married couple without little ones envy their neighbours. It isn't enough to be Godparents to the entire block — they still miss out on the glorious period of childhood that is alive, exuberant and bursting with healthy impulses to shatter the shredded nerves.

I pity the couple without children to brighten the cocktail hour by brushing the martini from the shaking hand, massaging the potatoe chips into the rug, and wrestling for the olive. How dismally vacant is the peaceful home without the constant childish problems, that make for a well-rounded adult life and an early breakdown. The tender thoughtful discussions when the report card reveals the prodigy to be one step below a halfwit, the close knit family gatherings around the fireplace to roast hotdogs and the puppy, if he isn't fast on his feet. The end-of-day reunions with all the joyful day's happenings related like well placed blows to the temple.

Children are worth it all. Every moment of anxiety, every sacrifice, every complete collapse pays off as a fine sturdy adolescence is reached. The feeling of reward the first time you took the boy hunting. He didn't mean to shoot you in the leg. The boy was excited. Remember how he cried? How sorry he was? How disappointed that you weren't a deer? There are times with a growing son that a man treasures. These poignant moments that are captured forever and held in the heart — and the limp.

New Shoes - Shoe Repairs

Schuhhaus Seckinger, Hügelsheim

Think back to the night of romantic adventure when your budding beautiful daughter eloped with the village idiot. What childless couple ever shared in the stark realism of that dream? Aren't you a better man for having lived richly, fully acquiring that tic by your left eye? Could a woman without children touch the strength and heroism of your wife as she tried to fling herself out the bedroom window? It takes a father to attain the stature of standing by ready and resolute — to jump out after her.

The childless couple live in a vacuum. They fill their lonely days with golf, vacation trips, dinner dates, civic affairs, tranquility, leisure, and money. They contribute no addition to the human race, which is satisfaction in itself. There is a terrifying emptiness without them to see what the years have done. He looks boyish, unlined and rested. She's slim, well-groomed and youthful. It isn't natural. If they had kids they'd look like the rest of us, tired, gray, wrinkled and sagging — in other words — normal.

COURTESY: Radio Station
CFRB Toronto

St. Patrick and His Day

by Ron Coulson

On the 17th of this month Irishmen from the Bronx to Belfast will be seen sporting a bit of green somewhere in their attire to show the rest of the world that they are Irish, and darned proud of it.

Ask anyone of these folks, and they will tell with expanded chests that this is the day of their patron saint, Patrick.

In many communities it is this date which finds various church groups trying to outdo each other with socials, and stage shows along a typically Irish theme, usually sporting one or more of the Irishmen which acclaimed so much fame as a real tough enforcer of the law.

Dances are held in honour of their favorite intercessor in heaven, and radio waves are overflowing with the beautiful ballads which have sprung from this land of Killarney.

Just how many of these Sons of Erin realize how far back into history their patron existed we have no way of knowing, but we are sure that they are grateful to him and the work he did for them no matter how long ago it was done. Certainly very few saints have had the acclaim afforded to Patrick.

Just when he was born is not known for certain, however it has been laid down in various sources that the year was between 385 and 389 A. D. His young life was little different from that of any other boy of his day. His parents were Christians, and his father was a land-owner of sorts. He spent most of his early years tending the family herd of sheep high on the hills of Erin.

When he was sixteen years old he was captured by a band of Irish marauders and carried off to Europe as a slave. He laboured under their whips and curses for six years before he managed an escape from their clutches and wandered on foot through Europe for several more years before he reached home again.

During this time he was considered dead by his family, and when he came upon his village he discovered that a grave change had come over them in that they were all turning into pagans of the worst sort. Plundering of smaller villages and farms was spreading throughout the country with many landgrabbing tribal chieftains declaring themselves kings, and clearing out kingdoms from their fellowmen.

All of this was very distasteful to young Patrick, and he decided that he should become a missionary and do what he could to restore Christian teachings to his people. He took leave of Ireland on his own this time, and for some fourteen years he studied theology in Gaul and Rome.

All this time his sleep was troubled by visions of the many thousands of his countrymen who were suffering persecutions from pagan emperors and chieftains. They called to him in dreams, beseeching him to come to them, and save them from their fate.

In 432 he was consecrated bishop, and made his way back home armed with the teachings of Christ. It was not long before a chieftain he succeeded in converting, granted him a barn, which he in turn made his first place of worship in Ireland.

He worked hard to conquer these pagan peoples, and had many battles with chieftains who would have put him to death except that they were finally won over to God by his inspired tongue.

Another King's son donated an entire estate to be converted into a church, and soon faith was firmly established in Erin.

Many succeeding years were spent in battle with royalty, and although multitudes of hardships confronted him at every turn, he never seemed to weaken. Stronger and stronger became his words, until finally he had won enough over to his side to be able to cope with the rest of the country and establish many churches where hitherto bloodshed had been the only means of power.

Now the word of God was the greatest power in the country, and through this one man Ireland became what it still is to this day, the most Christian country in the world.

St. Patrick resigned as Bishop as soon as he was satisfied that his work was completed, and died in 461.

Yes, the Irish can rightly be proud of their patron saint, for few men in history have left such a lasting monument to their life's work at the pride in the voices of the people who hold March 17th as a special day.

A Scotchman's Reply

Some day I'll come across the sea to Scotland,
If only at the closing of my day,
To see again the moonlight on Loch Lomond,
And to watch the sun go down on Cathkin Braes,

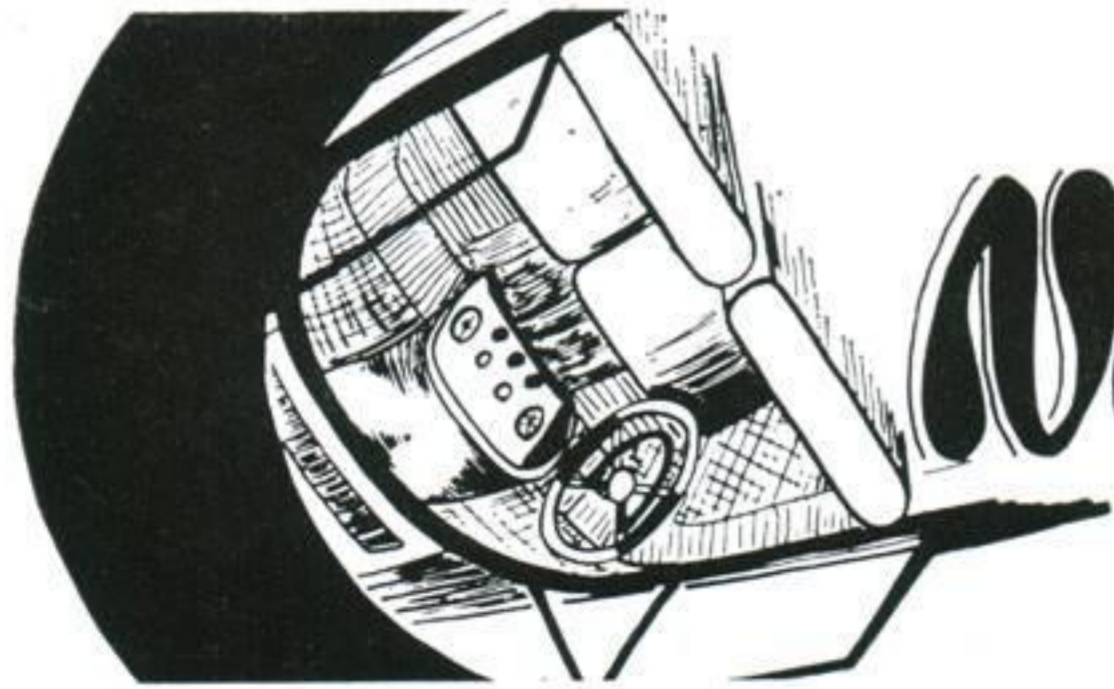
To see again the ripple on Loch Katrine,
The landgirls in the farmyard staking hay,
To sit beside the camp-fire in the gloaming,
And to watch Jock Tamson's bairns as they play,

The winds that blow across the sea from Scotland,
Are perfumed by the heather as they blow,
And the lads that fought and died for their great country,
Spoke a language that the English did not know,

They talk about the Shamrock of Killarney,
They speak about the lovely English Rose,
But there's nothing like the good old Scottish thistle,
And the land in which the Scottish thistle grows,

Now if there's going to be life hereafter,
And somehow I feel there's going to be,
I will ask my God to let me make my heaven,
In that Scottish land that's aye sae dear tal me.

THE Steering Column



ONE GOOD TURN DESERVES ANOTHER

Turning accidents are all too common. A skilful driver who plans his turn is rarely trapped in a tight spot.

We don't all turn the same way.

Some drivers race up to a corner, slam on the brakes and squeal around with tires protesting all the way. This is kid stuff. While this kind of operation is rare to find among professional drivers, it's something which they should expect others to do.

There are a few tricks to making a proper turn. The first step is to get into the proper lane, well in advance. If possible get into that lane a block (400 feet) or more before the turn. On the open highway a half-mile is more like it. The correct turn lane is the outside lane for right turns. For left turns get into the inner lane, if there is more than one lane going your direction. A few communities have local rules which may be different. Usually they have these rules posted.

Now that you're in the proper lane start the signals. Use directional, arm — everything necessary to tell others what you hope to do.

Arm signal rules vary from state to state. If you'll remember to point precisely where you plan to go, it usually gets the message across. Point straight left for left turn. Point right over the roof for a right turn. Point down if you intend to stop.

Turn signals are a great thing, especially at night and during bad weather. They can't always be seen by some one alongside, however, nor can they always be seen by the guy behind the guy behind us. A smart driver throws in the hand signals, too. Every little bit helps!

A good turn is made at reduced speed. You can turn sharp only if you are going really slow. If you have to crack on your brakes in a turn, your vehicle will skid in a straight line, not in a curve. So, get that speed down.

To turn left, wait until you can go across without having to fight it out with oncoming drivers. Sometimes you will have to wait until the light changes to get the break. Often you'd be better off to forego the left turn altogether and instead try for three right turns around the block, thus accomplishing the left turn without having to stand in traffic. Takes a bit longer, but it's safer.

A word on right turns. With a long rig it's pretty hard to turn from the right hand lane into the right hand lane of the cross street unless you drive over the curb. Most drivers wrongly swerve left just before the right turn, to get more swing room. This makes the turn possible but invites some eager beavers to attempt passing you on the right.

Follow these simple rules and you will be making one good turn after another.

The sequence of actions for a regular turn are these:

1. Signal for the turn by means of hand signal, directional lights, and position of the vehicle.
2. Slow down. Pump brake to make sure you do have brakes. Pumping action is needed to bring the vehicle down to 10 to 15 miles per hour.
3. Look in your rear vision and glance back out of the tail of your eye. If clear, proceed.
4. Use hand-over-hand technique on the steering wheel. This keeps one hand always in control.
5. Halfway around the corner start to accelerate slightly.
6. Straighten out, and you're on your way.

One good turn deserves another.

She was shook up. So was the truck driver. The crash destroyed her car. Now, she knows what turn lights mean. Men who drive the roads should remember that your signals may not always be correctly interpreted. So, take it easy on turns. No sudden swerves or fancy stuff. Give the fellow who tries to sneak past time to blow his horn in distress even if he shouldn't be there in the first place. Get in the proper lane early and carefully. Signal well in advance. And finally — help out the other guy who is trying to turn, too.

She was turning right.

An old lady with very little driving experience and even less know-how pulled up behind the truck. She saw the winking right turn light and thought it meant that it was OK to pass on the right. She wanted to go straight ahead, so she dutifully swung over and when the light changed she attempted to pass to the right of that big truck when it was turning right.

I recall one accident years ago. A semi-trailer outfit was planning to turn right. He snapped on his right turn signals and sat there, secure that his intention to turn right was being clearly signalled.

An old lady with very little driving experience and even less know-how pulled up behind the truck. She saw the winking right turn light and thought it meant that it was OK to pass on the right. She wanted to go straight ahead, so she dutifully swung over and when the light changed she attempted to pass to the right of that big truck when it was turning right.

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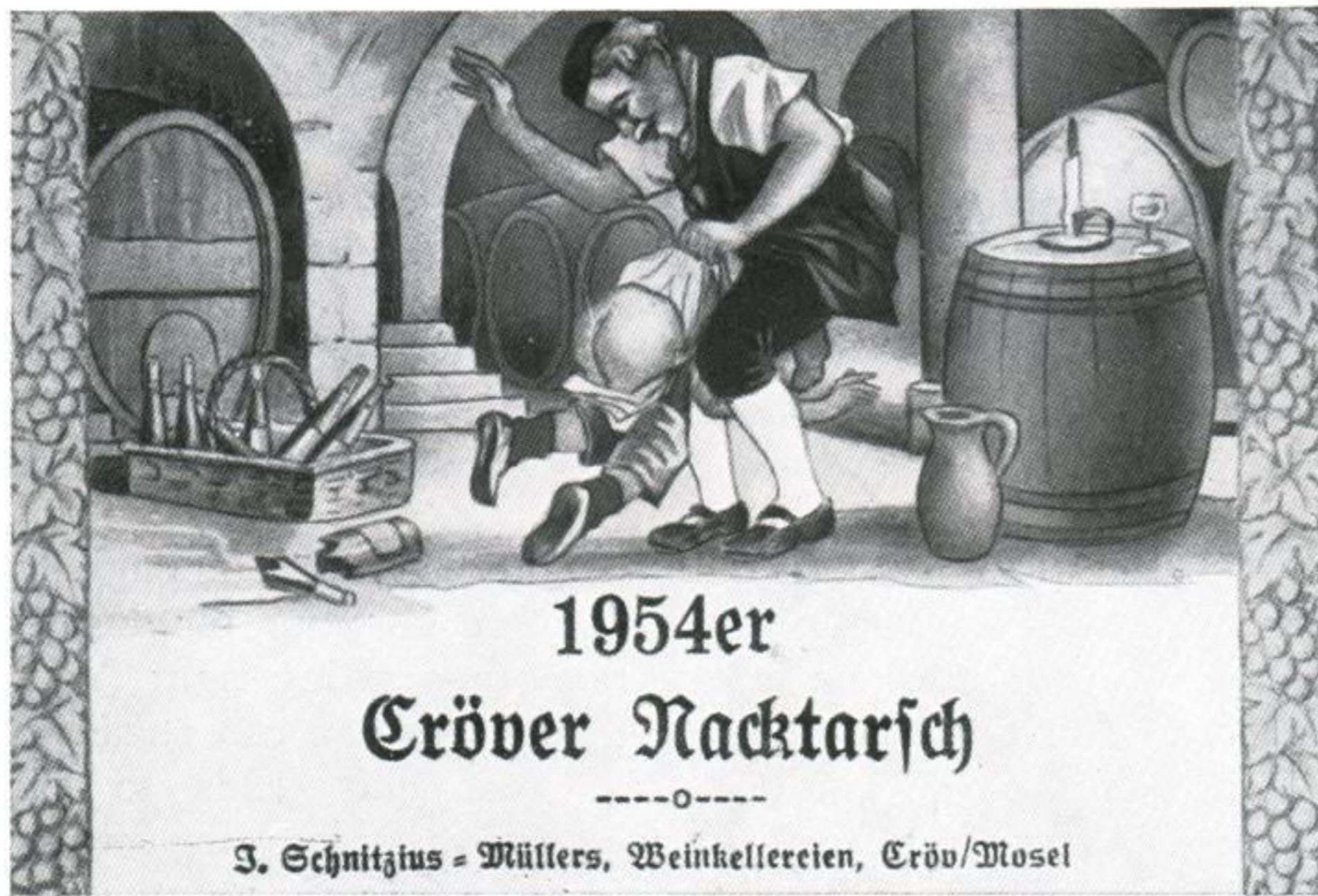
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A History of a popular - risqué wine name

At the inn "Ritter Götz" at Kröv

Translation by Elfriede Radetzki

In some vintager-villages on the Moselle river many hotels are named after their most famous brand of wine. For instance, at Piesport one can put up lodging in the "Goldtröpfchen" (golden drop), at Wehlen in the "Sonnenuhr" (sun dial) and at Ürzig in the "Würzgarten". At Erden one can take a rest at the "Treppchen", and at Zell it has to be the "Schwarze Katz" (Black Cat). In the historical wine-village of Kröv, however, one takes lodgings at the "Ritter Götz"; this name is not a paraphrase of the most popular wine-name of Kröv, though; since this "imperial inn" existed already some decades before one started drinking the "Kröver Nacktarsch" (literal translation: naked backside).

This name, for which Kröv is much envied by the other wine-districts, owes its origin to a rather prosaic but historically authentic fact. At the time when King Ludwig XIV had the left border of the Rhine under his occupation, the vineyards of Kröv were pledged to a monastery, and the vintagers had to work in the vineyards for very low wages. During the vintage-season, however, they got an extra-allowance in so far as they could also pick grapes for their own needs for as long as a candle required to burn down. When, in fall of 1711, the grapes of the "Kröv Paradise" vineyard were of a particularly fine quality, the monks — who had a great liking for good wine — did not want to give the vintagers their share. So when the day came, where the vintagers could pick grapes for their own use, the monks — in an effort to reduce their share as much as possible — put laxatives in the vintagers' food hoping that this would keep them "busy" otherwise so that they wouldn't be able to pick many grapes. The Kröv vintager people, however, were

not so easily outwitted. When the laxative started to work, women- and menfolks, free and easy, uncovered their bottoms right in the vineyard, so that they did not have to interrupt their picking. "Never mind the Padres seeing our backsides", they said, "it is more important that we get our grapes".

And since the time that the brave Kröv vintagers and their womenfolks fought for their rights in such a drastic manner, the vineyard "Kröv Paradise" was re-named into "Kröver Nacktarsch" — in honour of the vintagers and as a mockery of the monks. The „Kröver Nacktarsch“ wine, however, got its popularity more or less through the tourists. Nowadays, nobody would come home from a trip to the Moselle without stopping at the station Kröv of the "Saufbahnle" (booze railway, connecting the famous wine-villages) and crossing over to the 1200 years old village on the other side. The Kröv population have not yet erected a monument to commemorate this historical event; they content themselves with giving an illustration of their most popular wine-growth on the bottle labels — although not in the historical version!

Just like in other wine villages, the large number of inns at Kröv can very often not accommodate the great influx of tourists. The "place of pilgrimage", one could even say the "stronghold" of the Kröver Nacktarsch is the ancient imperial inn "ZUM RITTER GÖTZ", which is one of the most remarkable inns of Germany; the inn-keeper, Mr. Matthie Junglen, is famous for his good sense of humour and is an odd fellow. This old inn is full of exposed body parts, not only on the wine-bottle labels, but also on the stain-glass windows, murals, drawings and photos covering the walls, and the pictures do not only represent children, but also very seductive females. Matthie Junglen, the innkeeper, in order to exonerate himself from any possible wrong suspicion, has hung up among those pictures a document on a decision made by the Public Prosecutor of Hesse Province in 1933, which reads as follows: "There is no sexual relation attached to the picture of the human backside on the wine label in question, so that the sense of decency and the ethic feelings cannot be offended in this regard." For those, who may not quite agree to this "official judgement", the following inscription is displayed in the old inn:

You are at a historical place, so enjoy yourself
 You are at the source of „Kröver Naked Bottom“
 And if you think this word is too swinish — don't blame me
 Translate it yourself into Latin — since I can't do it for you!

And being in Kröv, drinking the most famous wine of the village, who wouldn't join in the merry-making! Let's hope that the "Kröver Nacktarsch" agrees with your system just as well as with the four old "worshippers of Bacchus" who — totaling 345 years — had their picture taken in a wine drinking mood and are now looking down from the wall of "Ritter Götz" encouraging the guests to follow their example.

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TRIUMPH

How to Prevent Fires in the Home

Fires from Electricity

Be careful with your electric iron. Electric irons left connected have caused many fires attributed to electric wiring and equipment. Approved irons with automatic controls to prevent overheating will reduce this hazard.

If the wiring system of the house is to be extended, call a competent electrician and have the job done right. Cords to portable electrical appliances should be as short as possible. Replace them when they become the least worn or frayed. The fuse is the "safety valve" of the house wiring system. Replace "blown" fuses with new ones of proper size. Using pennies or pieces of wire instead of new fuses invites fire.

Fires from Gasoline, Kerosene, etc.

Never bring gasoline, benzine, naphtha or similar volatile flammable liquids into the home for any purpose. Use carbon tetrachloride for removing spots from clothes. Send to the dry cleaner any garments needing extensive cleaning. If kerosene is used in lamps or stoves, fill these by daylight only. Do not use kerosene or gasoline to start fires in stoves. Flammable liquids, especially gasoline, are treacherous in that they may be used many times without accident where atmospheric conditions may not be right for an explosion. But properly mixed with air the explosive power of gasoline has been compared with that of dynamite.

Fires from Hot Ashes and Miscellaneous Hazards

Put hot ashes in metal cans only, never in paper or wooden containers, nor against wooden floors or partitions. Don't mix ashes and rubbish.

Keep the tops and ovens of stoves free from grease. Thaw frozen water pipes with hot water, not an open flame. Set clothes to dry a safe distance from stoves, heaters or fireplaces, and make sure that gas burners are a safe distance from towel racks or curtains. Protect woodwork around or under gas burners. Have all gas stoves connected with solid piping. If leaking gas is noticed call the gas company. Do not allow cleaning, polishing or point rags to accumulate, as, especially if in a warm place, they may ignite spontaneously.

Fires from Holiday Hazards

The holidays, Christmas, Halloween, July Fourth and others, introduce special hazards into the home in the form of combustible decorations, candles, lanterns, or fireworks. Do not permit fireworks at all. Purchase decorations which burn readily. Use asbestos instead of cotton wool for Christmas "snow". Use substantial candlesticks, and never put candles on Christmas trees, in windows near curtains, near decorations, or in paper lanterns. Remove Christmas "greens" by New Year's, as they are flammable when dry.

BE FIRE CONSCIOUS

Rubbish Fires

Provide covered metal cans to hold necessary collections of rubbish. Remove rubbish regularly from the house, particularly from cellars, attics, closets and such out-of-the-way places. If there is no city rubbish collection, or no built-in incinerator, burn the rubbish in an incinerator made of sheet metal or heavy, small mesh wire in the back yard as far away from the dwelling as possible. Where there are accumulations of old boxes, furniture, paper, combustible trash or debris, fires can get a quick start and spread rapidly. Carelessly discarded "smokes", matches, or sparks from stoves or furnaces will often go out of their own accord if there is no rubbish or other combustible material to ignite. Some kinds of waste material may ignite spontaneously.

Fires from Defective Heating Apparatus

Set stoves and heaters on substantial bases well away from walls. Place a sheet of metal under stoves on wooden floors. Protect any nearby woodwork with sheet metal or asbestos. Keep smokepipe clean, in good repair, secured, and at least a foot from woodwork or combustible material. Where smokepipes pass through a combustible partition use a ventilated thimble with a foot clearance around the pipe. If an oil burner is used, select a type approved by Underwriters' Laboratories and have the installation looked over by the fire department. Make sure that there are no leaks. Have the equipment cleaned and overhauled annually.

Fireplaces should be protected by substantial screens. Remember that every stove or heater is a potential hazard unless properly controlled. Always look to the fires before leaving the house or retiring for the night. Automatic control devices are now available to reduce the danger of overheated furnaces.

Fires from Matches and Smoking

Use friction lighters or safety matches wherever possible. Keep matches where small children cannot reach them. Provide a liberal supply of ash trays throughout the house. Cultivate careful smoking habits. Do not smoke in the garage or barn, nor in the attic. As you value your life, do not smoke in bed.

Fires from Combustible Roofs

The roof covering of your house is one of its vulnerable points. The material with which it is covered, the manner of its application and its maintenance will affect its fire resistant qualities. Where roofs are wood, provide spark arresters on chimneys, wet down wooden shingles in hot dry weather or when there is danger of sparks from nearby fires. Remove accumulations of leaves and litter from gutters and valleys. Before old wooden shingles deteriorate, replace with fire retardant roof covering. Many cities require fire retardant roofs by law.

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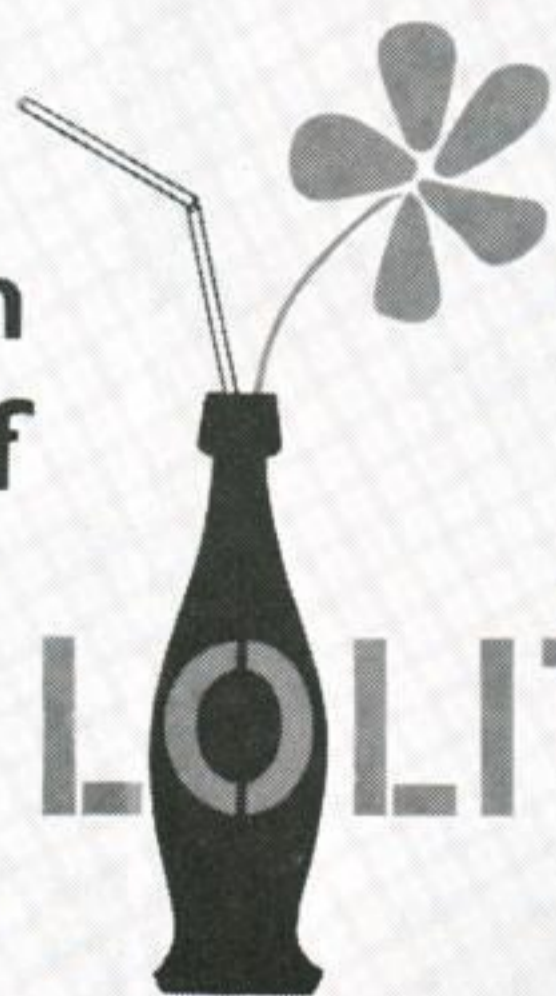


A witty and darkly tragic, sex comedy melodrama. Based on Vladimir Nabokov's sensational best-seller, it describes a European professor's unholy entanglement with his precocious American teenage step-daughter also sought by an eccentric TV playwright. (X) Adults only.

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How
did they
ever
make
a film
of



LOLITA

?



X ADULTS ONLY

METRO-GOLDWYN-MAYER presents in association with SEVEN ARTS PRODUCTIONS JAMES B. HARRIS and STANLEY KUBRICK's **LOLITA** starring **JAMES MASON · SHELLEY WINTERS · PETER SELLERS** and introducing **SUE LYON** screenplay by VLADIMIR NABOKOV based on his novel "Lolita" Directed by STANLEY KUBRICK Produced by JAMES B. HARRIS Music composed and conducted by Brian Biddle lyrics Theme by Bob Marley

YOUR MARCH ATTRACTIONS

- Fri. 15th & Sat. 16th "THE GRASS IS GREENER"** starring Deborah Kerr, Cary Grant and Robert Mitchum. A Technirama and Technicolor romantic comedy drama, based on Hugh and Margret Williams's successful West End stage play, dealing with a lively encounter between a beautiful English countess and an American oil tycoon. (A)
- Sat. 16th Children's Matinee. "DOWN THREE DARK STREETS"** starring Broderick Crawford and Ruth Roman, plus "EYE WITNESS No. 11" (A pictorial of Canada)
- Sun. 17th & Mon. 18th "WILD IN THE COUNTRY"** is a CinemaScope and De Luxe Color romantic melodrama starring Elvis Presley, Hope Lange and Tuesday Weld. Unfolded in an American small town it concerns a roughly treated rustic who develops his literary talent under a charming psychiatrist's wing, but falls for his mentor and unwittingly stirs up mud. (A)
- Tues. 19th "THE MISFITS"** starring Clark Gable, Marilyn Monroe and Montgomery Clift is an outdoor melodrama with psychological overtones about misfits brought together by circumstance. (A)
- Wed. 20th & Thur. 21st "LOLITA"** starring James Mason, Sue Lyon and Peter Sellers is the recommended adult film of the month as is more fully described above. (X)
- Fri. 22nd. & Sat. 23rd. "BILLY BUDD"** starring Robert Ryan, Peter Ustinov and Terence Stamp. A stark, thought-provoking CinemaScope period British Navy melodrama. Adapted from Herman Melville's forthright novel, it hinges on a deeply-rooted conflict between a humane captain and a sadistic master-at-arms. (U)
- Sat. 23rd. Children's Matinee. "SPANISH MAIN"** An adventure story plus "CIRCUS TODAY". A short subject of circus life.

- Sun. 24th & Mon. 25th "THE WONDERS OF ALADDIN"** starring Donald O'Conner, Noelle Adam and Vittorio De Sica is a bright disarmingly ingenuous CinemaScope and Technicolor screen pantomime. It puts Aladdin, a popular character of fairyland, through his paces and effectively permutates and embellishes an evergreen basic plot. (U)
- Tues. 26th "THE LAWBREAKERS"** starring Jack Warden, Vera Miles and Robert Douglas. A romantic crime melodrama unfolded against impressive big city backgrounds. It tells how a forthright police officer relentlessly wages war on a vice racket. (X) Adults only.
- Wed. 27th & Thur. 28th "GRIP OF FEAR"** starring Glenn Ford, Lee Remick and Ross Martin. A suspenseful crime melodrama with a vivid and authentic San Francisco kaleidoscopic backdrop. It covers a stubborn, no holds barred battle of wits between a psychopathic killer, who plans a big bank robbery, and a resourceful G-man. (X) Adults only.
- Fri. 29th "SWISS FAMILY ROBINSON"** starring Dorothy McGuire, John Mills and James MacArthur is the jolly and exciting Panavision and Technicolor Walt Disney adventure-comedy-melodrama, freely adapted from Johann Wyss's classic. (U)
- Sat. 30th Children's Matinee. "FIVE LITTLE PEPPERS IN TROUBLE"** A comedy adventure story plus "TEMPLE OF EVIL" starring Robert Newton.
- Sat. 30th "THE ABSENTMINDED PROFESSOR"** starring Fred MacMurray, Nancy Olson and Keenan Wynn. A science-fiction extravaganza concerning a dizzy college professor who accidentally stumbles across a new substance which enables people and things to defy the law of gravity. (U)

Your Fieger:

"GIRL OF THE MONTH"



Stacey Rogers



Touring our Flugplatz



422



Sqn

Fasching has been the main after duty activity for the past month for nearly everyone on the Squadron. It seems that one last big fling has been the goal before the majority leave for distant lands and new jobs where Fasching will only be a memory. Perhaps this is why the parties have seemed bigger and better than previous years. We must commend the SMU for their stamina and fortitude in establishing a new record for continuous nights of Fasching.

Squadron officers and wives attended a farewell dinner at the Baden Rasthof for Wing Commander Kaufman and Flight Lieutenant and Mrs. Stead. Unfortunately due to illness, Mrs. Kaufman was unable to attend, but we will have a chance to say our official farewells at some later date. After an excellent meal, and presentations to the departing squadron members, it must be recorded that the honored guests made two of the shortest farewell speeches in squadron history.

One bright February Friday, most of the squadron pilots journeyed to 2 Wing for an inter-squadron hockey game with 421 Squadron. It was loudly and erroneously reported throughout 2 Wing that 421 had managed to emerge victorious. However, to keep the records straight it must be stated that 421's long record of defeats remained unblemished as they were soundly trounced 10-2.

However the defeat did not dampen their spirits or hospitality and Friday evening was happily spent recalling old stories, old friends and chuckling over the various postings allotted to some of the pilots.

One week later, 430 Squadron visited 4 Wing for another hockey game and they met the same fate as 421 losing by 7 goals to 4.

In the evening many of the visiting squadron were taken Fasching and we understand that a good time was had by all. One early to bed, early to rise individual, however spent a blissful night in bed and missed all the gaiety of the local Fasching activity.

F/O Paul Schlunegger has recently returned from the Air Forces Europe Ski Championships. Paul was selected for the Air Division team along with S/L Coupland and LAC Nelson of 4 Wing. Unfortunately S/L Coupland suffered a severe leg injury and was unable to participate in the championships. We wish you a speedy recovery and trust it may not be too long before you can try those slopes again.

The initial training and trials for the ski meet were held at Alpbach/Tirol in Austria. After the team was selected they travelled to Meribel in France for the ski meet.

Here in competition with teams from U.S., France, U.K. and Germany, the Air Division team did very well and placed second. F/O Schlunegger led the Air Division team in the down hill race. It must be noted here that Paul only learned to ski three years ago and he has done exceedingly well in that short time. Congratulations, Paul.

422 fared not so well in the intersection hockey, placing 4th in the league standings, and losing out in the semi final play-offs. F/O Barrett, last years scoring champion, ended up in third place this year, a very fine showing indeed, Pat.

Our "C" League team managed to reach the semi finals too, but also bowed to superior forces.

Basketball, volleyball and bowling are still going strong with teams from 422 well up in the standings in each sport.

Before we close this month, we would like to say au revoir to our friends in Cecil's place who are scattering in all directions for new and diversified occupations. It has been a pleasant association and the boys of 422 will carry many fond memories of the friendly rivalries between Cecil and the Hatchmen. Wherever you go chaps, good luck and happy landings.

To F/O and Mrs. Don Mc Bride we extend congratulations on the arrival of a curly headed baby boy.

422 Lineshack Shenanigans

by Mick

This month as we promised, we are visiting "A" flight to have a look at what the boys from the other side of the dispersal do with their spare time. After a brief investigation, it appears that model aircraft building and flying is enjoyed by a few of the more conscientious members of the flight.

For the information of those who are not overly conversant with all the aspects involved in aircraft modeling, here is just a rough sketch of what is open to the person who wishes to join this hobby. The new aspirant is faced with

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the choice of many fields of endeavour when looking at aircraft modeling. He may be interested in building scale non-flying models, the most common of which is the scale plastic model, such as manufactured by Revel plastics. The plastic model is adaptable to the scale of ability of the hobbyist. He may assemble the more simple models, or if his ability warrants, he may attempt the larger more complicated varieties.

On the other hand the hobbyist may choose to build flying scale models. These are divided primarily into scale and non-scale. The model may also be further classified by the control systems employed, for instance control line, more commonly known as "u" control, radio control, or free flight. The building of this general type of aircraft is also ideally suited to the new member of the modeling fraternity or to the old pro.

In "A" flight we have a person who can quite readily be called an old pro. LAC Don Ridout started building models at the age of sixteen in his home town of Fort William. He gained much of his early experience in the Lake Head area and won the stunt flying championship in 1952. Don has turned from the "U" control type of models to the more complicated and expensive radio control flying models. Last year Don entered his first European competition at Rastatt and although he placed out of the money, Don says that he gained much valuable experience so he is presently working on a new model. Good luck to you Don in your next competition.

It appears that "A" flight is also endowed with a musician. LAC Ed Deon plays the clarinet to while away the evenings. The fact that Ed also plays with a German band makes it even more interesting. Ed and LAC Robicheau, one of the photo types from "inside", both play with the Oetigheim band. Both LAC Deon and LAC Robicheau were members of the station Greenwood band before coming to four wing.

Another notable hobbyist in the squadron is a certain sergeant who can sometimes be heard discussing such interesting subjects as "frequency response", "impedance", "tweeters" and "woofers". You've guessed it; Sgt Pinsonneault is a hi-fi addict. This is one of the more demanding and complicated hobbies, and is somewhat more expensive to get started in. The expense however is soon forgotten the moment that very complicated tuner you've been building proves to be working quite successfully.

Next month, if we can corner one of them, your reporter will try to interview one of our sports car buffs. Until we meet again;

Auf Wiedersehen.

444



SQN

Greetings once again from the Land of Cec. In the next few months when you notice that Cecil is not making any contributions to the Flieger it will only mean that he is in the process of refitting. With the end of February 1963, comes the close of the first decade of Cecil's existence as well as an end of his role as an (IDF) Squadron (IDF — Interceptor Day Fighter). When next you hear from the Snakes it will be after they have their shiny new machines and a brand new role.

It is only fitting at this time to tell you something of the reasons why 444 Squadron was formed and what has befallen it since its founding. Everyone remembers that as the '50s came in they brought with them Korea, which drove home very forcibly our need for strong armed services. When Canada joined NATO in 1949 she pledged to maintain twelve fighter squadrons in Europe as her contribution to the defence of that continent. This necessitated the reactivation of many of the squadrons which were disbanded at the end of World War II; but there were not enough of these and some new squadrons had to be formed. One of these was 444 Squadron which adopted the King Cobra as their emblem, but more of this later.

In February 1953, S/L ER Heggviet came to RCAF Station St Hubert and on the 1st of March officially became OC of 444 Squadron. His first task was to set up the squadron organization and co-ordinate the energies of his two lieutenants, F/Ls IN MacDonald and MG Sauder. By way of aircraft they were endowed with two Harvards and one Sabre Mk II. It was S/L Heggviet who decided upon the squadron's motto "Strike swift — Strike sure" and to lend this motto meaning and animation he selected the King Cobra as it appears with its hood full blown just before a strike.

Unfortunately due to illness S/L Heggviet was not destined to lead the squadron overseas to its new home in 4 (F) Wing. On 23 Jul 53, W/C J (Tiger John) MacKay then a S/L took over the squadron. During this time the main activity was preparation for Leap Frog IV as the ocean crossing exercise was called. By 25 Aug 53 the squadron was on its way to a record crossing with the largest number of aircraft to cross at one time. The crossing was made without any major mishaps and after reaching 4 (F) Wing the squadron began training to bring itself up to combat ready status.

W/C MacKay relinquished command to W/C FH Darragh in January 1954. The squadron's new OC was with it until March of that same year when he was killed in an aircraft accident.

To replace W/C Darragh, S/L B (Bud) Lawrence arrived in May 54 and took command on the seventeenth of that same month. It was shortly after this that the squadron's large bronze snake, Cecil, was acquired.

The next OC was S/L Doug Archer who took over the squadron in July 1957 and was in command until the coming of S/L E (Gus) Garry in December 1958. In October 1960, S/L Garry was posted to Operations in 3 (F) Wing and for the interim until W/C RV Smith could take over, the command fell to S/L J Regan who was at that time second in command. W/C Smith took over the squadron officially in December 1960 and was to remain OC until February 1961 when he lost his life in a mid air collision with another squadron



member, F/O ED (Punch) Payne. Command of the squadron once again reverted to S/L J Regan who was now made OC officially and was to remain so until his departure in June 1961. W/C JLA Roussell took over the squadron at that time and has remained at its head until the time of this writing.

It would be unfair to the people who first were with the squadron if a more detailed history were given, for surely one would tend to be biased and devote most of the time to the last days which are ever so much more familiar. One basic thing which has not changed and will not change is that everyone who has come into Cec's camp has not left without leaving something of himself behind. Many true friends have been made, many skits have been enjoyed, many parties have been attended and many sorrows have been shared. The achievements of the Squadron speak eloquently for the people who were a part of it. In the days of air fighting it was an undisputable fact that Cecil was second to none. After air fighting was stopped Cecil still proved that his spirit was undaunted. This was done by going to Deci and shooting the highest trophy shoot average ever—26.28%, and during the same camp setting a record overall average of 33.71% for gunnery at twenty thousand. The standards that have been set in the past were high and continue to remain so with no indication of ever changing.



"W/C Roussell with friends"

In the above picture with W/C Roussell are Cecil, the bronze Cobra, on the left and its much smaller trophy replica on the right. It is right that this time it be made known by what circumstance Cecilists came to acquire their mascot. One fine day in May 1955, W/C AJ (Arnie) Bauer then F/L, now OC of 421 Squadron was shopping in Baden-Baden when he espied our present mascot. It was situated in a display window not far from the Cafe Könige. Upon inquiring further HE discovered that this display window was used by a proprietor who had a small shop located on one of the streets leading up the hill from the Augusta Platz. To his delight he discovered that the snake was for sale and could be purchased at a very reasonable cost.

On returning to the Squadron, F/L Bauer discussed the matter with S/L Lawrence, the then OC, who insisted on buying the snake and presenting it to the squadron as a mascot. Attempts were made to discover the history behind the Cobra but these proved fruitless. It is amazing how a piece of metal casting from 20—25 dollars can become priceless as Cecil truly is. In all the time that the Snake has been with the squadron it has never been stolen which should say something for the diligence with which it is guarded.

The story of the smaller snake, Cecil's replica, dates not as far back but is as interesting. S/L Wheler who was second in command at the time when S/L Regan was OC, hit upon the idea of having a gunnery trophy for the highest single score and highest personal average obtained everytime the squadron went to Deci. The matter was well accepted and arrangements were made for the manufacture of these trophies. To date there are seven in existence. Those people who won this coveted prize are:

S/L Tom Wheler
F/O Rick Colling
F/L Chet Randall
F/O Tom McIntire
F/O Doug Dargent
F/O Colin Wilson

The seventh snake was presented to W/C Roussell by the officers and men of 444 Squadron for his leadership and guidance while OC of the squadron. This last presentation was made at the last squadron all ranks party on 21 Feb 63.

When 444 Squadron was first formed it became an Interceptor Day Fighter squadron and except for a short period when it had a ground attack role it has always been so. Up until now it has always been mainly equipped with Sabre aircraft. However the inevitable has happened and obsolescence once again has reigned supreme making it necessary to re-equip with new aircraft. The one chosen was the CF 104 which with its coming will change the whole method of operation of the squadron as the new role of tactical strike is undertaken. One thing that will not change is the maintenance of the high standards that have been set.

The last month for the Cecilists has been a time of mixed activity. Due to the weather flying was at a minimum which gave many, an opportunity to set their affairs in order preparatory to leaving 4 Wing for their new places of employment. The main social event for the month was a squadron all ranks party which was held in the mixed lounge. After good and ample helpings of turkey complimented with fine wine, the squadron was addressed by W/C Roussell who thanked all the Cecilists for the support which they gave him during his tour as OC. Words of appreciation were also heard from G/C JJ Jordan, our Commanding Officer. S/Ls Spurr and Dennis took the opportunity to say farewell and express thanks for help and cooperation received.

One who has helped immensely toward the effectiveness of 444 Squadron has been Ingrid Ulm our canteen girl who never seemed to tire of cooking hamburgers, ham and egg sandwiches and other culinary delights. In appreciation of the effort and good cheer which Ingrid has shown the squadron presented her with a stainless steel dinner set. The highlight of the evening came when S/L Spurr on behalf of the

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squadron called upon W/C Roussell and presented him with a miniature copy of our emblem, the big bronze snake, Cecil. With dinner over everyone retired to the mixed lounge where dancing rounded out the evening.

Turning to sports we find that some of the Cecilists are still active in the hockey arena. It seems that one, Len Cook, has a habit of stopping hockey sticks with his upper lip. Fortunately the damage, though painful, was not too severe and Len is now back to normal. An accident of greater severity befell one of the Honourary Snakes, our beloved doctor, Doug Coupland. While very successfully participating in the ski trials for the RCAF Ski Team he took a very hard fall and suffered a severed Achilles Tendon. From last reports the patient has been doing well and now expects to be returning to Canada shortly. From all Cecilists a wish for a complete recovery is extended.

Mention has been made in past Fliegers of F/O ED Tann's passion for skiing and now it may be announced that for the past month Ed has been enjoying the facilities to be found in Zermatt, Switzerland. He is expected back anyday now and all in one piece we hope.

Another member of the SMU has been stricken. This month F/O George Ellerbeck became engaged to Miss Janet Patten of Shoeburyness, Essex, England. May their future together hold nothing but the best this is the wish that comes from the Cecilists.

This is the last submission to the Flieger from Sabre driving Cecilists, the next submission will be from the boys who will be guiding those long, slick, shiny, new, supersonic bombers. If these people who are to come, enjoy their tour as much as those of us who are leaving then they will appreciate how difficult it is to say auf wiedersehen. But difficult as it may be, it must be done. Then auf wiedersehen and taking the translation literally let us hope that we will see each other again from time to time.

(HR Kuszmaniuk) F/O

444 Ground Crew

It seems that old man winter is trying his hardest to make Cecil's last month a non-flying campaign. The men have fought back and have managed to keep on the move finding work to do. It is quite apparent that they are doing this for fear of freezing on the spot. Besides old man winter hampering the working conditions the sick bug has taken its toll, no sections excepted.

Lately our hockey team was eliminated from the "C" League playoffs by Wing Maintenance, the score being 8-6 after 10 minutes of overtime. Nice to see that they went down fighting. Our congratulations go out to the members of the team, the coaches and the manager. Best of luck in your future encounters in the realm of hockey.

The night of 21 Feb, also known this year as dirty Thursday, saw a squadron get together being held for the last time in

the history of the F86 Snakes. Both air and groundcrews were well represented and a delicious turkey supper was enjoyed by all — even by George Dawe after messing up Paul Labelle's suit. After a few words of wisdom everyone went into the Mixed Lounge to dance to the wonderful music of the Stein Karlsruhe Band. During the evening everyone was very happy to see Nell Beattie cutting a rug along with the best of them. The party had its usual casualties with LACs Quinlan and Lafreniere indulging in a "little" wine, for their stomach's sake as the saying goes. Also, Sgt Holts partook of a little of the same, you can guess the rest.

Recently a funeral was held at the far end of the Wing. To bulletins posted at said time the Moose had come to an end. I am not one to disagree but there are a few of them here now helping us to complete our last month. These certain fellows are always saying what it was like when Bruce was present which leads one to believe that no matter where one goes after a squadron disbands, they still manage to act like their old selves. Actually they are a good bunch and we appreciate their help.

Four Norwegian sabres dropped in for a short stay and added to the scenery a definite air of swords, K-type but nonetheless swords. We hope they enjoyed their flying with the snakes.

Our good looking instrument man has left for Greenwood. Hope you like your new station Keith and some of us may soon see you to ramble about the old snakes.

You may have noticed during the cool spell that some of the boys were scratching here and there between jobs. There have been a few complaints that these winter "long johns" are just as itchy as those in grandpa's days. Now that the milder weather is approaching we hope that the escape hatch can be opened and get rid of this apparel for another few seasons.

Sgts Evans and Vosper, our AST bosses, were selected for officer preselection and are at the moment in Canada. We wish them both lots of luck. In the same vane, LAC Tex McGuire, also known to some as "Leaky", will be leaving us shortly for aircrew selection and we also wish him luck. Bert Routhier tells us he had a rough trip to LeHavre. Bert will be leaving us soon for North Bay. F/L Harley returned to his homeland for his leave and from what I hear it has been cold there with the fog being replaced by lots of snow.

On the maternity side, congratulations are in order for the following — LAC and Mrs Bright on the birth of a son on 17 Feb weighing in at 6 lbs 14¹/₂ oz — LAC and Mrs Telford on the birth of a son on 14 Feb weighing in at 5 lbs 14 oz — LAC and Mrs Van Raemdonck on the birth of a daughter on 12 Feb weighing in at 5 lbs 4 oz.

Congratulations go out to FS Beattie and LAC Pasanen on their recent successful completion of the CF104 Conversion course at 3 Wing. Best of luck to Cpls Schultz and Rankin and LAC Gagnon who are presently on course at 3 Wing.

By now it is quite apparent that us little snakes will be dispersed shortly only to gather again to accelerate the movement of our new aircraft so until reactivation — auf wiedersehen.

SILVER TOP DRY GIN



Telecom Tidbits

by Hal

This month we say goodbye to F/L AM Casey and his family. His stay was short but not unrewarding. In his stead comes F/L JA Hermiston who we hope will be with us for four years or so. To say goodbye and welcome we held a Welcome-Farewell party on the 1st of March and all including a friendly Sergeant had a good time.



F/L J. A. Hermiston

Mugs are being presented to personnel leaving. At the party 7 mugs were presented to personnel from Telecom that are leaving for Canada in the near future. Some not for a couple of months but they will have their mugs when they leave. The personnel leaving us are; St. "Woody" Wood, Cpl "Irish" Hall, LAC Don Claggett, Cpl Wes Don, LAC Bob Mageau, and LAC Ken "Hal" Halbert. A good journey to all of you.

A/Cpl Vi Santo, our musically voiced Switchboard supervisor, is leaving and all of the 'phone users on 4 Wing will

miss her. They may not have known her personally but I'm sure they all know her voice. Who could forget such a cheerful ego lifting sound? Goodbye Vi and thanks — from all of 4 Wing for your brightening of those "blue" days we all get once in a while.

As I promised last month to have Telecom section heads explain their various sections to you I must follow through. Here now is Sgt. Len Brooks and his section.

"THE COMMUNICATIONS CENTER" (ComCen)

As promised in the last issue of the Flieger it is our intention to familiarize 4 (F) Wing personnel with Telecom and its various subsections on the Wing. We will give you a brief resume of one which would be considered the 'heart' of Telecom and explain some of the duties involved. It is known as the "ComCen" or Communications Centre, and is divided into 4 distinct departments; namely, the Message Centre, the Radio Room and the Crypto Room and the Switchboard. All departments other than the Switchboard are operated by personnel of the Communications Operator Trade (ComOps). Until just recently ComOps did not exist as a trade that is. The personnel in the ComCen were of two trades; Teletype Operators and Radio Operators. Now they are combined in one trade and called ComOps. Their main qualifications are to be able to operate Teletype machines and related equipment, send and receive Morse code and know the required procedures to facilitate message handling.

One of the disadvantages of the trade, is that a 24-hour shift schedule must be maintained at all times. One has to be a shift worker to appreciate this aspect of the trade.

The Message Centre (MsgCen — in RCAF abbreviations) transmits and receives three types of messages, Administration (Transfers, Supply Messages, Pay raises, etc); Operational (Aircraft movements, operations, etc) and Meteorological (Weather Reports) which have to be distributed through the proper channels to the addressees.

The Radio Room is mainly a back-up cct, in the event that channels (Land-lines, Micro-wave or Radio Teletype) become unserviceable. The ComOp will then resort to Wireless Telegraphy and pass the message by Morse Code, or what is known to the trade as W/T. His duties also entail passing messages to and from transport aircraft. Types of messages passed are position reports of aircraft; the weather at bases where the aircraft will land; load reports, and any other relevant matter such as having the mess hall or officers mess have the crews' supper ready at such and such time. On 4 Wing the Radio Room operator is also responsible for the P.A. announcements that begin "Now hear this, Now hear this"...

Of the Switchboard not too much need be said. It is operated by German civilian girls supervised by RCAF personnel. The writer considers the Switchboard one of the busiest jobs on the Wing, and recommends that users of the telephones make an effort to abide by the simple rules laid down in the local 4 Wing Telephone directory to facilitate the switchboard operators job, and make for better and faster service. Personnel who have had occasion to ask their services in regards to Telegrams or Long Distance calls to Canada have found them a cooperative and willing crew.

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Of the Crypto Room not much can be said other than the main duty is the transmitting and receiving of Classified messages. It is also staffed by ComOps.

The personnel of the ComCen are located in Bldg No. 9 at the Technical Site, and though we can't invite you to drop in and see us, we trust we have enlightened you a little on another phase of "Telecom", and its personnel.

Len J. Brooks Sgt.
NCO i/c ComCen

Congratulations to Irish and Heidi from all Telecom on the birth of your son Stuart Brian on the 19th of January at the base Hospital.

No more news this issue so, so long for this month.

WING MAINTENANCE NOTEBOOK

Sgt Davis — Cpl LeFebure — Cpl Schaffer — LAC Grant

Once again it is Flieger time and not being on TD, leave or any other legitimate time off. I have finally been cornered to do this column for the maintenance hangar by myself for the first time.

Since the end of December things have been mighty quiet around No. 1 hangar. Snags roll in when the squadrons are flying, however on non-flying days the call "Anyone for Bridge" is fairly common. This should soon end as more and more CF 104 equipment comes in and more of our people go on course. Which brings up a point, with all our early repats FS Sheehy has posted a guard over the crates of CF 104 equipment as several personnel eye all that good plywood and boards with saws and claw hammers hidden behind their backs.

We have had several people sent to us from 419 but they are seldom seen as they are farmed out all over the station. One new addition we have not seen but have heard about is LAC and Madelaine Boran's new son William — mother and son, we hear are well and Boran is wondering how soon he can fit the wee lad with skates. Another future Raider?

In the sports line our two bowling teams are pressing hard for station leadership. At last report the AE's were in second place and AF's in third. If intersection hockey is to continue we are going to need some reinforcements and a great deal of bandages. Cpl Duffield is back in the hangar limping around after a stay in the hospital, Cpl Davis, while not hospitalized is also limping. Also injured with bruises and black eyes are LACs Bozak, Paquette and Dugas — Dugas with two black eyes just to keep his face even. Also hear CD Johnson is trying to form a "D" league as "C" competition is of too high a calibre.

On our sick list we have Sgt Tollerton and LAC G Reed. Bob Tollerton is at 3 Wing and Gord has returned and is on sick leave. Come and join us soon fellows.

Two new faces here are Cpl's Lee and Shaver. These two chaps are from 419 to take over the EO Library — a promotion lads?

Sgt Halasz is to go on course at 3 Wing on the 11 February and then transferred there — Real sorry to see you go — Joe. Sgt Burgess is also going to 3 Wing on course and then a transfer to the "Cool Pool". Bad enough the early repat without the extra insult eh Clair. Sgt Hart is keeping his fingers crossed — "Where oh Where".

Cpls Duffield and Lee, also LAC MacGregor are off to 3 Wing on course on the 4 March. Best of luck lads — We'll have more CF 104 experts soon.

Sgt Murray had two days TD to 3 Wing to become familiar with log control procedures — Zweibrücken will never be the same again.

On the question side of the ledger we wonder why LAC Peter Bottoms went home to England for a wee spot of leave. On questioning as we see him in the hangar the odd time, even though still on leave, he says he got there and back okay. Why the short visit Pete — who couldn't stand who?

Also who is the Squadron Leader who owns the red Volkswagen that was seen being towed all over the station trying to make it run on atmosphere alone? Most fitters inform me this is rather a lean mixture even for a Volkswagen.

In the line of courses and transfers Sgt "Chappy" Chaplin is off to the cool place also on the 18 February. Oh well, they do say it is part of Canada. Maintenance won't be the same without him.

Seems this is all the news for this time, will try to make this column a small mirror of No. 1 hangar so come on fellas and keep me well posted on all the latest.

From Instrument and Electrical things have slowed to a crawl now and the air is full of the feeling of anticipation, if not for a station in Canada, for a date to go on course.

The resonant ringing of a heavy hammer on Chev tin has ceased, the carburetor man's cursing is no longer heard and FS MacAulays' car runs, very well indeed; well enough in fact to pass the safety check. What we want to know, is when are you buying the beer, "Flight"?

This article would not be complete without Sgt Murch and his Citroën. He didn't lose any points over his crash. He is also very proud of the fact that five of the first ten places in the Monte Carlo Rallye were won by Citroëns. Of course maybe the only cars in the race were Citroëns.

Sgt Skundberg and Sgt Campbell along with their crews joined us from 419 squadron I & E. They will be going on CF 104 courses in the near future.

At this time we say goodbye to Gordie Forbes. He's heading for North Vancouver, at least its warmer there.

We all got good and sick at LAC Johnson's birthday party. Johnson is 24 now, although I'm sure he aged at least 2 more years at that party. May you have many more Al.

GSE is slowly taking on the "New Look" in 1963. With the procuring of new equipment and transferring of old equipment, GSE is getting the "104 Look". Even our Flight Sergeant who is away on course at 3 Wing is getting that "104 twang".

Continued on page 20



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LAW ENFORCEMENT AND THE AIR FORCE POLICE

CPL CE TURNER, AFP

Prior to the introduction of the automobile to our civilization the majority of law abiding citizens rarely, if ever, came in direct contact with the police. The gradual increase in the number of vehicles in use by the general public during the past forty years, together with a flood of legislation specifically designed for the use and control of road vehicles, has led us all to the stage where frequent contact with members of one law enforcement agency or another is a common and almost daily occurrence — dependent quite often upon an individual's driving habits and behaviour.

The need to enforce an ever growing volume of legislation and road traffic regulations has, inevitably, led to frequent situations where otherwise respectable and law abiding citizens have come to the attention of police as the result of a traffic violation. This in turn manifested itself in a radical change of attitude on the part of the general public toward law enforcement agencies. This change was most noticeable in the years immediately preceding and after World War II when members of the car owning public tended to regard police as their tormentors rather than protectors. This feeling of resentment was engendered, rather illogically perhaps, by the altogether correct and indeed compulsory enforcement of the law by police. In recent years, however, this attitude has been largely eradicated due to a realization on the part of the general public that, whatever their personal feelings may be regarding a particular item of legislation, it is the bounden duty of all authorized law officers to enforce the law of the land. A considerable factor in this change of attitude, it is suggested, has been due in no small degree to the fair and impartial manner in which the majority of police officers enforce the law.

The work involved in the operation of law enforcement is of course by no means confined to the enforcement of traffic laws whilst the attitude of the criminal fraternity towards police is not a factor to be considered, the attitude of the general public, however, to any law enforcement agency is of vital importance in a democratic society where the preservation of law and order is contingent upon a feeling of mutual trust and respect between police and the public.

The position of Air Force Personnel is somewhat different to that of the civilian population in that, in addition to the normal laws that prevail they are also required to observe the law as enacted by the National Defence Act which im-

continued from page 19

Our latest increase in the personnel branch is LAC Thompson who hails from Cold Lake. Welcome Tommy and may your stay be a pleasant one.

From Safety Equipment this month we say goodbye to LAC Morrissette, who is off to Sunny Sardinia. We wish you and your family all the best of luck "Mort".

We welcome back to the fold in the main section, Cpl Silver, LAC Braunstein and LAC Kozibroda from the deceased 419 squadron.

LAC Chartrand has sold his car \$ 1.95 not very expensive was it.

Our "C" League hockey team, after a shaky start has come to life and we now share third spot — not bad for a bunch of cast-offs. This is really a team effort and don't have any stars. Congratulations go out to John Dutchyn for hitting the scoring column.

As Jocko Fortin says "I'm here today but I'll be gone all week."

Until next month — Auf Wiedersehen.

poses an additional degree of responsibility on military personnel.

Enforcement of the National Defence Act by Air Force Police places them in a somewhat different position to that enjoyed by civil law enforcement agencies. That is to say that where, generally speaking, a member of the civil police is required to take action against a member of the public he will, only on rare occasions come in contact again with the subject of his initial action. This applies not only to minor but also major offences both traffic and criminal. The Air Force Policeman, however is not in quite such an enviable position as the civil policeman in this direction. The AFP may well be required, and often is required, to take action, in relation to the enforcement of RCAF regulations, against a member of the RCAF with whom he may later be spending a social evening at his mess or club. The reader may wish, therefore, to spare a thought for the policeman whose duties require him to take appropriate action regardless of rank and personal feelings. There are instances of course where a blind eye is turned or a mild rebuke administered which serves to meet the case and may also endow the recipient with the feeling that the Air Force Policeman is not really such a bad fellow as some people would have him believe.

It should be remembered of course that the basic ideals governing the introduction and enforcement of the laws of a country stem primarily from the need to establish a code of conduct and behaviour to which all are subject and whereby the law abiding citizen and his property are protected from the acts of irresponsible and lawless persons. What then, it may be asked, should be the aim and purpose of the police in enforcing the law and in what direction should their greatest effort lie?

In the year 1839, Sir Robert Peel, British Home Secretary spoke on the primary objects of police at the inauguration of one of the first organized law enforcement agencies to come into being. His words, no less relevant now than they were then, are quoted below.

"The primary objects of an efficient police is the prevention of crime, next that of detection and punishment of offenders should crime be committed. To these ends all the efforts of police must be directed. The prevention of crime, the protection of life and property and the preservation of public tranquility will alone prove whether or not those efforts have been successful and whether the objects for which the police were appointed have been attained." It will be seen therefore that first and foremost the primary object of the police should be the prevention of crime and this view is reflected in the prevailing law enforcement programme at 4 (F) Wing.

There is little doubt that not a few accidents and possibly tragedies have been averted at this unit by the timely removal of the car keys of an impaired driver whilst attempting to leave the unit. Action in crime prevention by Air Force Police at this unit lies not only in the direction of traffic offences but also in matters of security and crime in general. Once a person has committed a crime or offence however, the matter becomes a *fait accompli* and can then only be dealt with by the due process of the law. Notwithstanding this, it is considered that the most valuable aspect of police work lies in the use of preventive measures and it is, perhaps, in this direction that the most rewarding part of our work is to be found. That prevention is better than cure can hardly be argued and with a policy of crime prevention as the basis of our law enforcement programme at 4 (F) Wing it is felt we have gone a long way towards achieving the primary objects of an efficient police.

In the next article it is intended that the reader will become acquainted in greater detail with the various aspects of Air Force Police work at 4 (F) Wing.

Sports and RECREATION

Welcome once again to Spotlight on Recreation. This month's article will elaborate on just what is happening in Judo, Skiing and the operation of Athletics in the High School. First we turn the spotlight on Judo:

Our 4 Wing Judo Club has one of the largest memberships for this activity in Air Division. They are a very fortunate group indeed for their leader is Cpl Takashi, 4th degree dan, black belt. A hearty invitation is extended to all who wish to take advantage of his fine instructing ability. Beginner classes are held nightly from 1900 hrs, thru 2000 hrs.



The above personnel will represent 4 Wing at the Air Div Tournament which will be hosted here on the 27 th of April.

We now turn the spotlight to Skiing:

The first Air Division Ski championships took place at Alpbach, Austria, during the week 2 to 9 Feb 63. One hundred and forty six personnel from all units in 1 Air Division were present at the championships which were run in connection with the RCAF Recreation Branch's Ski Holiday. Thirty two personnel entered the races with the four best times in the Mens downhill race counting as each units combined time for the team championship. Results were as follows:

TEAM WINNERS:

4 FWG S/L Doug Coupland
F/O Paul Schlunegger
LAC Dave Nelson
Mr. Ross Jordan

Mens Downhill Race

1. F/L R. Vickers - 3 FWG
2. LAC G. McIlmoyle - 3 FWG
3. S/L D. Coupland - 4 FWG

Mens Slalom Race

1. LAC G. McIlmoyle - 3 FWG
2. F/L R. Vickers - 3 FWG
3. Sgt H. Marckwort - 2 FWG

Ladies Downhill

1. Mrs. Carol Woods - 1 ADSU
2. Mrs. Ann Nelson - 4 FWG
3. LAW M. Landrigan - 1 ADSU

Following the races the men having the 6 best times in the Downhill race were selected to represent the RCAF in the Air Forces Europe Ski Competition. The six selected were:

F/L R. Vickers - 3 FWG
LAC G. McIlmoyle - 3 FWG
S/L D. Coupland - 4 FWG
F/O P. Schlunegger - 4 FWG
LAC D. Nelson - 4 FWG
Sgt H. Marckwort - 2 FWG

This team remained at Alpbach for training during the week 9 to 16 Feb and then proceeded to Meribel, France, for the AF Europe competition. During the training period S/L Coupland was injured and was replaced by F/L Gobeil of 3 FWG.

At Meribel the RCAF team placed second behind the winning French Air Force. The USAF, GAF and RAF following in that order. This was a commendable performance

Next we have a report on High School Athletics.

Boys Sports 4 F Wing Sr School
Frank Slauenwhite
Frank Hardy



The boys' Physical Education programme at the 4 (F) Wing Senior School, falls under the jurisdiction of our Physical Education teacher, Mr. W. Turchan.

There are three levels of sports training in our School:

- (1) Gym classes, held at the school or Base gym.
- (2) House League or Intra-Mural Sports.
- (3) Inter-Wing Sports.

In our gym classes, we learn the basic skills for football, basketball, wrestling, gymnastics, track and field etc. Classes from grades four to thirteen are involved in these instructional periods.

To gain experience and recreation a House League is run

Ladies and Gentlemen!

This is to advise you that we moved to Barrack Block No. 16 A.

We offer good service with the latest equipment, and at reasonable prices.

Your Barbershop

by the Boys "Athletic Association". We have four houses headed by four senior boys, elected by the students. These houses are divided into two groups:

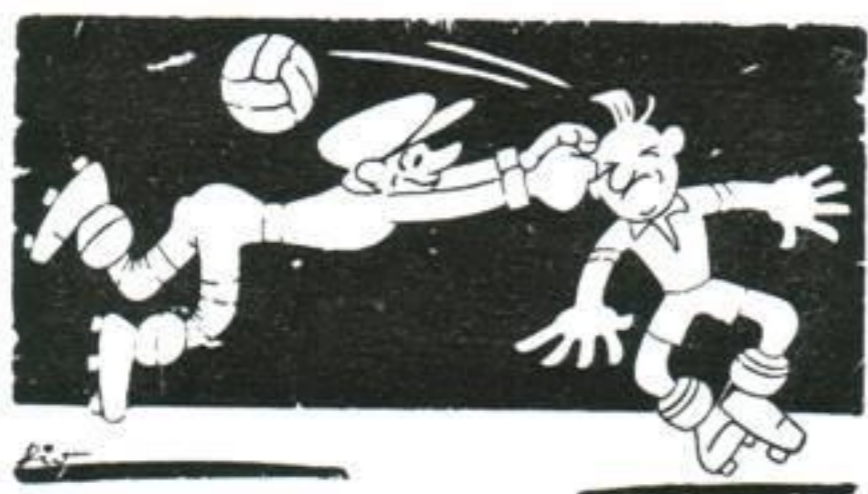
"A" League, for boys from grades 9-13.

"B" League, for boys from grades 7-8.

These teams compete against each other, in the various sports, until the end of the year. The House in first place receives a gold medallion, in recognition of their high achievements.

For the older and more experienced boys, there are teams in Football, Volleyball, Basketball, Hockey and Track & Field which compete in an Air Division League.

So far this season, 4 Wing has won the Volleyball Tournament, by defeating ADSU in a close fought battle. They have also had one of their best seasons in hockey and football, although they failed to take the championship. Friday, the 1st of March is the date of a Basketball tournament to be held in Metz. Four Fighter Wing Senior High is quite confident in keeping the trophy once again this year. Good Luck Fellas



Tor - Tooooor!

Soccer Is the King of Sports in Germany

By Christian H. Hilgers

About fifty years ago, before the first World War, soccer was a sport to which, in Germany as elsewhere, only a few enthusiasts were dedicated — almost to the exclusion of the public at large. Throughout that era, many parents and educators even believed that the young people should be warned against having anything to do with the spherical leather ball. Yes, there were people enough who maintained in all seriousness that soccer playing only tended to brutalize young people; the thought was that pushing and kicking a coarse piece of leather surely released "base instincts".

Looked Down their Noses

In those early years of German soccer, which were also the founding years of the German Soccer League (Deutscher Fußballbund), there were hardly sixty clubs in the whole of Germany. Their members were looked down upon disparagingly — almost with pity. Playing soccer was considered surrender to a passion that was to be shunned by polite society. Most people would have considered being chosen captain of a football team more of a stigma than a privilege or an honor.

Times Have Changed

How different it all is in 1963! In Germany — as in many other countries — soccer has become the king of sports. The fair fight for the round leather ball draws thousands and thousands of people into its sway each Saturday and Sunday. Today there are 14,000 clubs in the Federal Republic alone and — including all amateur and school teams — 63,800 soccer teams.

King soccer enjoys universal recognition now; even the most backward-looking opponent of sports in general has long since given up singling out soccer for special discrimination. And the fans come from all walks of life. The referee — these personages are in short supply, by the way — blows his whistle and the game starts. The leather ball begins to roll on the football field, powered by the legs of the 22 players. Then young and old, Herr Schmitz as well as Herr Muller, the apprentice as well as the master, the high official from the ministry who normally looks so dignified, as well as the court clerk who usually looks somewhat phlegmatic — all are electrified in the same way, and eager to know who will score the first goal.

Rain or Shine

Even women in Germany have long since surrendered to King Soccer. They know that they cannot at any price hold back brothers, boy friends, fiances or husbands once the men make up their minds to hurry off to the soccer field in spite of a blazing sun, in spite of storm, rain or snow, in order to see the team of their heart fight its way to victory. Many a female opponent of soccer, therefore, has changed into a soccer fan who shouts "Tor — Tooooor!" ("goal — goooool") as enthusiastically as her male companion when, after a slashing advancement of the ball and a "juicy point-blank shot", the leather sphere ends up sprawling in the net of the opponent's goal.

Picture one of the big German stadiums that has a capacity of 60,000-100,000 visitors, whether Olympia Stadium in Berlin or a stadium in Leipzig or Cologne, in Dresden, Hamburg or Stuttgart. Picture the round leather ball whirling through the ranks of the players. Then whenever speed, skill, physical control, masterly treatment of the ball, fairness and team spirit make the contest into a dramatic show, up go the shouts of encouragement.

King Soccer — Sovereign Ruler

Amid such excitement, and with the joy when a goal is scored all troubles disappear for a space of 90 minutes. Then King Soccer is really the sovereign German ruler. Then only one password is valid, only one sports battlecry counts: "Tor — Tooooor!"

Courtesy: The Bridge



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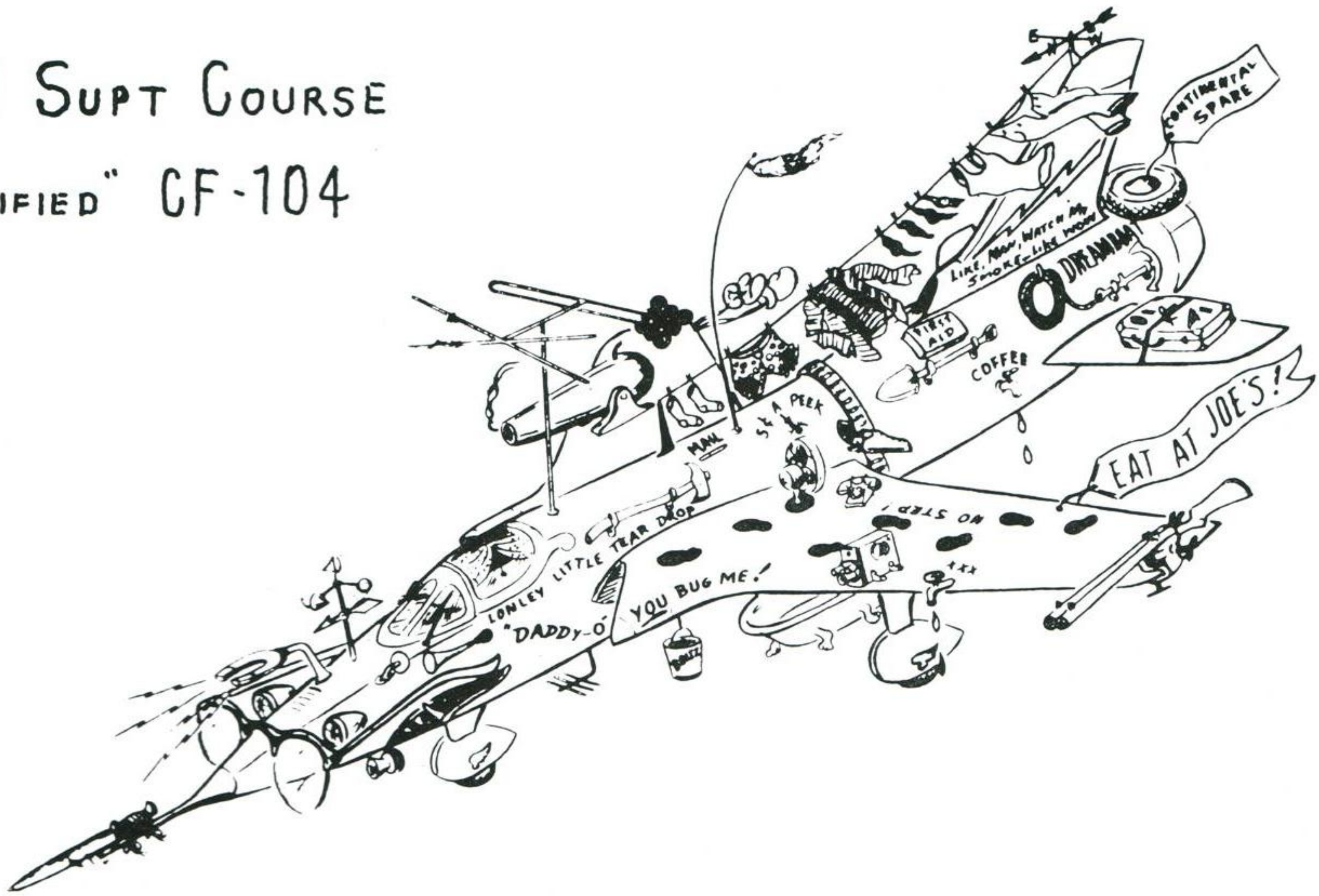


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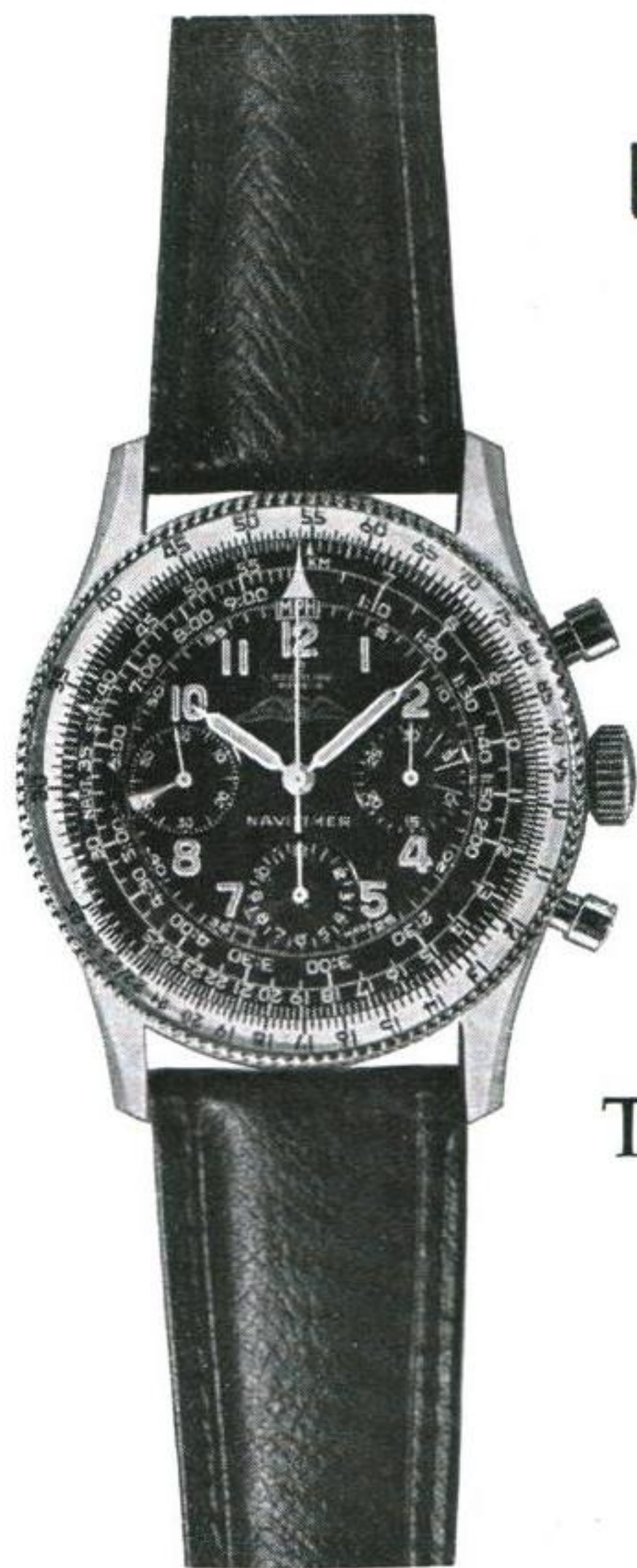
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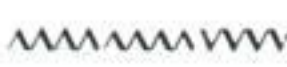
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