

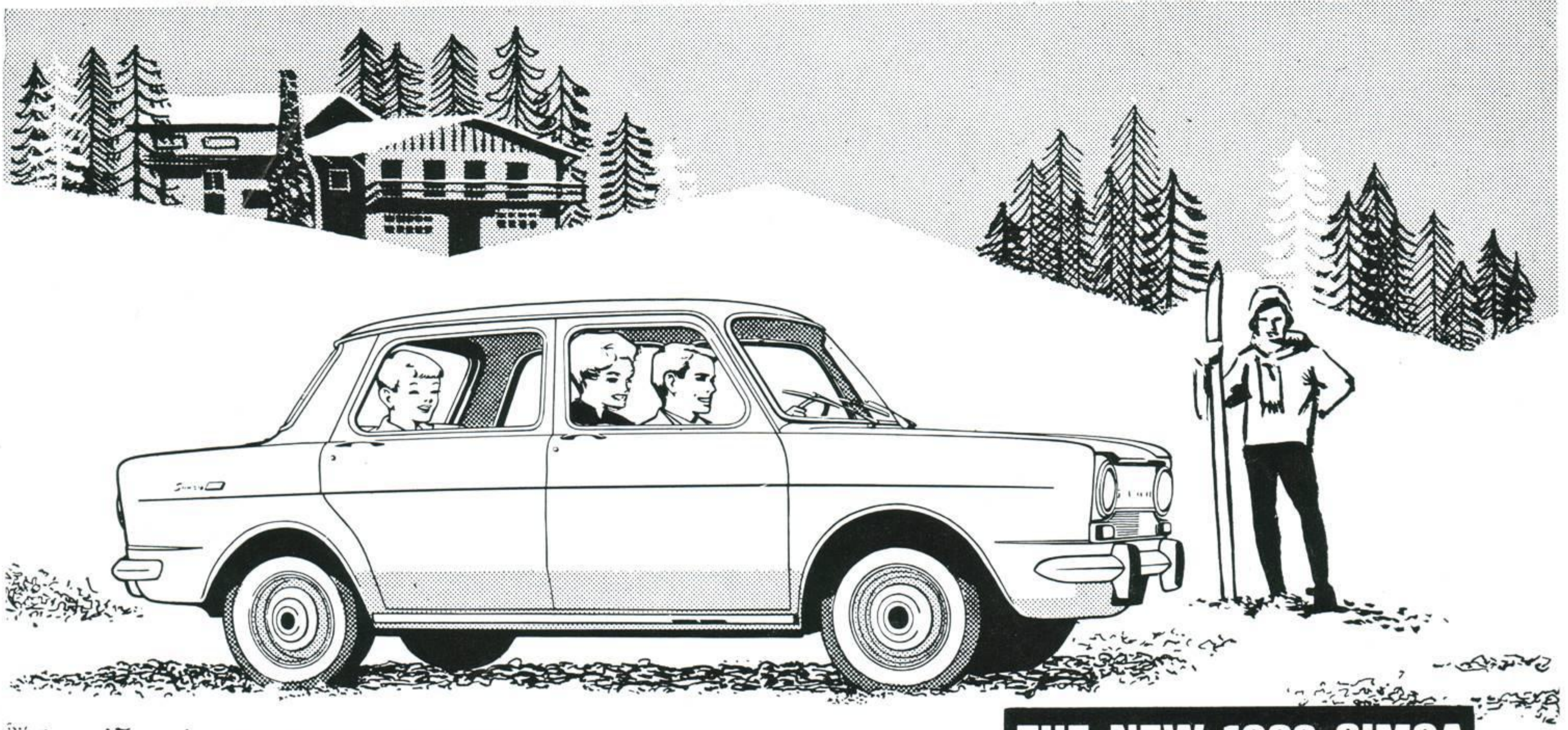
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VOLUME X • APRIL 1963 • NUMBER 4



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# Easter

COVER

STORY

Easter is a very happy time and has many gay customs associated with it. It comes at the time of year when nature is waking from her winter slumber and is beginning to stir with new life. It is a Christian festival and is a time of great rejoicing in memory of Christ's resurrection. Little wonder, therefore, that the egg, a symbol of new life and hope is usually featured in most Easter customs.

People the world over observe many interesting and quaint Easter customs. In Europe coloured eggs have been given as Easter presents ever since the 13th century, in Egypt since the 10th century, and in China ever since the first century AD. The eggs are usually painted in red and gold, — colours symbolizing gaiety and light. In India, it is the people, and not the eggs which are painted bright hues. They are pelted with coloured powder and water during the Easter celebrations. In some places the egg is considered to bring special blessings on Palm Sunday and for this reason children in the Rhineland — Palatinate carry eggs on their palm branches in the church processions.

In Heidelberg, near Karlsruhe, the men of the village gather at the Market Square on Easter Monday morning after Holy Mass, each carrying a basket full of hard boiled eggs. Eggs with tough shells are deliberately chosen. They break into pairs and one man challenges the other by saying "Hit, hit, point to point" and each man hits the point of one of his eggs against the point of the other man's egg. They then repeat the performance saying "back to back" and this time the opposite ends of the eggs are hit together. The winner is the man whose eggs do not get smashed at both ends.

An ancient rite for children is to throw hard-boiled eggs over trees; this is said to gain God's blessing for their growth. Another custom is to throw an egg over the house or bury it under a new building; this is supposed to bring good luck. In England there is a custom of rolling eggs downhill. In Ireland egg shells are saved and are used for decorating the maypole. In Germany some shells are hidden in the fields and it is considered a good omen for the crop if they are not disturbed by the plough. There is another custom whereby the ploughman eats an egg the first time he works in the fields in Spring.

Water with its freshening and cleansing properties is also deeply associated with Easter customs. In accordance with one Hungarian custom men used to throw their girl friends into the water at Easter time. This has changed somewhat in modern times, however, and now the ladies get off lightly by having only a few buckets of water thrown over them. Another custom, widely observed,

is that of rushing to the wells or taps on Easter morning and washing the hands and eyes. This is believed to keep a person free from infection or illness during the coming year.

One rather noisy ritual, followed in Austria and Sweden, is that of riding around the fields in the belief that this will cause the crops to be good. It starts at the early hour of two or three o'clock in the morning when men on horseback equipped with all sorts of effective noise-makers, from pistols to hunting horns, ride into the village and wake up all the inhabitants. They then proceed into the fields and ride around them in accordance with the Easter custom. It all ends in a jovial way with food and drinks being passed around and consumed by all.

Goethe summed up the spirit of Easter in the following verses:

Freed of ice are streams and rivers  
By Spring's beloved, bright regard.  
Winter with its cold and shivers  
Disappeared with slight retard,  
Golden sunrays chase white snow,  
Everything's budding and blooming, lo!  
Human beings as well as plants  
Frolic in Easter's gay advance.



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

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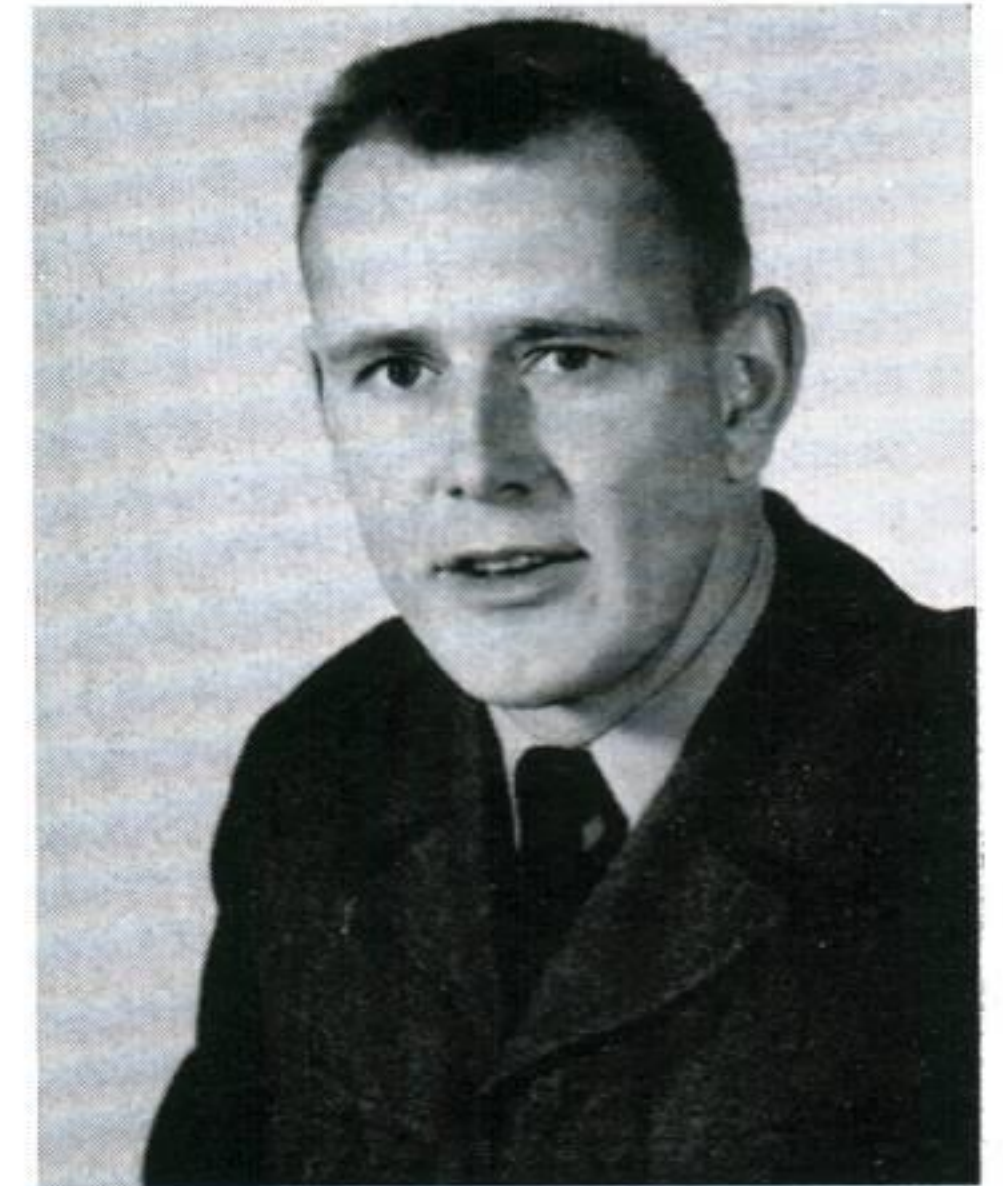
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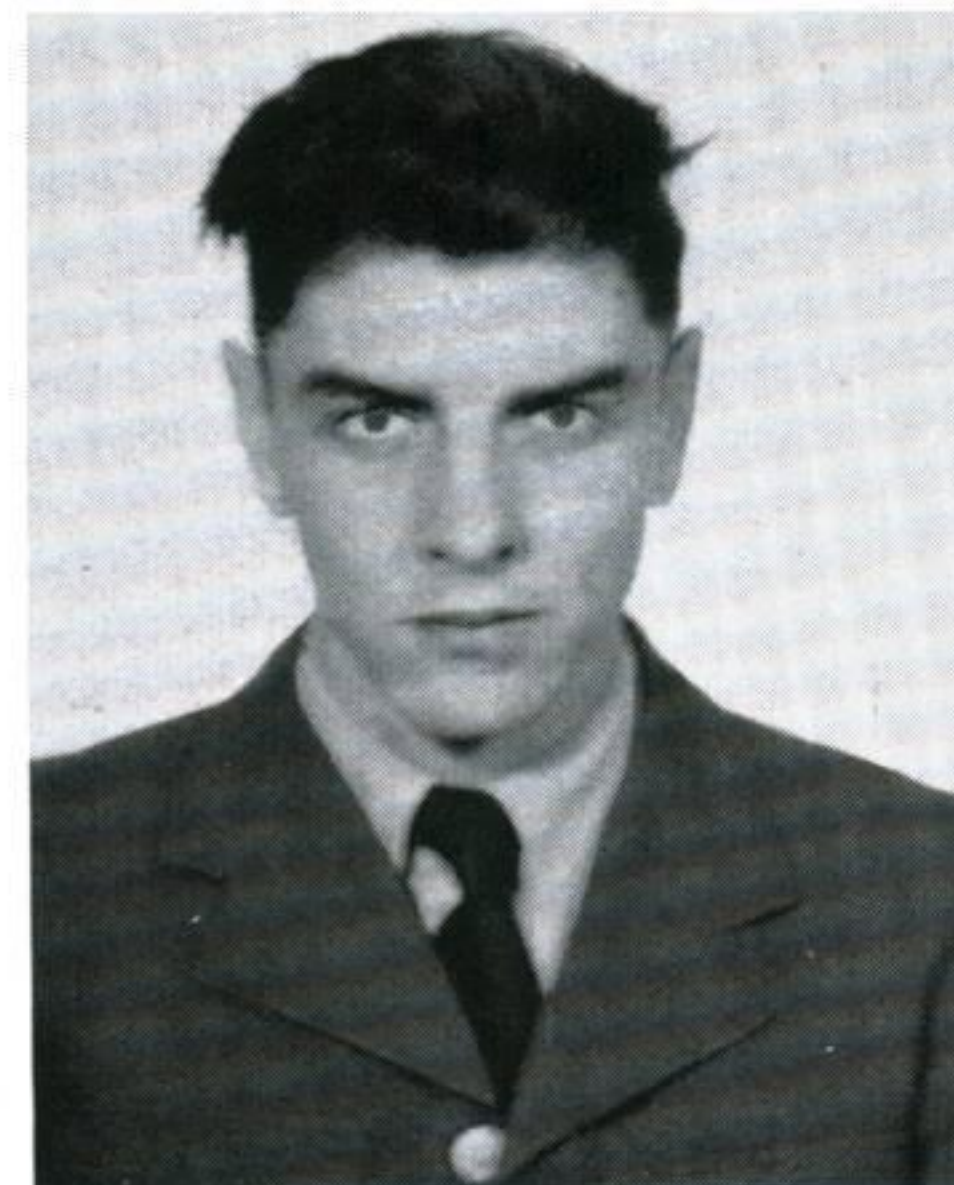
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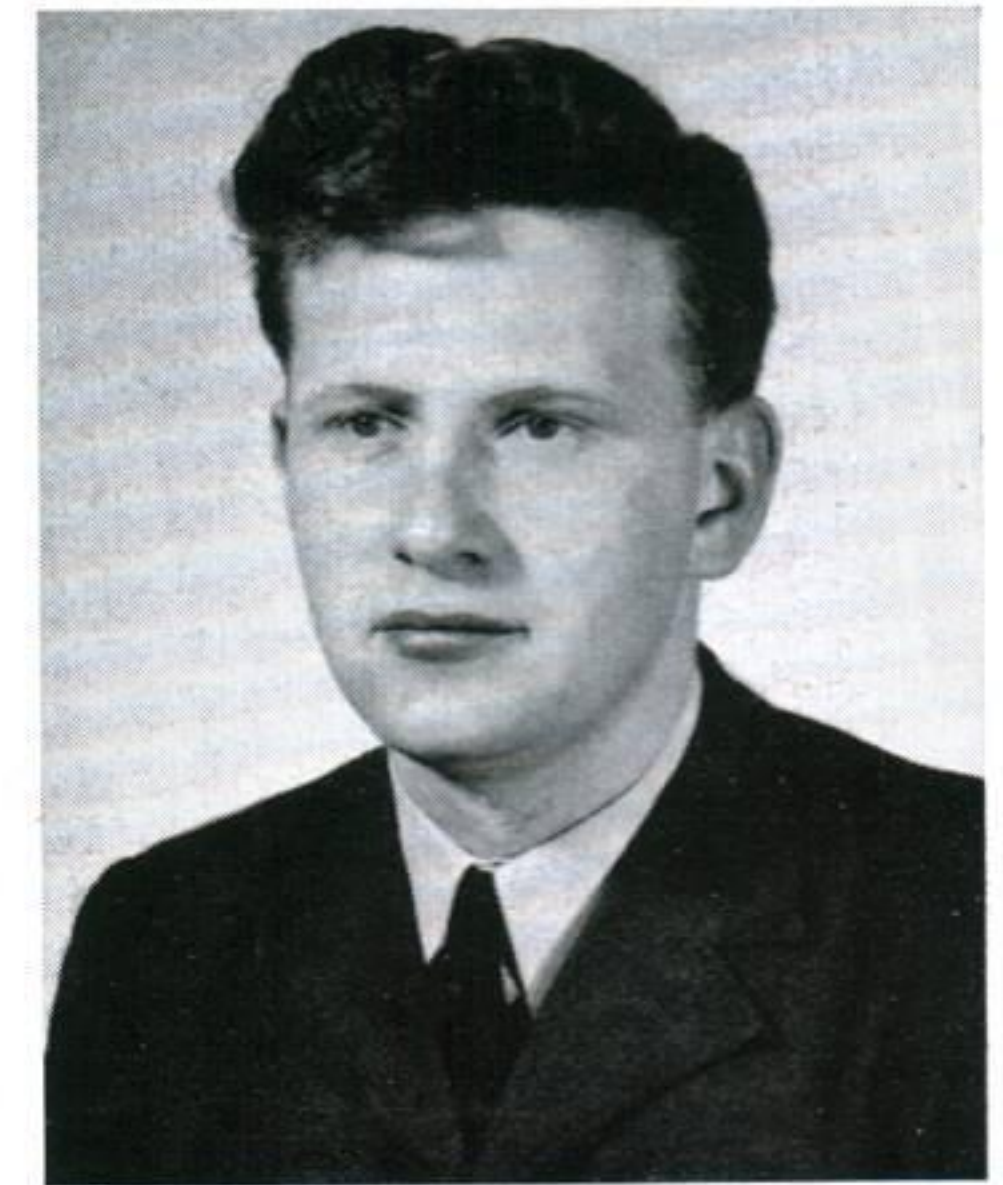
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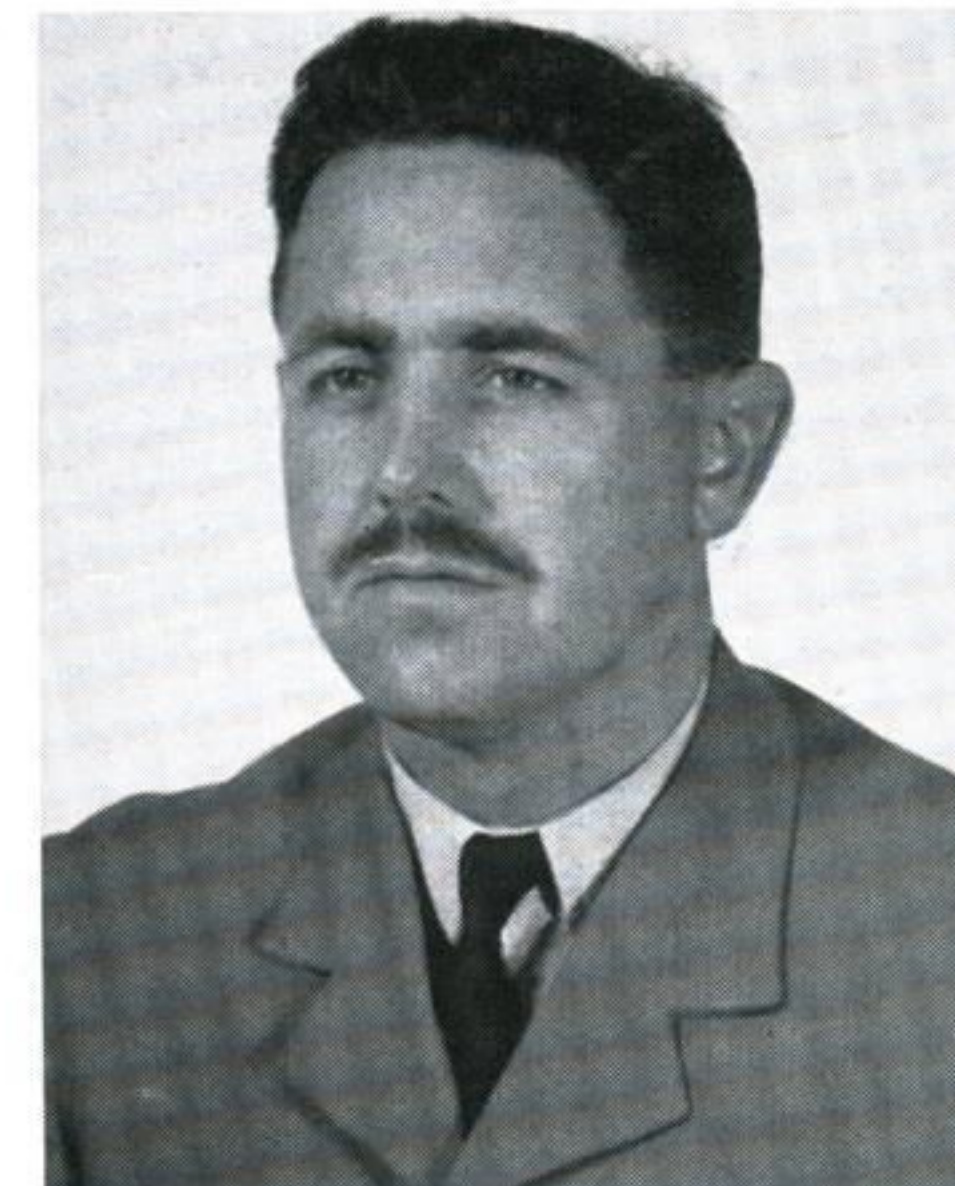
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# THE LAND OF THE MIDNIGHT SUN

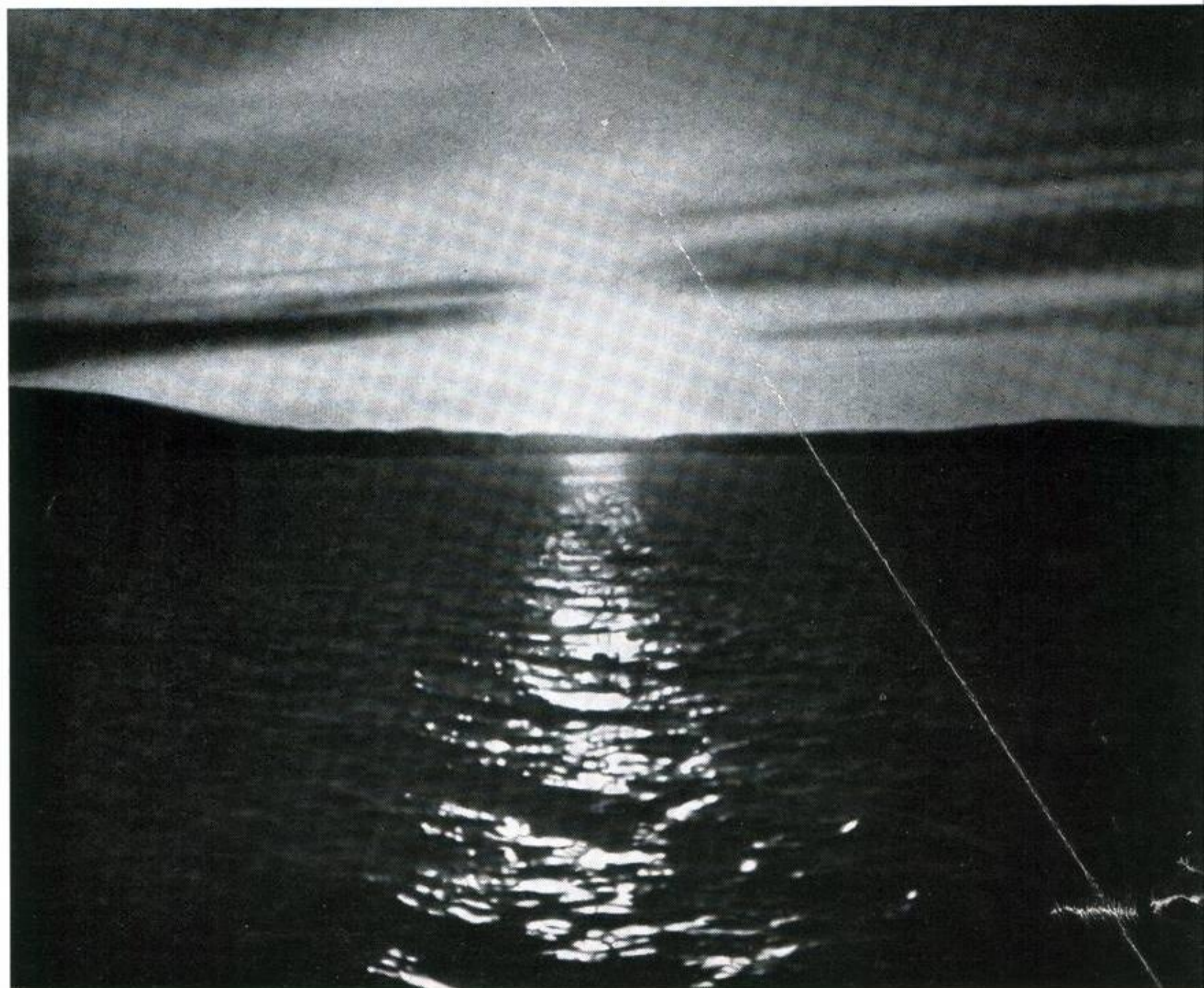
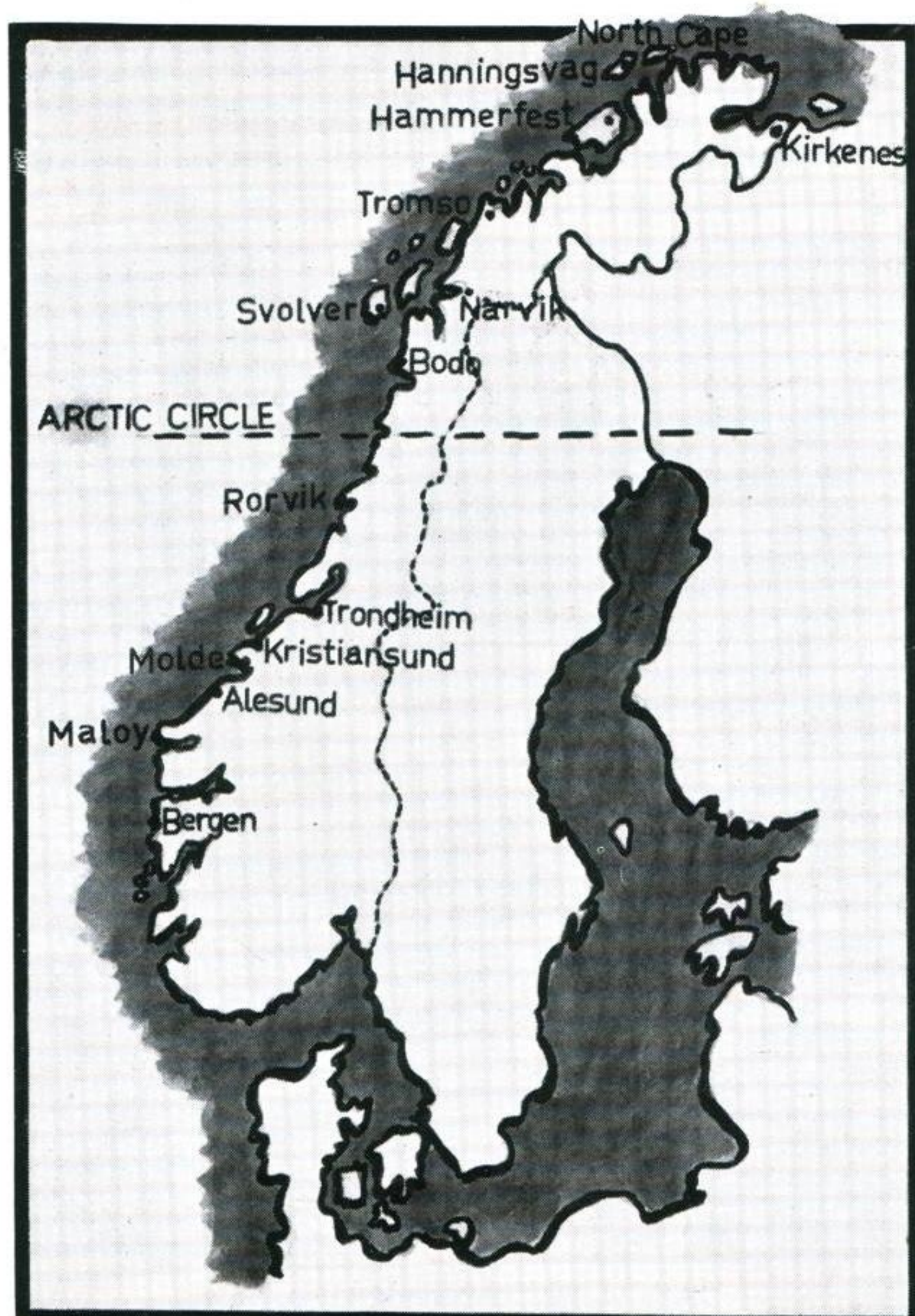
Since childhood most of us have longed to visit the Land of the Midnight Sun, the home of the Lapps and their reindeer, and partake of the wonders and mysteries that prevail North of the Arctic circle. During our tour in Europe we have the opportunity to fulfil this long established wish for Norway is within easy reach and inexpensive tours to the North Cape are available by sea and land.

The tours start at Bergen, a city full of interest itself. There you can see the historic site where the composer Edward Grieg lived, and visit interesting spots like the Fantoft Stave Church, constructed around 1100 AD. There is a cable car which takes you a thousand feet above sea level and affords a breath-taking view of the city below.

From Bergen, the northward portion of the journey is made on a luxurious and well-equipped vessel operated by the Express Coastal Service, or Hurtigruten. Each of their fourteen ships is equipped to accommodate up to 600 people in complete comfort.

The majority of the passengers availing themselves of these steamers are Norwegians who depend upon the line for transportation between thirty or forty ports of call in eight coastal counties of Norway. Many of them speak English. At each of these ports of call the arrival of the boat is the main event of the day and a large part of the populace is on hand to greet it. The scene from the deck is most entertaining. Cargo, some of it livestock, is unloaded, and Lapps in their brilliant costumes promenade on the wharves in an arresting display of Norwegian custom and life.

Between these out-ports the sea is generally as calm as a millpond due to the shelter afforded by the myriad islands and cliffs which dot the coast profusely.



THE MIDNIGHT SUN

The ship leaves Bergen at ten in the evening and the first day it reaches Alesund just after lunch. Here, the center of the herring industry, enough fish is brought from the sea to provide a meal for every person in the world. Returning southward later on the journey, an ascent of nearby Mount Sksala affords a marvellous view of the ocean and the steep Sunmore Alps.

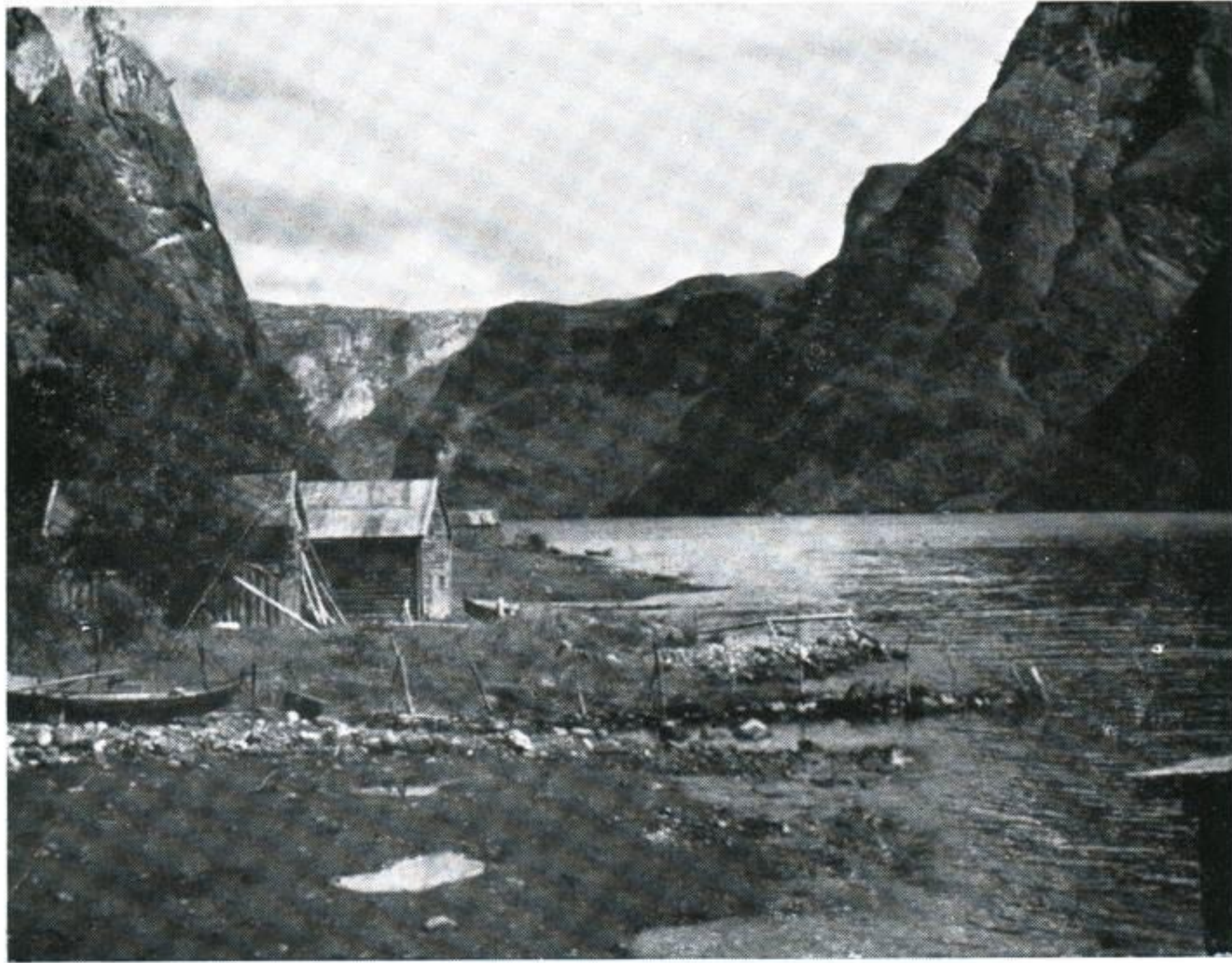
The next port of call is Molde, which, before the war, is supposed to have had a garden of roses in front of each house. Consequently the name "Town of Roses" is still applied to this pretty town where Nobel Prize-winning poet and playwright Bjornstjerne spent five years at school. Here, too, Hendrik Ibsen wrote portions of "The Lady From The Sea" while sitting in a row-boat under a large umbrella.

Since the journey from Molde to Kristiansund is one of the few portions in the open sea, an excursion by land may be taken instead. Kristiansund is the center of the Klip fish, or Bacalao industry and when rejoining the steamer there, these fish are to be seen everywhere drying on the craggy cliffs in the sun and the wind.

Trondheim, scene of Norwegian Coronations, is a most impressive city. On the northbound trip a tour is arranged



BERGEN FROM THE CABLE CAR



SOGNE FJORD

to the Ringve Museum which features musical instruments from all over the world. One guide in this intriguing gallery, Madame Viktoria, is the Russian-born widow of a Norwegian shipping magnate. In her broken, but creditable English, she captivates her audiences with her stories of the history and procurement of these antiquities of music.

Leaving Trondheim, the ruins of the Reinkloster are visible at Rissa. Life of the nuns at this abbey is portrayed by Nobel Prize-winner Sigrid Undset in her novel "Kristian Lavrans' Daughter". You now approach a northern fair-land and the next morning at about nine o'clock, cross the Arctic circle.

A short ceremony is held on board the vessel to mark the crossing. Passengers are presented with a Polar Passport by His Majesty Jack Frost, King of the Arctic, Emperor of Icicles and Lord of a Million Snowflakes, Duke of Shiver and Baron Blizzard. Here the ethereal Midnight Sun is visible from June 1st until July 9th. At North Cape, Europe's most northerly point, it may be seen from May 12th to July 30th.

The crossing of the Vestfjord to Svolvær in the Lofoten Islands is one of the most inspiring spectacles of the whole voyage. Clearly outlined against an evening sky loom the jagged peaks of the Lofoten mountain wall. It is a sight which endows everyone with a feeling of solitude and a realization of the humbleness of mankind.

At breakfast next morning the beautiful approach to Harstad is navigated. The greatest attraction here is the medieval church dating back to the 13th. century, when it



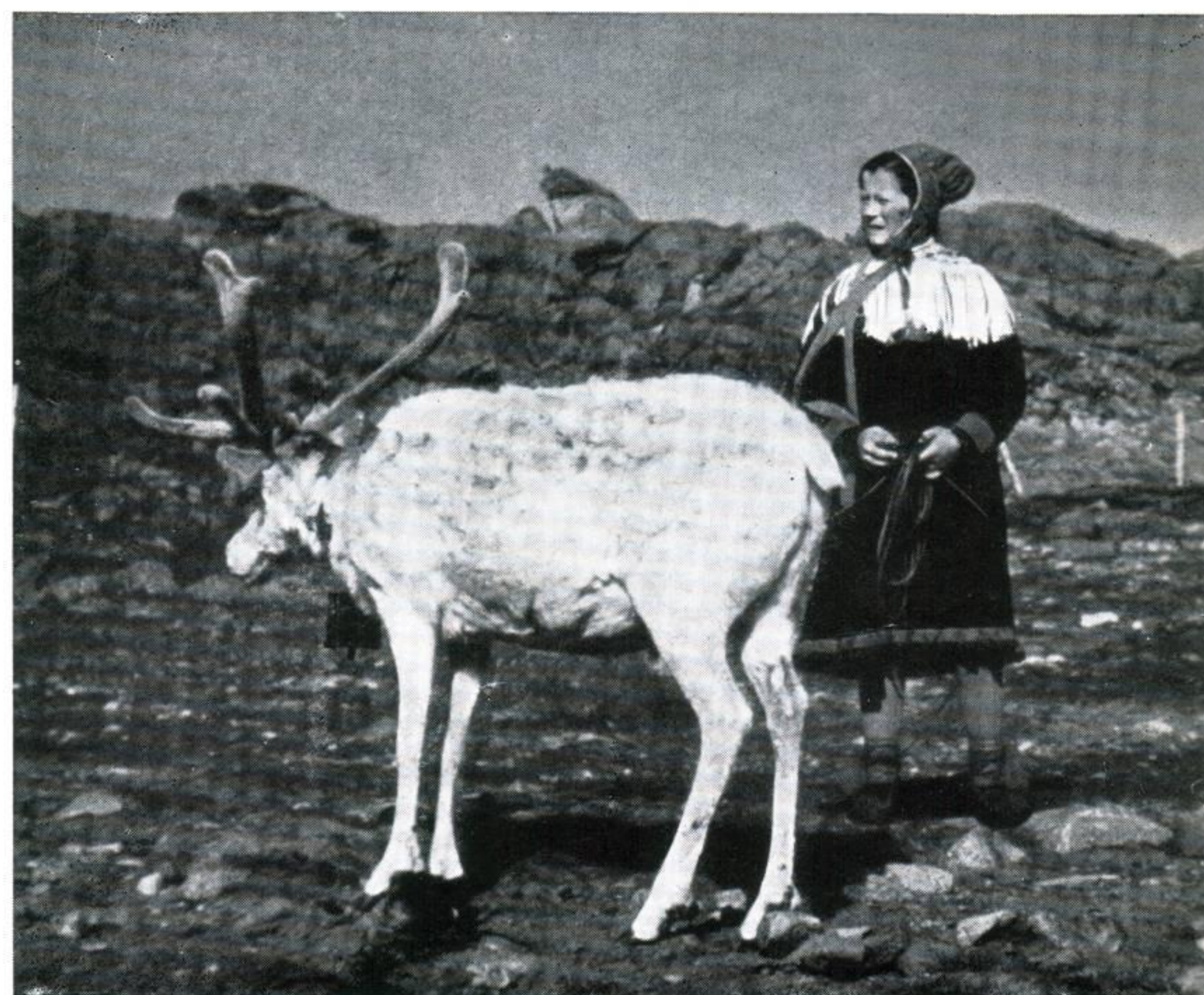
LAPP COSTUMES

doubled as a place of worship and a fortress. Exhibitions of folk-dancing are staged here to themes which were woven by Grieg into his musical composition. The vivid reds, yellows and blues of the costumes worn in these dances are a treasure for camera enthusiasts.

The next important port of call is Tromsø, capital of Troms county, and embarkation point for most Arctic expeditions. Near the quay is a statue of Roald Amundsen, the Arctic explorer, and the harbour is lined with sealing vessels. There is a great deal to be seen here, and while on the way to the Marine Biological station, the tour-bus passes the spot where the Tirpitz was sunk by the RAF in the autumn of 1944. At various souvenir shops in



FOLK DANCERS



LAPP GIRL AND REINDEER

Tromsø are many articles of Lapp artistry as well as bears' skins and even mink coats.

To the north of a near-by island lies Ribbensoy where a Norwegian fishing boat landed from the Shetland Islands in 1943 with twelve men on board who had as their mission the sabotaging of the airfield of Bardufoss, which was held by the Germans. Those who are familiar with the novel by David Howarth, "We Die Alone", will know that Jan Baalsrud, the only survivor passed through this area when he was trying to escape to Sweden. (Last year this book, in a pocket edition was on sale in the PX book-stall; a film called "Nine Lives" has been made from it, and was written up in Time Magazine of Jan 19, 1959).

On the sixth day the trip comes to a climax with the rounding of the North Cape. When the ship stops, those with stout hearts are taken ashore in a landing craft to have the opportunity of scaling the steep foot-path to the thousand foot summit for a magnificent view of the North. Whether or not this feat is undertaken all on board receive a North Cape Diploma. When the hikers return aboard, the ship goes to Hanningsvag from which a road leads to North Cape itself. A midnight trip with the purpose of viewing the Midnight Sun is arranged from Hanningsvag. There is also a visit to a Lapp camp where some idea of the Lapp way of life can be obtained. Later in one of the hotels you can see some Lapp readers which are very attractive, beautifully illustrated, and on excellent paper.

From this point the steamer continues on its way to Kkirkenes on the Russian-Norwegian border, and the land-sea portion of the trip begins southward.

During the next few days of the Norway vacation a closer contact with the people is made in such cities as Russenes, Skaidi, Alta, Burfjord, Alsborg, Lyngseidet and Dundlia. Three days are spent enjoying these towns in their breathtakingly beautiful surroundings. On the third day Narvik is reached, and more wonders are unfurled.

A cable car transports the visitor up a mountain on the east side of the city for a truly magnificent view of the midnight sun. The splendor of this setting is marred only by the merciless persistence of ferocious northern mosquitoes. It would be wise for the traveller to be prepared for these monsters with ample quantities of lotion as the queues for this mountain ride are always lengthy.

Here on the mountain, as well as during the long, sunlit nights at sea, there is time and opportunity to modify one's sense of values; to contemplate the world which seems to have been left so far behind. When we see the magnitude of the Norwegian countryside and compare it with the humbleness of the gay Norwegian peoples we begin to realize how futile it is for cities to become confused and preoccupied with material progress.

Suggestions:

If you wish to make the cruise, contact Bennet's Travel Agency in Oslo well in advance.

When passage is arranged, ask the agency for the

book "Twelve Days on the Norwegian Coastal Steamer". It costs about \$ 1.00.

Try to read "We Die Alone", the Story of the Kon-Tiki, or a biography of Roald Amudsen or of Fridtjof Nansen.

Dress informally. It is not necessary to dress for dinner. For women, skirts, blouses and sweaters. A tweed coat may be desired for evening sun-gazing.

## INFALLIBLE FORMULA

"How to convert children into monsters" was the heading The Toronto Globe and Mail put on its summary of some interesting points made in a speech by Deputy Commissioner George B. McClellan of the Royal Canadian Mounted Police on the subject of the growth of juvenile crime in Canada:

Do not have rules for child behaviour or obedience in the home — this will ensure that the child has no clear concept of right or wrong;

If you have any rules, enforce them intermittently — they won't know what is expected of them and will eventually resent all discipline;

Air your domestic disputes in front of the child, preferably with a little namecalling — this will ensure that they have no respect for their parents;

Never give a child any chores or regular duties around the home — this will convince him that you and the world owe him a living;

If he is disciplined in school, always tear a strip off the principal in front of the child — this will create an excellent contempt for authority at any level;

Later, when he has trouble with the police, bawl out the officer and be sure to refer to "dumb cops" — this will earn the child a diploma in contempt for authority;

When you are out driving, exceed the local speed limit but slow down when you see a police car — this will show the child that the law is to be observed only if there is any danger of being caught;

If you are speeding and are stopped by the police, always deny flatly and with a big fuss that you were exceeding the limit — your child will then know that lying and cheating are acceptable procedures.

If you have managed to chisel a few dollars on your income tax, be sure to tell the family how smart you are — this should convince the youngsters that stealing is all right if you can get away with it;

Never check up on where or with whom your youngsters are in the evening, or what time they get home — this one is almost sure-fire.

"I think the trouble begins at home", the Deputy Commissioner went on to say about the increase in serious crimes committed by young people, "and ultimately it will have to be corrected in the home. The police, the courts, the overworked rehabilitation organizations, the boys' and girls' clubs, useful though they are, can never substitute for the home, the school and the church — and particularly for the home."



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# FACTS ABOUT FIRE

## FIRE FATALITIES

In 1961, fire took the lives of 11,700 people in the United States, according to National Fire Protection Association preliminary estimates. More than 6,000 of the deaths occurred in home fires.

In the past 10 years, approximately 115,200 persons have died in fires in the United States.

Every 45 minutes, on the average, fire takes a human life in the United States.

About 3,400 children die in fires each year in the United States, National Fire Protection Association estimates show.

According to records compiled by the National Fire Protection Association, there were 169 instances in 1961 when four or more members of a family were killed in a single sweep of fire through their homes. One hundred and fifty-three of the tragedies occurred in the United States, 16 in Canada.

## FIRES ARE FAILURES.

Every hour 66 American homes are destroyed or damaged by fire.

Every hour and a quarter one person — most frequently a child or elderly person — dies in a dwelling fire.

These figures, from National Fire Protection Association research, are the measure of our failure to heed fire hazards, and the measurable result of our failure to correct them.

The causes of most home fires are no mystery. A carelessly discarded cigarette is left to smolder in an overstuffed chair, a portable oil heater is refilled while still lighted, electrical circuits are overloaded and overfused, uncleared rubbish becomes a breeding place for fire.

There is nothing mysterious about the causes of most fire deaths in homes. They occur when the simple rules of safety from fire are violated — from smoking in bed, leaving children alone in the house, allowing youngsters to play with matches.

A critical failure is being unprepared for fire emergencies in the home — no family planning of escape routes, no periodic family fire drill to make sure that both adults and children can act quickly and without panic.

Fires represent failure.

Fire Prevention Week is a time to recognize this fact, and to act — to correct hazards, to exercise care, to be prepared.

Your actions and attitude now can make you and your family safe from the tragic consequences of fire in the months ahead.

## CHILDREN AND FIRE

A mother went off to the movies leaving her children in the care of a young boy. She returned to find her entire family wiped out by fire.

Because the party was just next door, a young couple figured no babysitter was needed. Checking later, the father opened the door on a raging inferno — and five dead youngsters.

These typical cases, from National Fire Protection Association files, show clearly and tragically what can happen when children are left unattended or in incompetent hands.

Fire needs just moments to do its deadly work. Only parents who refuse to risk their children's lives to that unguarded moment can change the present sorry record.

## WHERE THERE'S SMOKING

Careless smoking is a top cause of home fires, National Fire Protection Association records show.

A deadly combination is still-burning butt lodged in an upholstered chair or sofa, smoldering and filling the house with lethal smoke and gases.

Use your ashtrays, and use only ashtrays that safely "fence in" your discarded smokes.

## FAMILY FIRE DRILLS

Schools hold fire drills, theatres and other public places have clearly marked, planned exit arrangements.

But in our homes, where fires killed over 6,000 people last year, too many families are completely unprepared for fire emergencies.

Protect your family by making lifesaving escape plans now. Then hold family fire drills regularly, to be sure that everyone — including the children — knows how to act quickly.

Here are pointers to help you plan:

1. Carefully figure out at least two routes to the outside from every room in the house, especially bedrooms. Allow for fire blocking stairway or hall.
2. Remember that closed bedroom doors will hold back flame and smoke, allow extra time for escape.
3. For upper floor escape, use any available porch and garage roofs, ladders, or trees as ways down to safety. Be sure exit windows work easily, and especially that they are low and large enough to get through.
4. Pick an outside assembly point where the family will meet, and be sure everyone understands the rule "once out — stay out". Plan for fire department notification, by street box or neighbour's phone, as quickly as the house is clear of people.



*You call it* ●

● *Champagne*

*we call it Sekt,*

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*Trock'ne Kehle* **PARKBRÄU** wähle!

# THE STEERING COLUMN



## OFFICERS OF THE LAW

The police, when you need them desperately, can't be too many and they can't be too close. When you're avoiding them, one is bad as a million.

We are a strange people. We know right from wrong, good from bad, lawfulness from unlawfulness. But knowing is not enough. We find it necessary to tax ourselves to hire some from among us to make us do what we want done in the first place.

Police are feared and hated when you plan or are doing something wrong. But how welcome they are when they respond quickly to your cry for help.

I was a state trooper for several years. I found that a policeman sees the best people at their worst and the worst people at their best! Normally nice people can get pretty tough when their nice dispositions are blotted with too much alcohol.

For example, I painfully recall a pretty and normally refined young woman who was whooping it up one New Year's Eve. Fortified with some pretty strong drinks, she became a lady Frankenstein and with considerable energy she tore the town and some of its people apart. A desperate restaurant owner called for help. I answered the call.

Did you ever try to reason with a drunken acquaintance? While I was trying to talk her into quieting down to let others finish out the old year in peace and good health, she yanked off my policeman's badge. The pin snapped open. With this, she bayoneted me repeatedly, and finally drove it clear through my cheek. I gave up reasoning with her and arrested her.

Next day she was back to normal, mortified by her antics, embarrassed by her awful behaviour, and sorry she had punched my face full of holes.

This is an extreme picture how we all look to policemen. Generally they meet us when we have taken the steps toward a poor introduction.

We drive too fast, so they wonder if have any concern for our fellow men. We have a few drinks and use three lanes of a two-lane road to drive, and likely the policeman who stops us is fresh from some inebriate being on the wrong side of the road.

We disregard warning signs such as "Speed Limit 45," "Traffic Light Ahead", "No Passing Zone". Our disregard, to that often present officer, is the act of a wilful violator, although it may have been pure inattention on our part.

Many years ago I recall nearly being arrested. Perhaps I should have been. While driving I pulled up to an intersection. Dutifully and automatically I stopped for the red light. My mind was fully preoccupied with an especially exciting ball game on the radio. To my right parked at the curb was a police patrol car. Without the least thought I glanced both ways, and, satisfied that no one was coming, I carefully pulled on across the intersection despite that big red traffic light and the cops watching me in utter amazement.

I didn't get far before they brought my attention back to driving. I was lucky to creep away with my hide intact, but imagine how I must have looked to them. They were sitting there working on a report of an accident which had occurred at that same intersection less than an hour earlier.

Speed laws and enforcement policies are reasonable. It's the drivers who are unreasonable.

Police are present more often than we may like, but their presence makes ours a safer life.

We can't get away with repeated violations. Ultimately they result in police action and the punishment is usually adequate to convince us that there is a better way.

Nearly all police are engaged in selective enforcement. This is the practice of arresting for the primary causes at principal places and at the time of day which characterize accidents. So, if the accident spot map in police headquarters shows that too many accidents occur on a certain section of highway, and if speeding seems to be the main reason, and if accidents tend to peak up from 5 to 7 p. m. at that location, then if you came barrelin' along at excessive speed at that time and place, don't consider it pure chance if you get arrested. If you are doing just what everyone else is doing, you should consider that one of the purposes behind the arrest is to get the word around that you and everyone else had better quit doing that particular thing.

Don't take written warnings lightly. In most states these are entered against your record in the licensing bureau. Next time you are stopped for an infraction the policeman will likely walk back to his car with your license. Know what he does? He calls in on his radio to inquire as to your record. The answer comes back quickly. And woe to you if that radio advises him that on a certain recent date you were previously warned for this same violation! He may not bother to remind you of your prior record, and his action may seem tough by comparison with the first cop's.

The term "speed trap" should not be confused with legitimate enforcement. The use of fixed-position speed measuring devices, such as radar, increase enforcement potential many times and are completely impartial.

Police will seem like your friends so long as you help them by obeying the law. Your kindly feelings towards them will go down as your tendency toward violation grows.

The officer is your best friend when the trouble you're in is caused by someone else.



*Speed Kills*

*Slow Down*

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# GRUMMAN GOBLIN

The Grumman Goblin was basically a Grumman 2-seat FF1 shipboard fighter and was designated G 23 Goblin for the RCAF. In 1937 Canadian Car and Foundry obtained a manufacturing license for the FF1 and built fifty-two aircraft from 1938–1939. The last 15 aircraft of the Series were



G 23 GOBLIN RCAF

built to hold the company's working force together until the construction of the Hurricane IIB started. The Grumman FF 1 was the first of the US Navy's shipboard fighters to have a fully retractable undercarriage. The undercarriage folded inward and up into the side of the fuselage. This aircraft was sometimes referred to as the flying barrel due to its fat round front appearance. This shape of aircraft was widely acclaimed in the USA at this time as the ideal streamline shape (u) (teardrop streamlining). The first aircraft delivered by Can Car went to the Nicaraguan Air Force; the second went to Japan causing some political uproar and disapproval. In 1937 Turkey ordered forty Goblins. It would appear that they were in league with the Spanish Republican Government because as soon as the G. 23's were unloaded at Le Havre they were diverted to Spain. The Spanish Republican Air Force called them the "Delfin". They operated with Gruppo "5 W". Eight were captured by the Nationalists and operated



XSF-I

with Ejercito de Aire as the R.6 until late 1940's. The first 42 Goblins built by Can Car used fuselage shells built by Grumman and wing panels by Brewster. The fifteen RCAF Goblin fuselages were built by Can Car. Goblin Serial 334 to 348 were taken on strength of the RCAF during September and October 1940. These were flown to the Army Co-operational School Rockcliffe. In February 1941 they were transferred to No. 118 Fighter Squadron, "A" Flight, Rockcliffe. No. 118 Fighter Squadron had extensive maintenance work to carry out on these aircraft as their condition had deteriorated badly. No. 118 Fighter Squadron "A" flight was transferred to Eastern Air Command in July 1941. These aircraft were operated from Dartmouth, Nova Scotia until March 1942. In February 1942 the Air Council had decided the Goblins were obsolete and so the remaining aircraft were flown to 4 Repair Depot, Scoudoux, NB and 6 Repair Depot, Trenton to be reduced to produce.

Goblin No. 339 had a "C" category crash at Rockcliffe and No. 335 had a "C" crash Rockcliffe, 12 January, 1942. 335 was used for carbon monoxide tests for some time after but eventually was reduced to scrap at 6 RD. Aircraft 336 crashed and was written off at 4 RD 22 September, 1941. Aircraft 345 had a "B" crash at Dartmouth 5 August, 1941 and was reduced to spares. Aircraft 343 had a "C" crash at Dartmouth. The Grumman Goblin was the one and only Grumman fighter used by the RCAF.



F-3 F-I

**Type** — Single seat fighter or 2 place fighter. RCAF designation G. 23. Goblin derived from FF-1. Built by Canadian Car and Foundry, Fort William, Ontario. 1938–1939.

**Specifications** — Span 34 feet; length 24 ft 6 inches; height 9 ft 7/4 inches; wing area 319 sq. ft; weight: empty 3221 lbs; gross 4726 lbs. Fuel load — 92 gallons. Range 525 miles at 200 mph.

**Performance** — Climb initial 1600 ft/min. Service ceiling — 26,000 ft. Max speed 223 mph at 9600 ft.

**Construction** — Fuselage all metal skin stressed. Wing metal structure fabric covered, biplane with single bay unequal span.

**Engine** — Wright Cyclone 9 cylinder SR 1820 — F-53 of 770 HP. RCAF — Total 15 — Serials 334–348. Operational Squadron — No. 118 and 123.

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## CFN-SOELLINGEN „On The Move”

One of the major problems confronting any professionally run organization is the training of suitably qualified personnel. In the field of radio this is especially true. Long hours of training, instruction and above all patience are required if any semblance of a professional sound is to be achieved. The CFNS organization has surmounted this obstacle with a unique and original idea resulting in the most impressive assemblage of professional talent Soellingen has seen in many decade.



CFNS Manager Mr. Tim Kotcheff welcomes A.F.N. production chief Mr. Bob Davis. Mr. Davis recently appeared as a guest speaker of the CFNS "Voice Training and Announcers Course".

The problem was just one of many with the infant CFNS organization, however, as maturity came upon the station and Wing support was gained, the task of training personnel became a major obstacle. Personnel were available. The interest was great and certainly more than enough inspiring young radio announcers came forth willing to donate their time and energy; but still an amateurish sound was undeniable. Nevertheless, with time and experience a few reasonably well trained announcers were developed, but once gaining these the CFNS staff were reluctant to sacrifice sound and reputation by the live air training of student engineers and announcers. Of course, occasionally a "natural" was discovered, but these uncommon individuals were soon to find their way into the ranks of the professionals and the CFNS's loss would likely become a C.B.C. gain.

During September of last year the situation became critical. Popularity-wise CFNS was truly on the move ahead. The revamped network schedule accompanied by a newly organized production staff was beginning to achieve that long awaited-for professional sound. Normal rotation, however, was fast depleting the staff of qualified volunteers and it was decided that something must be done and soon or all past efforts would be in vain.

Towards the end of September an emergency meeting of the production staff was called and after two hours behind

locked doors a solution was arrived at. It was decided to sponsor a professionally run announcers course based on the syllabus of the Ryerson "Radio and Television" school. Mr. Tim Kotcheff, himself a Ryerson graduate was placed in charge of organizing the details.

And thus plans and details for the CFNS "Announcers and Voice Training" course were formulated. Headquarters and the N.P.F. organization gave their unanimous approval, however, organization and sponsorship were to be the complete responsibility of the CFNS production staff.

A syllabus of the Ryerson Radio and Television institute was obtained, carefully studied and condensed into a twelve week course. A complete course hand book was prepared and a precis drawn up on the voice training and voice exercises required. The course was complete, the dates were set and applications for enrolment were pouring in; but one thing was missing. That was the professional experience necessary to successfully put across the information, answer the obvious questions and to motivate the class to the necessity of the desired results, that is professionalism.

Once more station manager Tim Kotcheff went to work with his typewriter and an S.O.S. was dispatched. The response was overwhelming. When the arrangements had been completed, CFNS was to have at her disposal six lecturers comprised of the best radio talent in Europe.

The American Forces Network in Frankfurt became very interested in the CFNS's cause and during the twelve week course three of their top men were featured here as guest



Members of the CFNS "Voice Training and Announcers Course".

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instructors. First to appear was Mr. Bob Davis, a fifteen year veteran in the field of radio and at present "Chief of Studio Production" for the entire American Forces Network in Europe. Mr. Davis' lecture concerned the most important topic of "The Musical Program" and covered also, production in general and "The Qualities of an Announcer". At the conclusion of the lecture Mr. Davis was kept on his feet for over an hour answering the various questions of the class.

Of special interest to the CFNS sports team and of unquestionable value to the entire staff was the visit and lecture by the well known sports commentator Mr. Shelby Whitfield. Shelby Whitfield has been a sports commentator and play by play announcer for over thirteen years and is the sports director of A.F.N Europe. Mr. Whitfield's lecture, along with some very important tips in the field of sports announcing and play by play work were invaluable to the sports minded CFNS.

The final lecture of the course was given by Mr. Bob Harlan, Chief of Production at A.F.N. Frankfurt. Besides having many years' experience in the field of radio and television Mr. Bob Harlan is a noted after-dinner speaker and a past president of the toastmasters club at Frankfurt. On completing his lecture "The Announcer and his Responsibility to the Public", Mr. Harlan was kept up till the early hours of the morning answering the barage of questions thrown at him. The American Forces Network rounded off their generosity by inviting the entire course to tour the AFN studios in Frankfurt under the guidance of Mr. Bob Davis.

The International Service of the C.B.C. was also an invaluable aid to the CFNS announcers course. Mr. Alan Brown, Manager of CFN Europe, Mr. Don McGibbon well known C.B.C. news caster and Mr. Ken Mackay engineer announcer at CFN Metz all lectured the group on various subjects during the course.

Out of the numerous original applicants fifteen were finally selected to attend the course. All successfully completed the final written exam and practical tests leading to graduation. These graduates are still far from being professional announcers. Only through practise and experience can this be achieved; however, the information and experience these people have received forms a great potential which with patience and perseverance ccan be developed to fulfil the CFNS aim. The future is definitely a bright one and with the coming of new studio equipment in the near future CFNS will be a radio station second to none in the Air Division.

Until next month the CFNS staff wish you a pleasant so long and "Happy Listening".

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## The Changing of the Guard

by F. J. Armstrong

A scamper of hares in the morning light  
As fleet as the furtive breeze  
Abruptly stop in their headlong flight  
And peer from the threadbare trees.

The buildings are vacant, the flight-line wide,  
The whine of the Sword unwound,  
The Spectre of Yesterday dwells inside  
And walks on this hallowed ground.

But where are the shouts of the Hatchetmen?  
And the hiss of the Cobras too?  
Oh! where is the joy that could match it when  
Their Swords slashed an arc of blue?

And who owns the Rhine with the boys all gone?  
And who shall succeed their throne?  
For sure none could waken reluctant dawn  
With majesty like their drone.

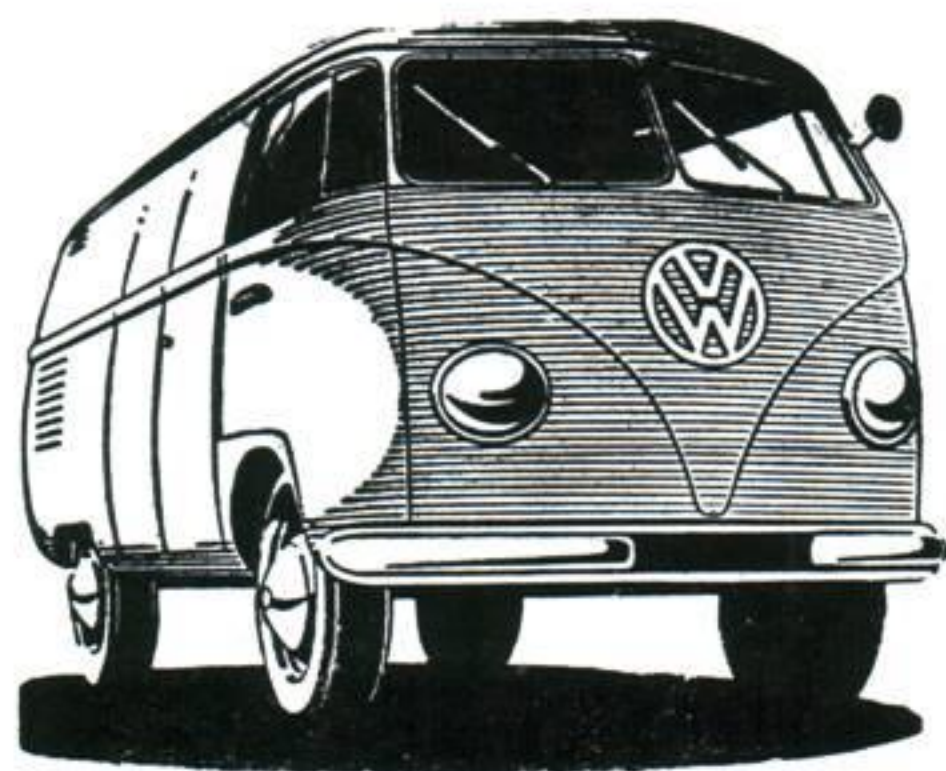
But Spring at Soellingen will fill the Rhine  
And pour from the throat of the thrush,  
To swell the long rows of the hillside vine  
And paint the cold trees green plush.  
Then out of the ashes of Winter soars  
The Phoenix of our base —  
It spreads new wings and proudly roars  
Full-throated into space.

And so will the Change of the Guard take place  
To fulfil our NATO role;  
But memories are long at Soellingen's base  
The fabric of souls somehow interlace  
The garment of life we extoll.

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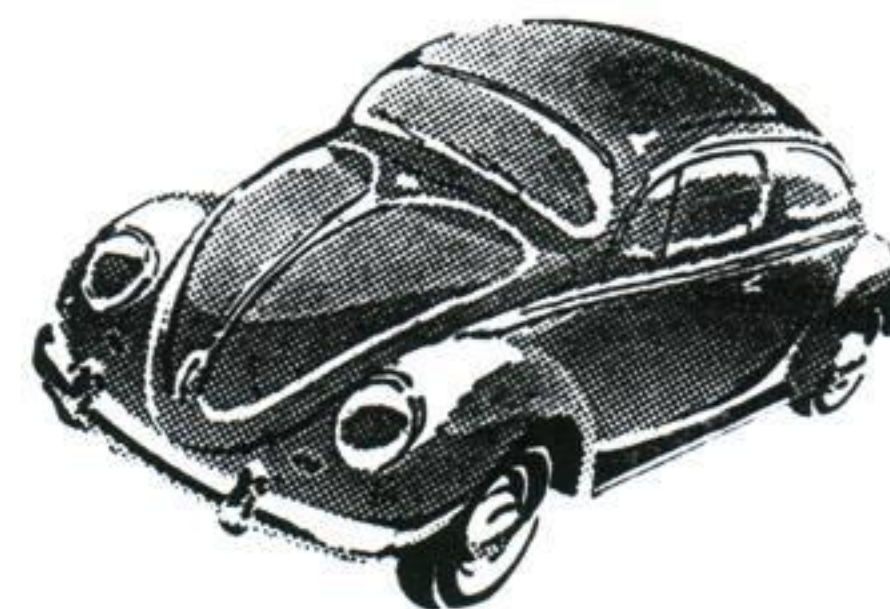


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# TOURING BERLIN

by John Bulmer, Sport Director, CFN Soellingen

This is an account of the travelling of the 4 Wing Raider Hockey Club whom I accompanied to Berlin.

The Raiders played hockey against the Neukölln-Berlin Team and came out on top 8-4 after a very hard fought game. At the 47 minute mark the Raiders finally got up steam and rolled over the opposition. The last 13 minutes of the game appeared to me that the club had been toying around in the previous stage of the game and then really put the power on. — Now for the trip:

The Team finally, after much waiting got airborne for Berlin. The aircraft we travelled in was a USAF C 54, better known to the Canadians as a North Star. This aircraft was supplied through the courtesy of the 322nd Air Division USAF Frankfurt who treated us like Royalty. The crew just couldn't do enough for us, it seemed, as they served coffee, tea, biscuits, etc., during the entire trip. We were invited to go up forward, in pairs, and they would answer any questions we put to them. I was fortunate enough to be up front when we were approaching the air corridor we were to use on our approach to Berlin, so I got a first hand view of what it takes to get an aircraft in.

We were cleared Frankfurt tower and then made a slight turn North-east to line us up with what they called the South Corridor. This Corridor as was explained to me is 122 miles long and 20 knot miles wide and as Berlin is situated 110 miles behind the iron curtain there can be no margin of error on approaching these lanes. We started to fly through very cloudy and murky weather so the bets were flying thick and fast that we would have fighter escort in case we wandered but alas nothing as exciting as that. It was just an uneventful milk-run as the aircraft's commander, Capt Laidlaw put it.

The approach to Tempelhof air base is an exciting experience as the air field is located in the very centre of Berlin. We made our letdown through the haze and fog breaking out just short of the field at approximately 300 feet. The approach takes you over the apartments on the outskirts of the field at a height of maybe 50 feet and it seems you come down between the homes. Then you shoot over the cemetery which contains the bodies of the 74 airmen and groundworkers that lost their lives in the Berlin air lift, and then onto the field.

Tempelhof is one of the more famous airports of the world. As our aircraft taxied in we could see the expanse of the buildings. The main building is so large that we taxied into the hangar and swung around to face out. This hangar can take approximately 13 North Stars under its roof at one time. I say that Tempelhof is one the more famous airports in the world as it was there in 1908 that Orville and Wilbur Wright demonstrated their first aircraft. Prior to its utilization as an airfield it served as a parade and drill ground for the Berlin Garrison.

In 1923 the first commercial airliner landed at Tempelhof. Air traffic there averages 500 aircraft per month.



BERLIN AIRLIFT MEMORIAL

The buildings are separated into two parts, one is the central airport of Berlin and the other is occupied by the USAF, with whom we were billeted.

Before we start out around town let me refresh your memory about Berlin:

Berlin is the former capital of the German Empire with a population of three million three hundred thousand inhabitants. It is the largest German city and is divided into four occupied zones with two different German administrations likewise two different currencies. The German Mark of the Federal Republic is valid in the Western Zone which is governed by a senate; the Eastern Mark is valid in the Soviet Zone which is administered by a Municipal Council. The town owes its growth to its historical development as well as to its favourable geographical position. 65 to 70 % of the city was damaged in World War II but great progress has been made in rebuilding.

The next morning the Team then proceeded to the Berlin Air Lift Memorial to have a group picture taken for PR purposes. At first glimpse this Memorial looks like a gigantic fork of grey cement, with three immense tines on its summit. The Memorial is arched skyward and gives the impression of its shooting from the very depths of the earth reaching for the clouds. This three pronged arch, each tine representing one of the three air corridors was designed to symbolize the bridge formed by the planes which delivered food fuel and other necessary supplies to a strangled and starved city during the blockade. From June 1948 to May 1949, just 12



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short months later some 300,000 flights were made between West Germany and Berlin and over two million tons of cargo were landed. At the peak the airlift a plane was coming into one of Berlin's three airports every 63 seconds. The Memorial is dedicated to the 74 allied airmen and groundworkers who lost their lives during the airlift. The Berliners, remembering the grim months of the blockade have nicknamed the Monument the "Hunger Rake".

Being like any other tourist in Berlin I made up a schedule of what to see. The first place of course to visit was the exact centre of Berlin which is occupied by the Brandenburg Gate. This gate was the main throughfare before the wall was erected to divide the city in August 1961. The monument on top of the gate consists of four horses pulling a chariot and it is said that if you come out of a subway and stare the horses in the eyes you're in the wrong zone. The gate stands on what was formerly called Charlotten Strasse, but is now named the "Street of the 17th of June" in honour of the uprising on that date in 1961. This street ironically enough even though it is in the British Sector contains the Soviet War Memorial. This memorial is of semi-circular design with a tank on each side of it and two Russian soldiers standing guard before its multi-pillar structure.

Immediately behind the Soviet War Memorial is the former Parliament Building better known as the Reichstag which still has the marks of the arson attempt in 1933 to burn it to the ground. It also suffered bombing during the war and is now under reconstruction. The presence of policemen, customs officials and a sign stating you are now leaving the British Sector mark the former crossing point into the Soviet Sector of Berlin. The Street of 17th of June is so wide that it was used as an emergency landing strip during the latter stages of the war. This was my first contact with the wall and it spread from left and right completely out of sight. This was not my last visit to the wall as it has a magnetic quality and draws you back time and time again. My first impression of the Wall was not very electrifying as it only seemed like a small barrier dividing a large city. But as I wandered back and forth along its breadth it struck me as more of a symbol than just a dividing line. Here and there were a smattering of guards on both sides, an observation platform or a gun tower well beyond the wall. Vantage points to see over the wall were at a premium and the places I did get to see over were clustered with Russian guards who would immediately raise their binoculars to have a look at us. Not only did the Russian and German guards look at us but everybody stared at the Team members in their brilliant red club jackets with the crest - Canadian Raiders - Europe - on them. My tour took me up Friedrich Strasse to the famous check point Charlie. This is only one of the crossing points and is staffed by American, French and British on one side and the Vopos on the other. This is the street where the tanks of both sides met in a stalemate and withdrew without firing a shot. Also at this point the floral memorial to Peter Fechter is erected

at the spot where the young teenager made his bid to escape to West Berlin. I can't imagine for the life of me why he tried to scale the wall and barbed wire at this certain spot. Just 50 ft. to the right of his intended escape passage is a Russian observation platform from which he was shot. He hung in the wire and then toppled back into East Berlin and left to bleed to death as was told to me that the Vopos who did the shooting took refuge amid the ruins of a building and no one in the crowd of over 2,000 that gathered in less than an hour dared go near the wall to help for fear of being shot themselves. The wall in length is some 28 miles stretching from the Blankenfeld District in the north to the Schoenfelder in the south without so much as a small alley left open save the check points. As some of our group wandered along Bernauer Strasse we were struck with the solemnity of the surroundings. Everybody moved cautiously, afraid they would do something wrong because one side of the street is East Berlin and the other not 30 feet away West Berlin. We came upon a group of people waving handkerchiefs from our side to people high up in a building about a block inside the East Zone. Bernauer Strasse was the scene for many escape attempts as floral wreaths bear mute testimony too. Along one side of the street there are crosses where people were either shot or died in jumping from the buildings in their bid for freedom. As your gaze wanders from house to house, cellar to attic you can't but feel what transpired here. The doors, windows, alleyways, walkways and even a church have been bricked up. On top of the houses there are strands of barbed wire and occasionally an observation platform which has a commanding view of all passageways leading up to the wall. We climbed onto a building which is being used by West Berliners to see their loved ones that were left behind in the mass breakthroughs. I spoke to a man who was standing there and he pointed out a woman and three children and said that was his family. He couldn't openly communicate with for fear of reprisals against them but he did some hand waving and pointing. She seemed to understand but they had to keep shifting their places because they were under surveillance of the East Berlin guards.

From Bernauer Straße we travelled by the Untergrundbahn which is supposed to be the equivalent of the Paris Metro

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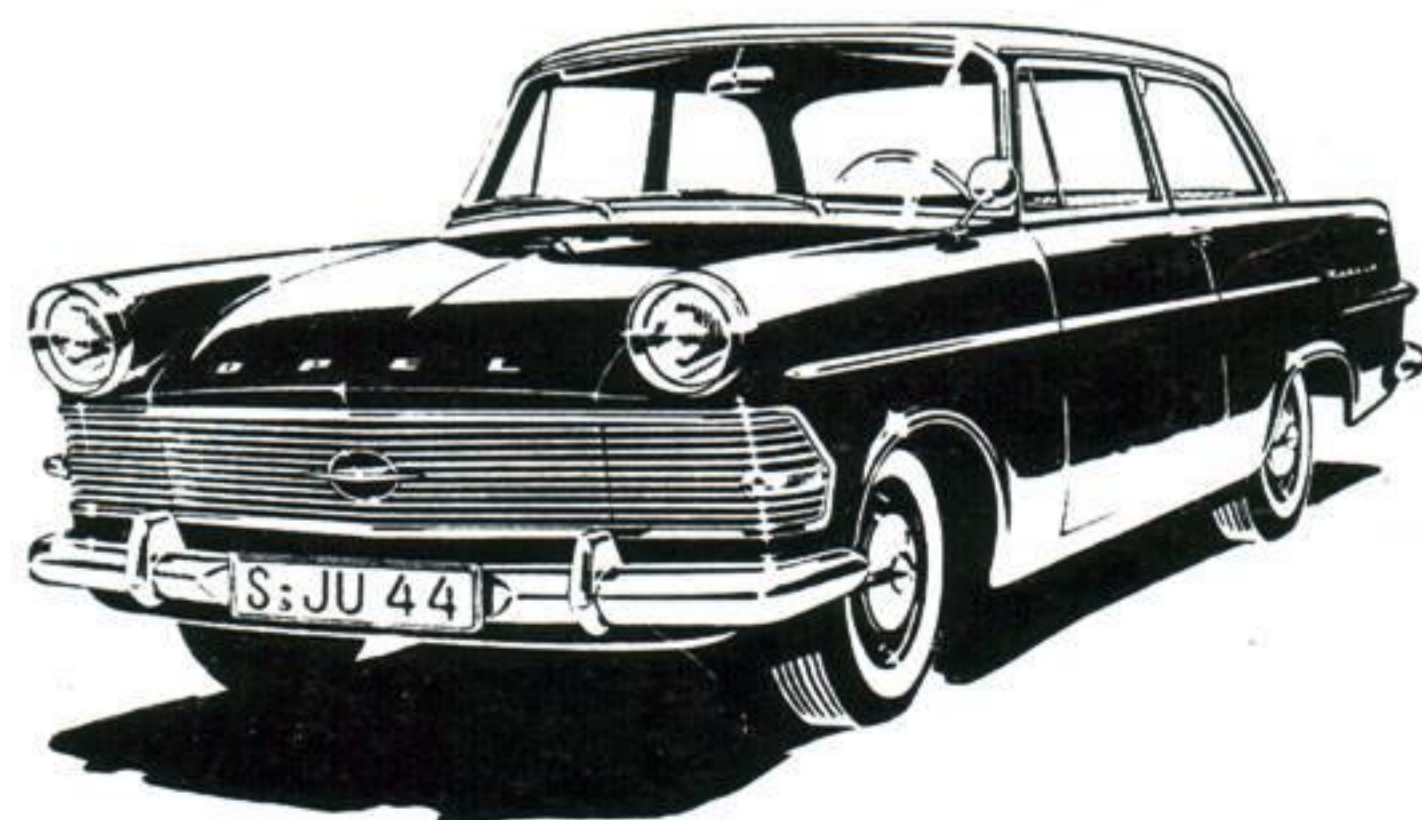
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Subway system but not quite as well laid out to Potsdamer Platz. On this trip we crossed non-stop under East Berlin where every subway platform had a guard on it. Potsdamer Platz at the head of Potsdamer Straße is one of the most heavily fortified parts of the wall. You can climb up onto a spectators' stand and from this vantage spot you can see row upon row of railroad track formed in an X-shape for tank traps. Beyond this are multi-strands of barbed wire and Soviet Guards. It was at this point that water hoses from armoured cars were used to disperse demonstrating crowds.

No trip to Berlin would be complete without a stroll down the famous Kurfürstendamm or better known as the "Kudamm". Every visitor makes a point of wandering down its length, and I being no exception joined the crowds as we strolled back and forth in the evening. The street in the daytime is quite pleasant as we came across some beatniks doing sidewalk paintings. I do mean sidewalk paintings as they were doing pictures in pastel on the pavement. Waste of time in my estimation. Although the pictures were good — you just paid to look — you can't buy up a sidewalk and hang it in your home.

You meet all kinds of people on this street. As for instance we bumped into a chap that had a full grown eagle on his arm. I didn't get too close to him as his face attested to the razor sharp beak of his pet. He posed for pictures and said the bird would fly away once a day and then come back to seek him out.

If you think the oddballs come out in the daytime it's even better in the evening. You can see just about every fashion, design and form of garb all along this street which is described as the 42nd Street of Germany. The shattered tower of the old Kaiser Wilhelm Church in all its devastated beauty is the background for the ultra modern new church that has a 16 floor bell tower and all of its 136 windows are stained glass.

For night life in Berlin nothing can compare with an evening spent in the luxurious surroundings of the Rezy Bar. This is the home and originating spot of the famous Dancing Fountains. You only pay 40 cents to get in but the proprietors frown on beer drinkers as they only sell wine.

The wine is good, but for \$ 4.00 a bottle, you can buy the same in Baden for \$ 1.00. You pay for the surroundings and show this way but it is certainly worth every cent to sit there and watch the dancing waters in all their glorious floodlit beauty weave, flow, bend, drop, waver, then shoot to the very top of the stage forming all kinds of shapes and sizes.

From candles to Christmas Trees, spires to spirits as the water flows ghost like in patterns of wavering motions to liquid strains of an 18 piece orchestra.

The club itself consists of small booths that have a telephone with the booth number painted on a lamp that resembles a street light. If you wish to call another table all you do is dial the number indicated on the other booth and the intricate system of the switchboard that is run automatically without the aid of anybody is put into motion. If this fails you can always write a message, put it in a cylinder, lift a flap at your elbow and deposit it in the air shoot which goes to a main control room where the only man running all

of this complex system of communication directs it into another shoot which delivers your message automatically to the table selected. Fun and snobbery at its best but I imagine it beats table hopping.

We had several messages at our table welcoming us to Berlin, good luck against the German Team and even a case of mistaken identity as one person said that the team played well against Czechoslovakia. The people of Berlin were forever congratulating the Raiders, mistaking them for the Trail Smoke Eaters for their show in Stockholm.

As guests of a great city we are reluctantly getting ready to depart from Berlin, but we can see that from the Second World War she arose shattered and divided. Meanwhile a New Berlin came to life in the Western half of the city, not as rich in tradition as the old one, but certainly not less beautiful. Two million two hundred thousand inhabitants are living in West Berlin, one million one hundred thousand in East Berlin. The wall and barbed wire dividing at the present moment Berliners from Berliners, will, as they are quite sure, not rest forever. The inhabitants at the two sides of the Frontier, nevertheless, feel themselves as the citizens of one city, of the former German capital BERLIN!



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# SPARTACUS

TECHNICOLOR® TECHNIRAMA® LENSES BY PANAVISION  
 Directed by STANLEY KUBRICK Music composed and conducted by ALEX NORTH Screenplay by DALTON TRUMBO  
 Based on a novel by HOWARD FAST Produced by EDWARD LEWIS Executive Producer KIRK DOUGLAS  
 A Bryna Production Released by Universal-International



## ☆ ☆ ☆ YOUR APRIL ATTRACTIONS ☆ ☆ ☆

**Monday 15th "KID GALAHAD"** starring Elvis Presly, Lola Albright and Gig Young is a hard-hitting romantic comedy melodrama, with songs and photographed in DeLuxe Colour. Based on Francis Wallace's evergreen tale, it's about an ex-GI who seeks and obtains a job at a lush Catskill Mountains boxers' training camp, uses his fists to good effect and gives thugs a taste of their own medicine. (U)

**Tuesday 16th & Wednesday 17th "CAPE FEAR"** starring Gregory Peck, Robert Mitchum and Polly Bergen. A psychopathic thriller, with a Southern small town background, concerning a sexual pervert's attempted revenge on a lawyer who had "sent him up". A gripping story for adults only. (X)

**Thursday 18th at 20.00 hrs. Friday 19th at 18.00 hrs. Saturday 20th at 20.00 hrs. "SPARTACUS"** a superb Super Technirama and Technicolor spectacle with a star-studded international cast is the recommended film of the month and is more fully described above.

**Saturday 20th Children's Matinee. "DANGEROUS PASSAGE"** starring Robert Lowery and Vernon Graves (an adventure story) plus "MEN OF TOMORROW" (a short subject of interest).

**Sunday 21st & Monday 22nd "ISLAND ESCAPE"** starring Jeffrey Hunter, Marshall Thompson and Barbara Perez is an Eastman Color World War II melodrama about a U. S. Navy radioman who waged a one-man war against the Japs on Guam. (A)

**Tuesday 23rd. & Wednesday 24th "WILD AND THE WILLING"** starring Virginia Maskell, Paul Rogers and Ian McShane. It concerns a working-class lad who wins a scholarship to a provincial seat of learning, but cannot knock irritating chips off his shoulder. (X) Adults only.

**Thursday 25th "THE PURPLE PLAIN"** starring Gregory Peck, Win-Min-Tham and Bernard Lee is a World War II romantic melodrama concerning the love of an RAF squadron leader and a beautiful and intelligent Burmese girl. Photographed in glorious Technicolor. (A)

**Friday 26th & Saturday 27th "MORGAN THE PIRATE"** is a CinemaScope and Eastman Color period action melodrama illustrating the exploits of a dashing British pirate and stars Steve Reeves, Valerie Lagrange and Chelo Alonso. (U)

**Saturday 27th Children's Matinee. "ACTION STATIONS"** starring Paul Carpenter plus "THE MISSING SCIENTIST" with Paul Campbell.

**Sunday 28th & Monday 29th "THE AMOROUS PRAWN"** starring Ian Carmichael, Joan Greenwood and Cecil Parker. A farcical comedy that is typically English in humour though unfolded against a Scottish backdrop, it covers the complications which rapidly mount when a General's resourceful wife raises the wind by turning her husband's official residence into a hotel for wealthy Americans. (U)

**Tuesday 30th "THE MILLION POUND NOTE"** starring Gregory Peck, Jane Griffiths and A. E. Matthews. A lighthearted romantic comedy concerning the problems and incidents that occur when a man is given a million pound note to spend. (U)

**SPECIAL NOTICE!** Patrons are requested to note that from week-commencing. Sunday 14th April. Showtimes will be as follows =  
 Monday to Thursday (inclusive) 8.30 pm.  
 Friday-Saturday-Sunday 6.00 & 8.30 pm.  
 Children's matinees at 2.00 pm. each Saturday.

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# Touring our Flugplatz



422



Sqn

By the time this article is published, 422 Squadron will be officially stood down awaiting new equipment, new personnel and a new role in its NATO commitment.

Before we enter a new era of 422 activities, let's pause a moment to quickly review the past.

422 Squadron was born on the banks of the Lough Erne in Northern Ireland in April 1942. The squadron was initially equipped with Catalina flying boats and later graduated to the famous four engined Sunderland.

Throughout the war years the squadron distinguished itself in anti-submarine patrols and provided constant cover for innumerable convoys to the U.K. and Russia. The squadron can boast of a feat that makes it unique among all the units of the RCAF; it is the only Canadian Squadron that has flown to and carried out operations from a base in the U.S.S.R.

During its long tour with Coastal Command, 422 Squadron had logged over 13,000 hours on more than 1100 missions. On Catalinas it had flown to North Russia and crossed the Atlantic from Montreal to Britain; on Sunderlands it had scoured the seas from Iceland to Gibraltar, and from the Norwegian coast far westward to mid-Atlantic. The squadron won thirty-three awards, including an O.B.E., an M.B.E., six D.F.C.'s, a B.E.M. and twenty-two Mention In Dispatches, and two U.S. Air Medals awarded to two U.S.A. A.F. officers who flew with the Canadian unit.

After the termination of Coastal's Campaign, 422 Squadron was transferred to Transport Command in 1945. With the arrival of some liberators, air training soon got underway, but when VJ Day came, orders were received to disband the Squadron on the 3rd of September 1945.

The next chapter of the Tomahawk Squadron history opened at Uplands, Ontario on the First of January 1953 when 422 Squadron was reformed as a Sabre fighter unit in the RCAF's Air Defence Command.

Command of the reborn unit was delegated to S/L WJ Buzza who had flown typhoon fighter bombers in the Second World War, and as senior Flight Commander, the Squadron received F/L EA Glover, a wartime Hurricane intruder pilot who had just returned from a tour in Korea during which he had won both the British and American D.F.C.s for his victories in combat with Communist Migs.

In September of 1953 the Squadron participated in Operation Leap Frog to its new home in Baden Soelingen.

For the past ten years 422 has maintained a high reputation within the Air Division and 4 ATAF as a competent, proficient and well trained day interceptor fighter Squadron.

Soon the Squadron will be equipped with a new type of aircraft, new pilots and many new ground personnel ready to begin its new role in NATO's air defence.

Between the days of the twin engine Catalina of the Squadron's first tour and today's sleek super sonic jets, lies two generations of aeronautical progress. Aircraft, weapons and the role have and will change, but the spirit is still the same. Whether hunting the enemy under the sea, or if need be, in the stratosphere, the motto of No. 422 Squadron still holds true: "This Arm Shall Do It".

Congratulations are in order to F/O and Mrs. Gary Brooks on the arrival of a son and heir in March.

Only two "Drivers" of the Squadron succumbed to the recent wave of measles. Although both members were liberally covered with wee red spots, they are now fit as a fiddle and have regained their normal pale complexion.

At a recent Squadron stag, official tribal ceremonies were conducted to replace the old Chief, W/C Kaufman with our new leader, S/L Higgs. The Squadron members presented W/C Kaufmann with a desk set aptly inscribed and decorated.

We discovered a poem written by WO LB Frederick upon the original disbandment of 422. It is too long to quote in its entirety, but we should like to present the last verse with minor changes to suit the occasion.

And so some twenty years  
Since Four-Two-Two was born  
Have silently and grimly passed  
Like shadows in the morn.  
We've won our place in history;  
The Sabre is nearly done;  
We'll never let the world forget  
The job "This Arm" has done,  
And when we're back in Canada,  
Beginning life anew,  
We'll all be proud that we belonged  
To Squadron Four-Two-Two.

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444



SQN

#### 444 Sqn Rear Party

Well the Snakes are not quite as dead as some people seem to think we are — "Old snakes never die, they just act that way". The Cecil boys have not left either but simply moved down to the other end into the late Bruce's quarters.

The spring has come to all of us here as well as to the housewives. The big cleanup is on and the boys are answering with the strong right arm (no offence meant to you lefties). So while we were moving we were also doing a double cleanup — the old and the new you might call it. As far as the moving went? Well! I never thought that the pencil pushers had so many desks, lockers and files and heavy ones at that. A lot of the men were complaining of dishpan hands and we never thought that we had so many darn windows. Now we are clearing out the wooded area around the Old Moose grounds; we needed machettes to get through the dispersal. Some of the boys are working at the MSE Section and few of the others are employed around the Wing. So we continue to do the many but important jobs that just never seem to end.

With quite a few of the men coming and going on course plus some more fortunate types returning to the land of the Maple Leaf, we are left short for a while but before you can say Jackie Robinson we have replacements. These new lads are all newly trained and ready to go. Just for a local word around and between the boys, when is Syl going to return the hard time that Harv is giving him?

Last month we stated that F/L Harley had returned to his homeland (England) on leave, however, we have been advised that since he has spent 17 years in Canada, this qualifies him for a Canadian homeland.

Now we go into our monthly congratulatory column. First of all the men here have asked me to extend their congratulations to the Raiders for the winning of first place in the Inter Wing Hockey League and also to wish them all the best in the playoffs. Still in sports we would like to not only congratulate but add our thanks to the airmen of 444 Sqn for taking first place in the Monday night intersection bowling. We know they can go all the way and be the station champs. For our only new snake of the month, our congratulations go out to LAC and Mrs DJ Cameron on the birth of their son Kenneth James, born on 9 Mar and weighing in at 7 lbs 5 ozs. Camey says that young Ken is going into training immediately for the 1983 Montreal Canadiens. I was wondering if the mother had anything to say about it all.

As far as any future write ups for the Old Cecil groundcrew is concerned all I can say is that we will have one. It might be under a new title so be looking for us next month and I'll let you know how the men are adjusting to their new equipment. That is of course, if we have finished clearing our way through the bush without getting lost...



## Telecom Tidbits

by Hal

On Tuesday the 26 of Mar Telecom held a section Bonspiel. Mind you it was just a small thing but enjoyed by all. Seven teams were entered and each draw was of four ends. The winners of the first event were; Skip, Len Brooks; Lead, Bob Dyer; Second, Bob Mageau; Third, John Connors. The winners of the Second event were; Skip, Don Claggett; Lead, Ron Walker; Second, Ken Beale; Third, Gordie Pageot. Prizes awarded were: In the first event Glass Boots a very fitting prize and one that will always remind the owners of Germany. In the Second event the prizes were the Hummel "Monk" Calendar figurines, again something very definitely German. Congratulations to the winners and to the runners-up good-luck next time.

The news is in and everyone except for a small minority received their requested stations.

I have, the last few days, heard ugly rumours about a pay raise. I hope they are true and if they are you should know by the time this gets into print.

It seems as though everybody has been so busy that an article from one of the other subsections is unavailable this month. I hope to rectify that next month.

All the winter sports are tying up their loose ends and everybody is getting ready for the onslaught of the summer (?) sports programme. How we have done in the bowling etc. is, at present, a mystery to me. I've heard very little about our failure or success.

This month has seen a definite improvement in the scenery, especially in the ComCen. Yes we welcome LAW Gay Moser to our humble abode. Welcome Gay and I hope you enjoy your stay at 4 Wing.

This is what you can call a very concise article as this is the end of it.

Farewell to 4 Wing Hal

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# WING MAINTENANCE NOTEBOOK

FS Lagrow and Cpl Davis

Since the last issue of the Flieger, great changes have taken place in Wing Maintenance.

Three separate jobs are being undertaken by F/L William's lads now. Sabre snags, under the watchful eyes of Sgt Burgess, are still in progress. Most of the snag crews, however, are awaiting new courses or new stations and dates for repat home.

As always when one empire dies and another is born there are structural changes that take place. The 2nd chore is the often unpleasant but necessary one of cleaning and painting and is being done by a crew of technicians turned C.E. types under the control of Sgt Potts. Don't know how he does it but in spite of the many so called "Joe" jobs these fellows are doing, you hardly ever hear the lads complain. Working with us on the 3rd job are many new personnel controlled by F/O Corbett and FS Gile (2 [F] Wing types whenever they get home) aided by our local chiefs WO 2 Lyons and FS Sheehy. Despite the newness of many of these faces they are really 4 Wing people who were on detachment at 3 (F) Wing for several months gaining solid practical experience. Welcome home fellows, may you now enjoy a much more routine home life — such as seeing the family daily instead of between aircraft.

We have a few more specialists from other Wings here. Sgt Moorcraft, Cpl's Kightly and Mignault. May your stay here be pleasant.

Tying all this empire together is F/L Williams and WO 1 Sagadore wondering when things will ever become routine. One happy facet of all this activity as far as the men are concerned is that maintenance has ceased to be a manpower pool for the station that it was for a couple of months. I was personally beginning to wonder how the other station units ever operated before without us.

Transfers are in by the dozens, for our section. Easiest way is to just list them. We are going to be sorry to see a lot of familiar faces missing soon, however it was expected to occur with a new type of work. Cheers lads and all the best on the old sod. The people for Comox — LAC Ruller; for Stn Bagotville — Cpl Moran, LAC's Kilcup and Poirier; for North Bay — Cpl Klinkner, LAC Senior; for Uplands — Cpl Sterling; for St Huberts — LAC Henry; for CEPE Cold Lake — LAC Baird and Cpl Jones; for LaMacaza — LAC McGregor; for North Bay — LAC McNamara; for Namao — LAC Mason.

As always some of these people are happy and some are not, but I am sure most of them will be glad to be home again.

Cpl and Mrs Bill Moran are the parents of a new son. Congratulations Bill. That's one way of taking a German to Canada.

From all appearances the hockey schedule for the Wing Maint Hockey Team terminated too soon. The boys were seen playing an energetic game on the floor of No. 1 Hangar recently during a coffee break. It was an impressive display both from the footwork, timing and general enthusiasm point of view. Substituting for "Goal nets" were two metal tables placed at opposite sides of the hangar, the "puck" was a roll of masking tape and the "hockey sticks" were broom handles which when placed deftly in the centre of the roll of masking tape gave a positive control. The game looked like it might be worth repeating next fall as warm-up prelude to the hockey season.

Since the last report from the combined sections of Engine Bay, Tire Bay and "T" Bird Maint many changes have been made. Early in the new year WO 2 Tate and his boys packed up their troubles, gear and T Birds and moved to their new home. The Tire Bay section has undergone some face lifting and it's not known for sure whether the office walls came tumbling down as part of the planning or whether LAC Tiny "Jerico" Ottenbrite has been practicing his trumpet again. The Engine Bay staff has moved en-mass to their new location. A visitor to the new Engine Bay can't help but notice the many pieces of new equipment on the floor. Gone are the days of the simple component change limitations and our new engine is subject to dismantling from the afterburner to the compressor.

The recent release of the forth coming transfers had lifted the cloud of gloom that has been hanging about for some time. Smiling faces once again can be seen and the hunt is on for wood, boxes, etc. Cpl Chuck Kingsbury is returning to Cold Lake and is taking LAC George Bennett along with him. Understand that Chuck was the mayor of Bonnyville when he left and they are holding his post open for his return. George will be the new Water Commissioner or some such thing. LAC Ed Morin and LAC Ed Barkley are headed St Huberts way, and while this will be a new station to Ed Morin, Ed Barkley has been there before and has promised to show his buddy the hot spots.

In addition a new face has made the scene. We are happy to announce that our Field Service Representative in the person of Mr. Albert Paddon has arrived. Mr. Paddon will occupy his office in the Engine Bay area and will be most pleased to discuss technical engine problems with one and all. Be prepared, however, to be exposed to a lecture type discussion on the merits of the new title as laid down in EO 00-50-10, for Tech Reps. Apparently there is a vast difference between a Tech Rep and a Field Service Representative, so its out with the old, in with the new, and a hardy welcome to our new F.S.R. Mr. Paddon. Also ably supporting us is our second F.S.R. Mr. J. McDonnell. He is the airframe specialist and is currently located in No. 1 Hangar. Jack is also from Cold Lake and has a storehouse of knowledge for all who wish to partake of it. Most certainly both he and Mr. Paddon are going to be invaluable to us for the next few years.



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## OPS Corner

by LAC DM Nelson

As part of the new empire building craze recently to hit Soellingen, it has been decided that representation in the Flieger is the thing to do and thus the column "Ops Corner" has been consummated.

For our premiere we have decided to run a few footnotes on the section personnel. As newest member of the section, guess who got the job as "section reporter".

As there are a few people on leave, things are a little quiet. While W/C Schultz is on a well earned vacation, S/L Tuckey has taken over his position, haven't heard any complaints from him yet.

F/L Carle just got back from his vacation but we have not heard too much about it, he was probably too busy with his car.

F/O (Kid) Koski is on leave also, we keep busy wondering if he will bring a little Danish girl back with him from Aalborg or not.

Also in our midst is F/O (Smiley) Fryling. He's been keeping so busy writing letters to the University of British Columbia that he's turning blue in the face. Let's hope he gets a lot of good results back. Good luck to you, Sir.

Sgt (Woody) Milne is also on leave right now. I can well imagine he needs a rest after playing hockey against the Cpl's Club.

Then of course there is Cpl (Hap) Hooper who is professional section scrounger. We'll have to give him an "A" on this ability!

Cpl (Bill) Genovy just got back from leave but I don't think he got to Spain as he had hoped. Anyway he claims he enjoyed himself.

LAC (Frank) Hebb "Quote" As President of the 4 Wing Rifle Club. "I claim we will win the rifle shoot being held in 1 Wing on 23rd of March." The best of luck to you and the team, Frank, from us in Ops.

LAC (Hammy) Hamilton who is so busy curling finally won a trophy for winning the "D" League in regular season play. He is now awaiting for softball season to roll around.

LAW (Esther) Haskell (nee Annell) is going around with that happy look on her face after getting MARRIED on 16 Feb. We are sorry to see our clerk leave us in April for Canada. The best of luck and happiness to you Esther in your married life and may all your troubles be LITTLE ones.

We in Ops have decided that every good section needs a motto and thus through our Latin interpreter we have come up with the following:

"ASKUM FORA BEACON TIMUS"

So until next month, drive carefully, stay alert, and watch for other empires.

## New Badge For Flying Photographers

RCAF cameramen who are specially trained and employed in aerial photography are now entitled to wear "flying wings" on their uniforms. The first of the new badges were presented, March 15, to four members of 408 Reconnaissance Squadron at RCAF Station Rockcliffe by Air Commodore R. J. Lane, DSO, DFC, CD, Air Officer Commanding, Air Transport Command.

Receiving their "wings" were Corporals J. P. H. Carriere and J. G. Inglis, of Ottawa, Corporal H. G. Hansen, of Saskatoon, Sask., and Leading Aircraftman F. D. Stinson, of Dartmouth, N. S.

The badge, similar in design to that worn by RCAF para-rescue men measures about two inches square and features a maple leaf enclosed by a brown laurel wreath which is flanked by a pair of beige wings and surmounted by a scarlet crown. Like the aircrew and parachutists' badges, it is worn above the left breast pocket of the uniform.

Known as the "airmen's flying badge", the wings were first issued in 1960 to airborne radar operators and flight technicians, and their award to photographers was recently authorized. With the award goes a monthly allowance of \$ 75.00, replacing the \$ 30.00 "risk pay" formerly granted to flying photographers.

To qualify, a photographer must be continuously employed on flying duties, and may wear the badge while so employed. After he has carried out such duties for a minimum of two years, he may retain the wings permanently, whatever his subsequent duty.

For an airman who is already a fully-trained photographer, qualifying for aerial duty takes a minimum of four months' special study, covering such subjects as the use of computers and slide rules, assisting the flight engineer in his duties, learning in-flight procedures, and mastering the operation of eight different types of camera. So far 408 Squadron is the only RCAF unit which carries out extensive aerial survey work and which has an establishment for fulltime airborne cameramen.

### Can You Top This?

A daughter, Carol Lynn, weight 7 lbs 10 ozs born to Cpl and Mrs. H. R. McLaughley of supply on 7 March 1963 in the Wing Hospital was born with two lower front teeth. One half hour later she made her first trip to a Dentist where the teeth were extracted. Because the gums were soft the doctor recommended the teeth be removed to prevent the child from swallowing them.

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# Sports

# and RECREATION

## SPOTLIGHT ON RECREATION

Once again we turn the SPOTLIGHT on RECREATION.

This month's article will cover reports on Badminton and Ladies' Curling.

### BADMINTON

The annual Air Division Badminton Tournament was held at 4 Wing on Saturday and Sunday March 9th and 10th with teams from 1 Wing, 3 Wing, Air Division Headquarters, Langar and 4 Wing competing.

Play was aggressive and keen, and competitors and spectators were treated to a high calibre of badminton throughout the first day. All the games were played according to schedule under the cool guidance of Cpl. Adams who was the tournament director and, consequently, Saturday's games were finished on time at 1630 hours.

At 1700 hours all visitors and participants assembled in the Mixed Lounge for cocktails, after which they proceeded to the Tournament banquet. A spirit of gaiety and frivolity, sparked by a cheering section from Met, pervaded the whole group, and after dinner when everyone returned to the Mixed Lounge, the party shifted into high gear with a little dancing.

Sunday morning at 1000 hours the semi-finals were played, and the finals began at 1300 hours. The winner of the Men's Singles was a comparative newcomer to 3 Wing, Cpl Lionel Higham, who defeated LAC Ron Rouleau of 3 Wing (15-3, 15-6). Higham's change of pace, his smashes and general court mastery were in excellent form during the tournament. The Ladies' Singles was a hard fought battle all the way, but Mrs. Kaye of 3 Wing finally defeated Mrs. Rusty Zink of Air Division Headquarters (11-8, 11-9).

The Mixed Doubles was the next final to be played, and the outcome indicated that Higham excels at doubles too. Teamed with Mrs. Burton of 3 Wing, he met and defeated last year's Champions, Mrs. Cooper and F/L Hank Bennet of ADSU in the semi-finals, and then went on to win the finals against Cpl Jim Pankhurst and Mrs. Fairley of 1 Wing (15-6, 15-8). The Ladies' Doubles which followed next, brought two very evenly matched teams together and provided some exciting moments till the last point was played. The games went to one all and the third game went to points, so no one could predict that Mrs. Fairley and Mrs. Pankhurst of 1 Wing would defeat Mrs. Zink and Mrs. Minnette of Air Division (15-12, 8-15, 18-17).

The last game of the tournament was the Men's Doubles, and though there were some good exchanges, F/L Bennett and Cpl Woodard of Air Division defeated Cpl Pankhurst and Cpl Riendeau (15-10, 15-11).

When the points were tallied at the conclusion of the tournament everyone realized how hard the competition had been. Three Wing had won by only one point. They had captured the Air Division Trophy from last year's winners, Air Division Headquarters themselves, by a score of 25 to 24. 1 Wing was third with 18 points, and 4 Wing and Langar brought up the rear.

The Commanding Officer, G/C Jordan, presented the prizes to the tired winners and runners-up, and he also presented the Air Division Trophy to the 3 Wing Captain. Once again the doors close on Badminton and hopes are high that 4 Wing will come through with a fine club.



PLAYER'S

## LADIES' CURLING

Another successful curling season has wound up at 4 Wing. With eighteen rinks participating, enthusiasm ran high throughout the year. The calibre of curling in our club is excellent as has been proved by the fact that Muriel McCabe and her rink of Joan Byrne, Barbara Kee and Connie Buchanan brought home the trophy from the 3rd Ladies Air Division Bonspiel at 1 Wing. This is a repeat performance for this rink and one of which we are justly proud.



In our own club events Abbie Bridgeman and her rink of Nora Wall, Agnes Lemmox, and Dot Dickie swept all before them — they won the triple crown of curling at 4 Wing by winning

- (a) the shield for most wins
- (b) the Club Championship Trophy — a new event this year
- (c) the first event of the final Bonspiel.

Runners up for most wins was Lucy Lee's rink of Mrs. Jordan, Esther Brundige and Myrilyn Holm. Muriel McCabe's foursome including Ellen Blair, Jean Cameron and Jean McCreery were runners up in the Club Championship and also in first event of the Bonspiel.

Many of the familiar faces will be gone next year and we are sure that a new champion will be declared.



The leadership of the club will be under the able direction of Doreen Foss and we know it is in good hands. The outgoing executive, all of whom return to Canada this year, takes this opportunity to say goodbye to all curlers of 1962-63, and good curling for 63-64.

Isabel Avery, President  
Muriel McCabe, Vice President  
Joan Byrne, Secretary  
Jean Campbell, Treasurer

So be it for another month and don't forget to turn the page next month to SPOTLIGHT ON RECREATION where reports on Hockey, Curling and Basketball will be included.

## JUDO CLUB NEWS

by Mrs. Helen Griffith

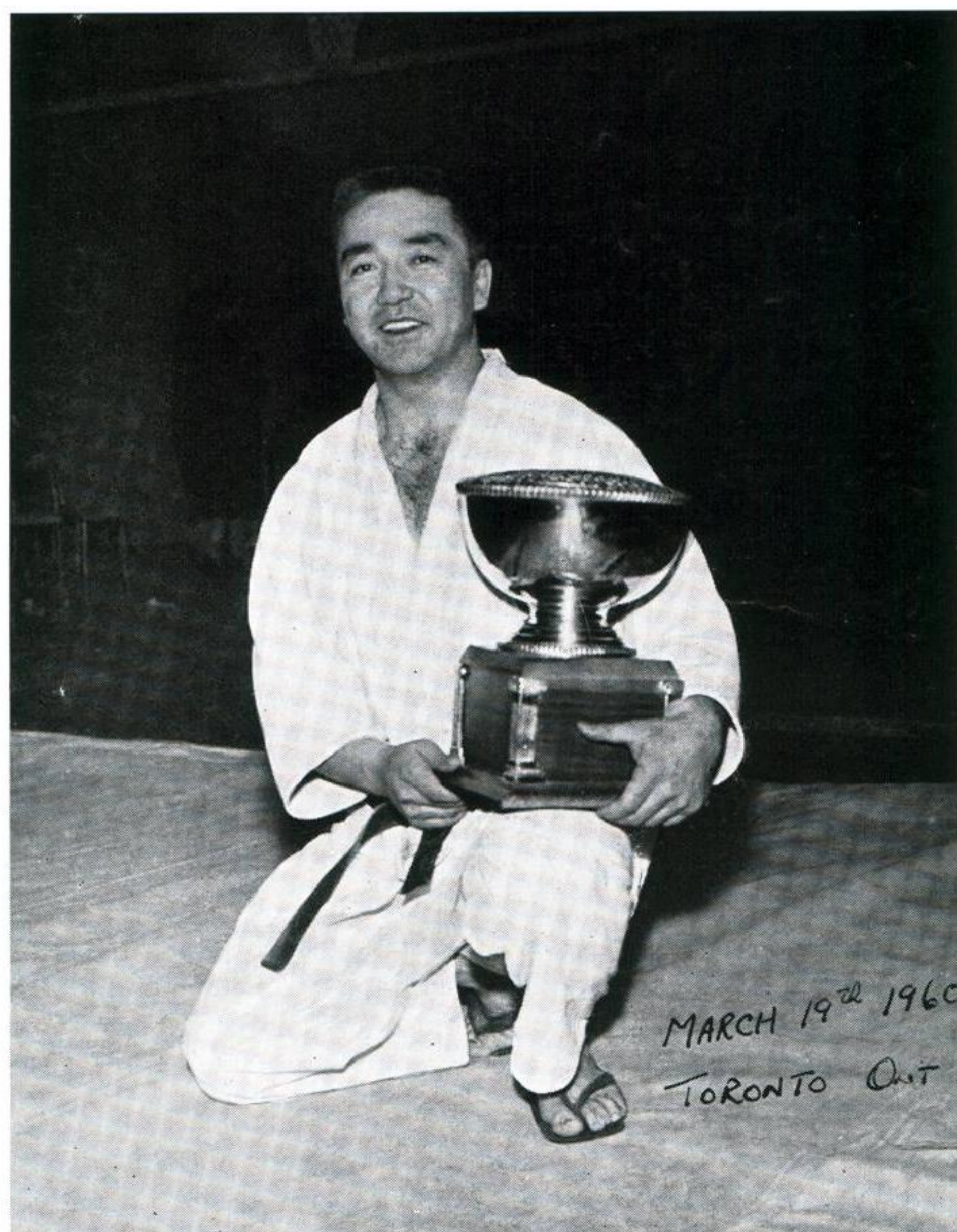
In Feb. 1963, Cpl. "Mas" Takahashi, the Sensei (instructor) of the 4 Wing Judo Club, received word that he had been awarded his fourth degree black belt.

The proud 4 Wing Judokas feel that this would be a good time to review the career of our Sensei.

Mas was six years old when he started Judo at the Kitsilano Dojo (Judo Club) in Vancouver under the late Prof. Kamino, who is considered to be the father of Canadian Judo, a fourth degree black belt at that time.

When Mas was 12 years old his family moved to Ramond Alta., where he took further instruction under Mr. Y. Katsuta.

In 1950, he joined the Air Force at the Recruiting Unit in Lethbridge, Alta. Upon completion of basic training he was stationed at the following stations; Rockcliffe Ont. 1950-53, Lachine Que. 1953-56, Downsview Ont. 1956-60. During these years Mas formed his own Judo Clubs instructing Air Force personel, civilians, other service and police personnel.



Mas with the East Canada Trophy

During this period of time his Judo career had many highlights worthy of note as he won the Merit Trophy — Montreal, the Urban Homes Trophy — Detroit, and the East Canada Trophy — Toronto to mention only a few of the many awards and Championships that he won.

In 1960 Mas came to 4 Wing as a Third degree black belt, in Sep. of that year with the intention of organizing Judo over here on a N.A.T.O. basis he started instructing with Monique Venner — 2nd degree black belt — in her club "De Lattre de Tassigny" in Baden Oos teaching his own students from 4 Wing and French Forces Personnel. In 1960 the 4 Wing Judo Club officially set up its Dojo in the Rec. Centre on the base.

Through Mas's efforts and hard work Judo Clubs were organized in the other Wings with headquarters in Metz and in 1961 he became President of 1 Air Division Black Belt Association in affiliation with the Canadian Kodokan Black Belt Association.

Since coming over here Mas has attended many Judo "meets" in Europe either as a representative putting on displays or taking an Air Force team to compete in various tournaments.

In 1960 he attended the "Coupe de L'Est de Judo" (French Judo Tournament) at Nancy where he fought and defeated ten Black Belts in succession. In 1961 he took an Air Force Team to compete in the British Wrestling and Judo Championships sponsored by the British Police Force. Also in that year he attended the World Championships in Paris as an alternate to Mr. Jensen. Mas had bested Jensen in 1960 but Jensen was selected because Mas was unable to attend the All Canadian Tournament in 1961. In 1962 Mas won the R.C.A.F. Europe Trophy in the Open Belt Tournament held in Metz.

Mas has had a wonderful and colourful career and the 4 Wing Judokas are very proud to have him for an instructor. We would like to take this opportunity to say "CONGRATULATIONS" Sensei, and quoting the late prof. J. Kano, the founder of Judo, as is stated on the diploma, "We hope you will continue your endeavour and become a leading expert in Judo."

On April 27 there will be a Coloured Belt Tournament here in 4 Wing. The Wings will be competing for the team trophy and the individual championships. This promises to be an interesting tournament as the fellows are very keen on competitions and it is also a chance to attain a higher belt.

## BOY SCOUTS

### 3rd Black Forest Pack

On the 18 February we held our Baden Powell week open meeting. This meeting was a joint meeting with the Wurtenburg Pack as our guests for the night. Parents were invited to attend and it was great encouragement to see how many there were interested in joining us for the evening. We hope they all enjoyed themselves and will come again some other time.

This year the theme of Boy Scout week was, WORLD BROTHERHOOD. Our organization stretches completely around the world in over seventy (70) different countries with over 8,000,000 boys in Rovers, Scouts and Wolf Cubs taking part.

Wurtenburg for this meeting produced a World Map showing all these countries and an impressive ceremony followed where boys of both Packs placed a lighted candle for each of these countries as they were called. The light of these candles completely illuminating the map of the World with the respective countries flying their own National flags,

this bringing home to the Cubs and parents the saying: The Great Brotherhood Of Scouts.

Songs with an international flavour were then sung by the Cubs, followed by a Steam off game. The evening ending with the Cubs taking their parents to see some of the things they and their fellow Cubs had made.

The following evening the Father and Son Banquet was held in the Airmen's Mess, an excellent meal followed by some good films.

In the pack in the meantime we have now invested into the Scout Brotherhood Bobby Williams, Larry Holts, Lawrence Dadds and John Roop. To these boys we wish a happy trip through the jungle and GOOD HUNTING. First Star wise we now have Gary Grieve and Bill Lewis, you two, keep up the good work.

With the break up of the snow we are now looking forward to some outdoor rambles and other activity, also in the not too far distant we are planning for our annual Summer Cub Camp, so Mums and Dads, your little Willie Wolf Cub will also have to start on some programme of preparing himself for the big event with equipment and know how.

## THE REISEBÜRO

Reiseburo is the German word for TRAVEL AGENCY! Do you know what the Reiseburo can do for you? No? Well read on and be a much better informed traveller.

First off the Reiseburo is open only three hours every day from Monday to Friday. It opens at 4 PM and closes at 7 PM.

The Reiseburo here on the station opened in 1955 and many people have found it to be a boon when making travel plans. Now that the summer season soon will be here we would like to inform you of the services available from us.

The Reiseburo is the IATA Agent and consequently the booking-office for all associated travel requirements. May we in particular refer to the reduced rates available to you when travelling from Frankfurt to England. These reduced rates are available by BEA and Lufthansa. Also you may arrange for a trip to Canada by TCA, KLM, Lufthansa, Air France and Sabena. Pay-later-plans would make it even easier on your purse! Shipping passages are bookable through your Reiseburo. You may go by Cunard, Home or Greek Lines.

Railway tickets to all countries and seat and sleeping car reservations can be made. If you want to take your car abroad you can request reservations on the ferries and also obtain your personal tickets for same through us. In summer it is recommended to have reservations, as nobody wishes to spend valuable vacation time waiting for a ferry while they could be in Scotland or wherever they are headed.

Conducted tours with English speaking guides for Europa and the Scandinavian countries are available at very reasonable outlays. If you intend on taking a tour book early then you won't be disappointed by the words "I'm sorry but the tour is fully booked." Very disappointing when this happens isn't it?

On individual trips you always should inform yourself before you leave whether or not you need a triptik! "What's a triptik?" you say. This is something that is probably new to you as you do not use them in Canada. It is a travel document which you must have when crossing the borders of certain countries. A triptik is always necessary if you send your car home. Should you own a trailer you must have a triptik for every country but you should have a Carnet, as it is cheaper. A triptik is good for only one trip but a Carnet is good for any number of trips in the specified period of time on the Carnet. So if you are a traveller it would be wise to purchase a Carnet.

In case you would like to join the German Camping Club (DCC) you may do so through us. We will handle all arrangements cheerfully. This club membership offers you a great many advantages over a nonmember. It might also interest you to know that you can get the International Camping Guides that come out new every year.

If you go to Italy you can purchase gas coupons from us. This is a wise idea because gas is very expensive in Italy.

Bungalows in all European countries can be arranged for. If you want to stay in a comfortable hotel let us make the reservation. After you have told us the type of hotel you wish to use, we will make the reservations for you. You will get confirmation on paper before you leave and will be sure then of not wasting time looking for a place to stay.

If you have only arrived here drop in and have a talk with the Fraulein and she will explain in detail all of the many advantages that you are able to have by dealing with us.

Rhine tours from Mainz to Cologne by steamer are bookable through the Reiseburo.

Maps of all European countries are available at the Reiseburo.

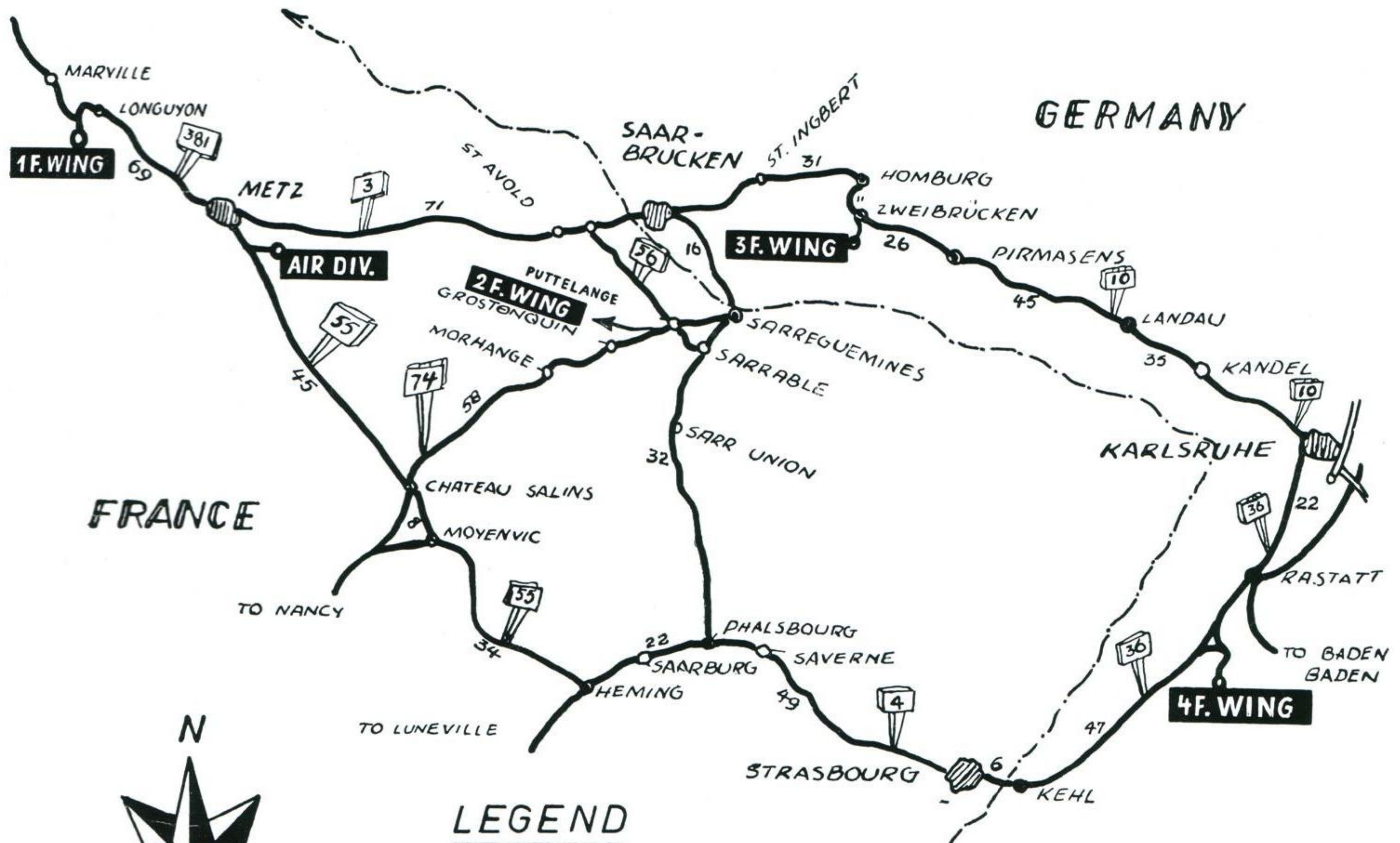
Do you have to send a telegram? Just drop in and see the Fraulein. She will even change your money into different currencies.

Last but not least you can insure your baggage while travelling in Europe or on your way back to Canada.

These and a few more also are the services provided by the Reiseburo which is located next door to the Barber and Beauty Shop in Building 16.



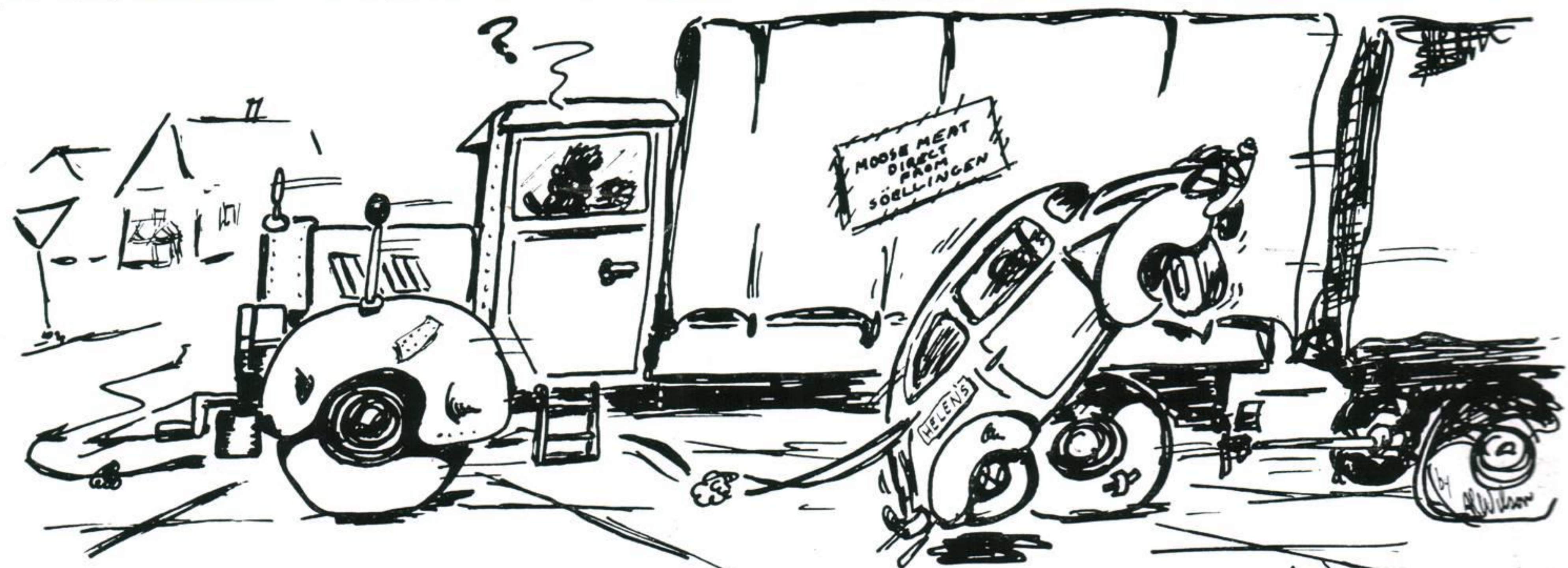
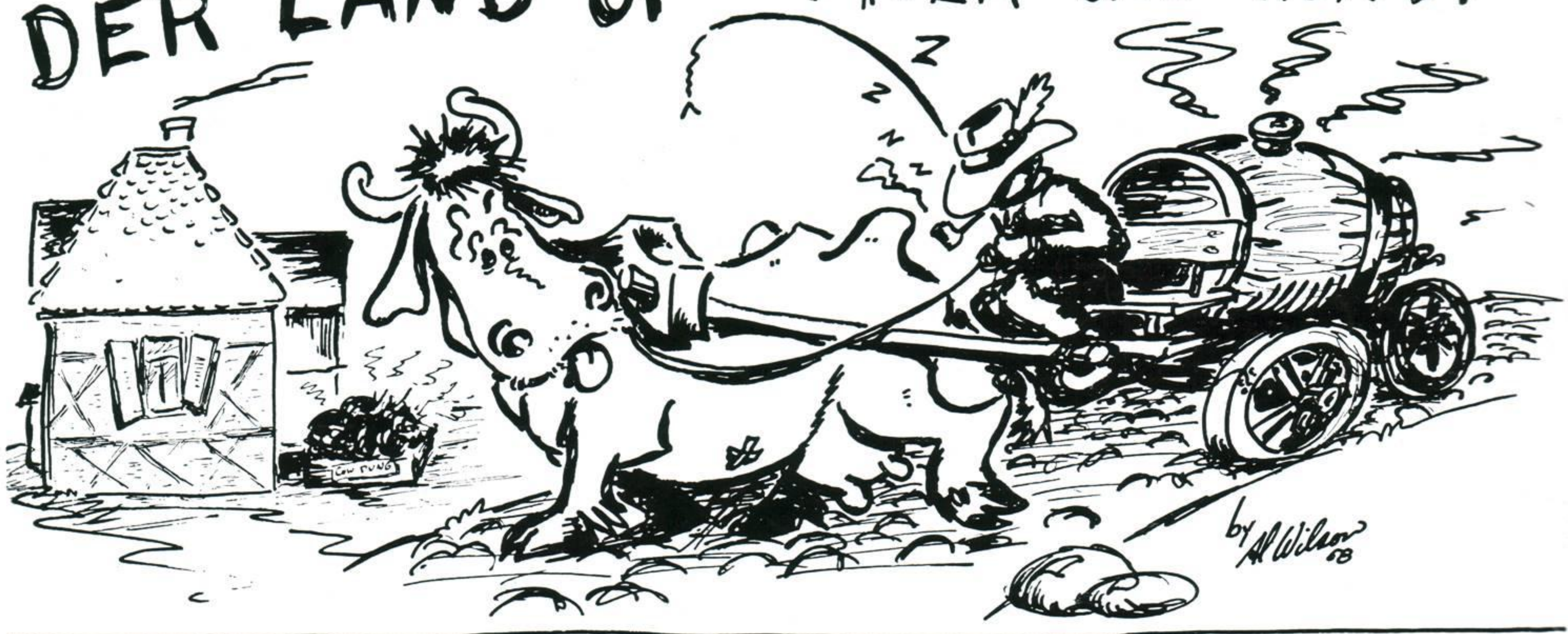
4 WING FIREMEN PRACTICE FIRE FIGHTING



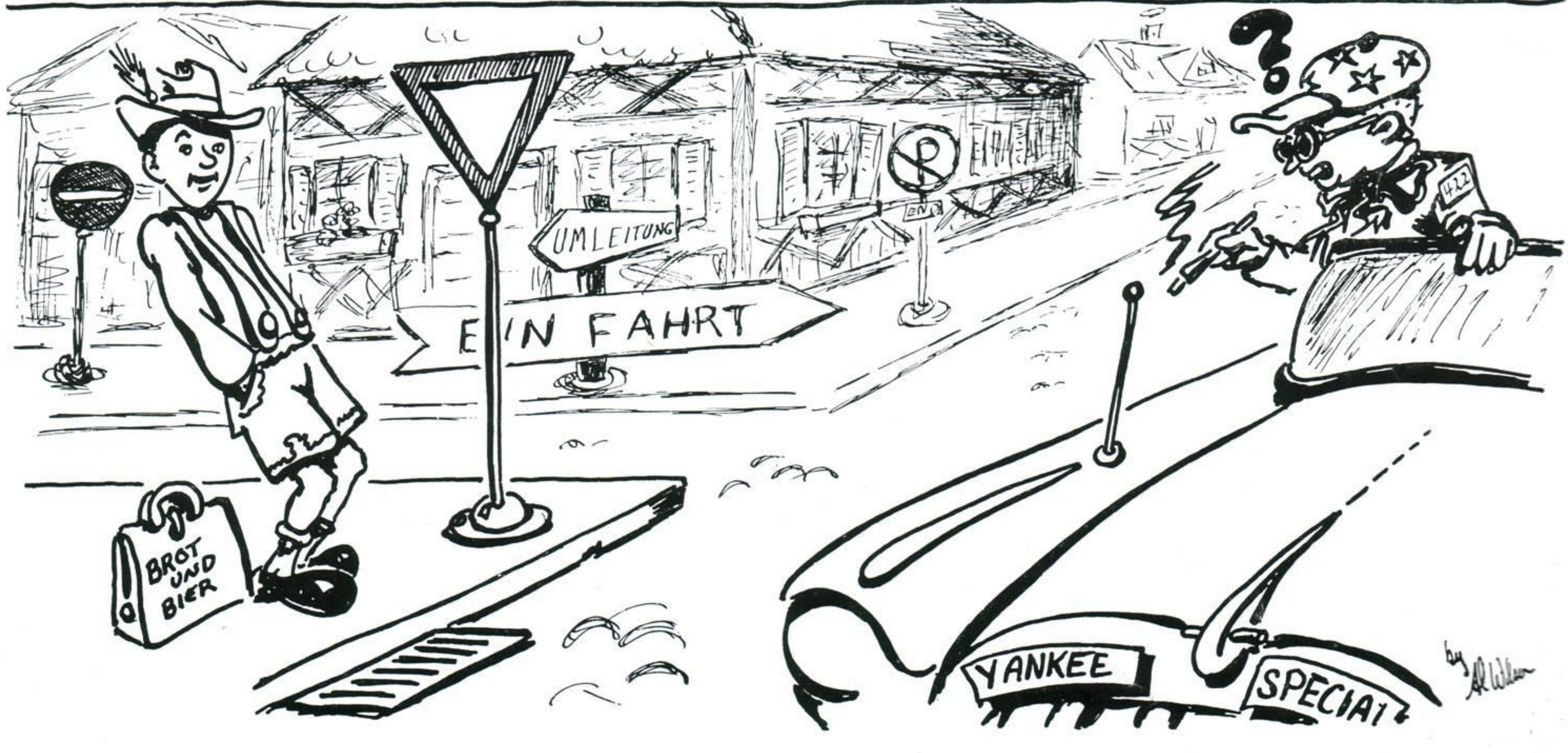
**LEGEND**

4 WING TO 1 AIR DIV .	195 Ks - 122 m
4 WING TO 1F.WING .	278 Ks - 174 m
4 WING TO 2F.WING .	134 Ks - 84 m
4 WING TO 3F.WING .	147 Ks - 91 m

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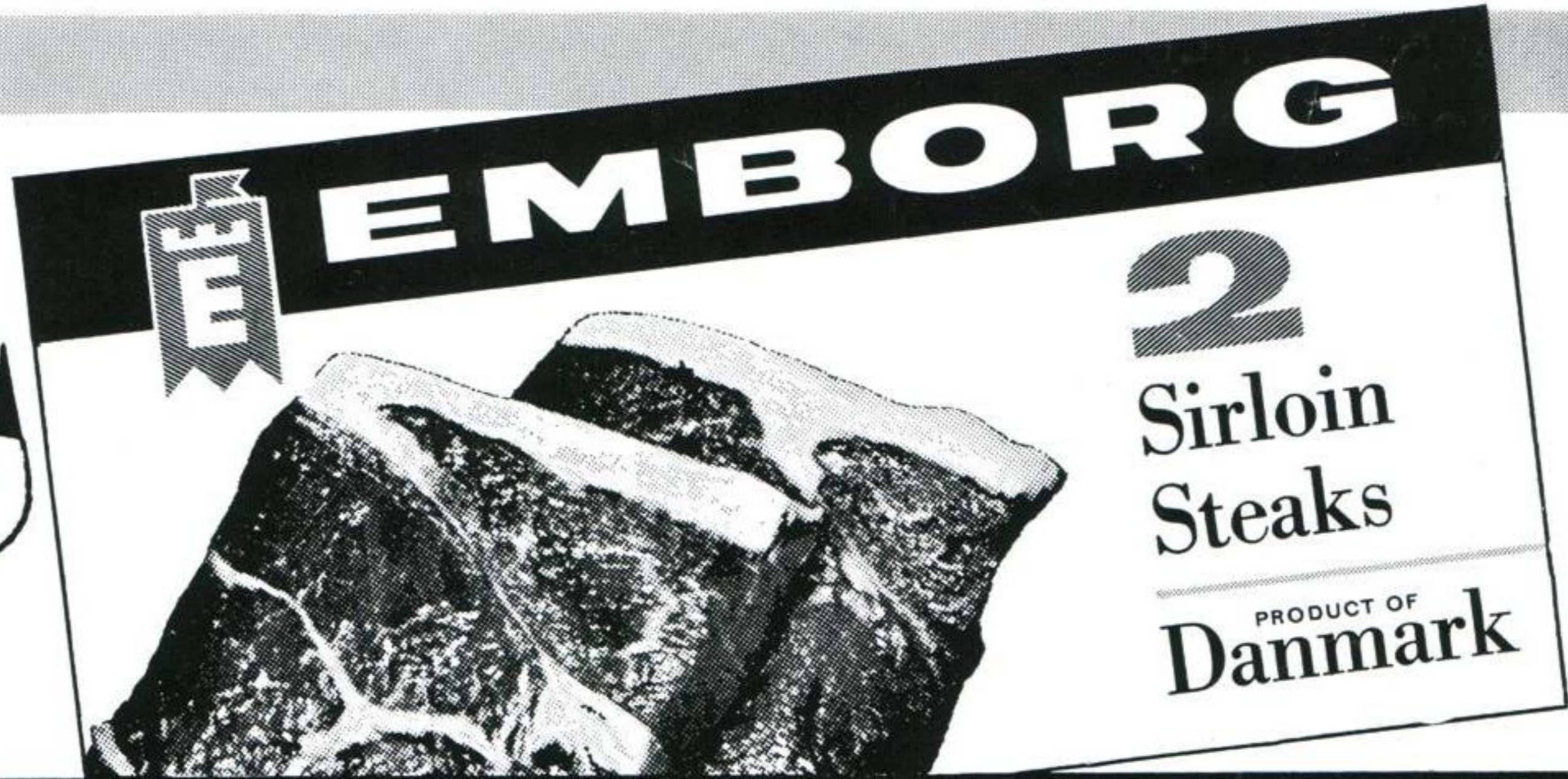
LONDON OFFICE 138 NEW BOND ST.

# SAINT LOUIS

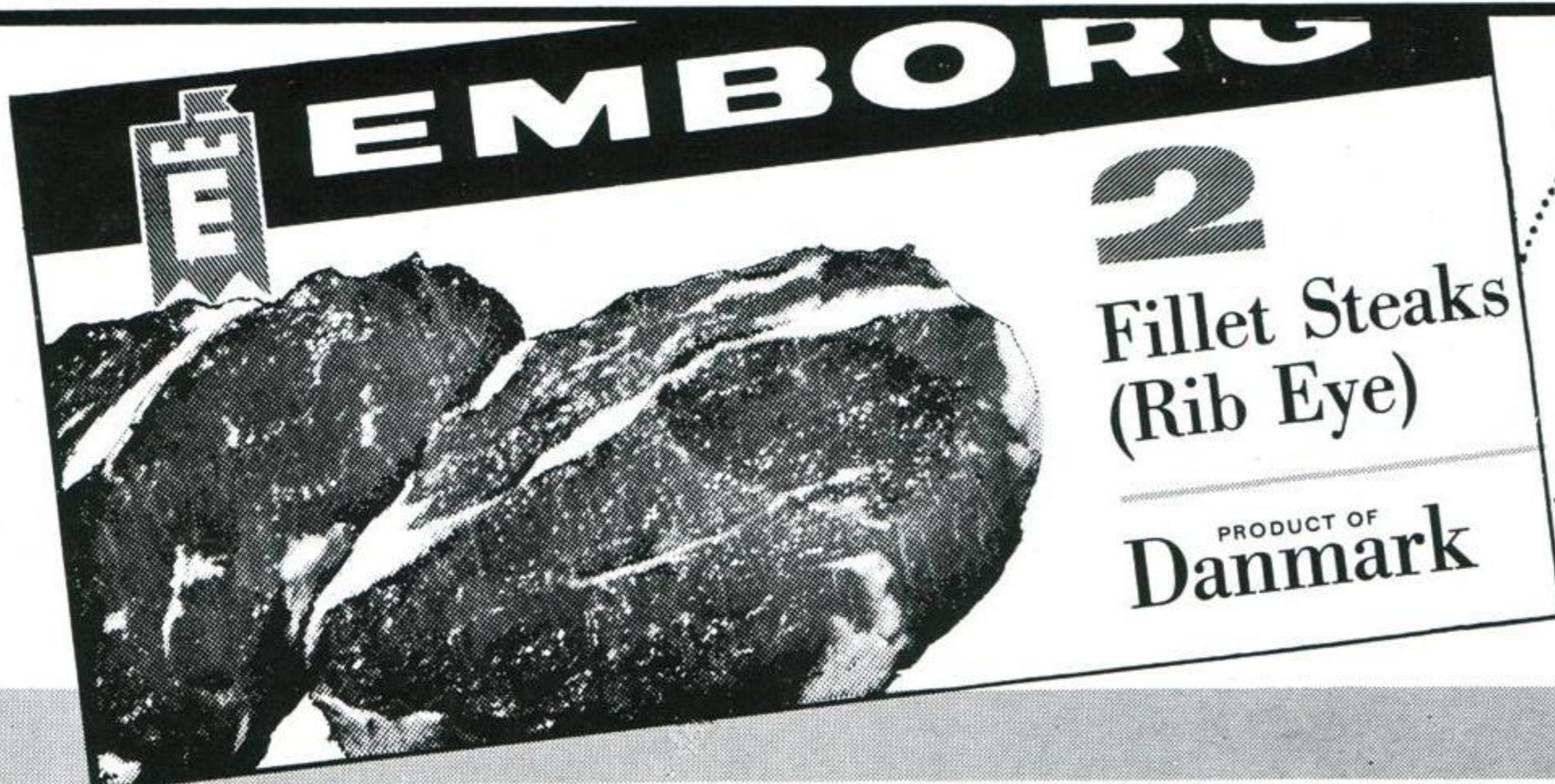
*Cristal de France*



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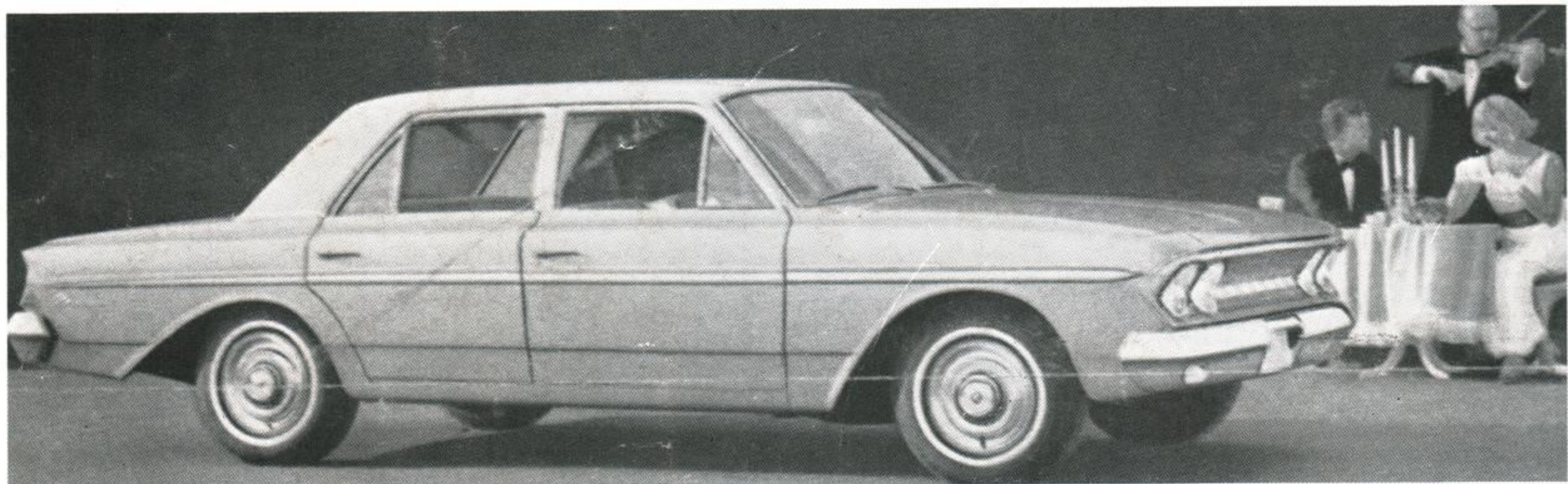
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