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VOL. V

MARCH, 1956

No 2



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"Talepipe" has a circulation of 1,500 free copies. It is distributed in Canada and other parts of the globe. Advertising rates for display ads may be obtained on application.



THE EASTER DISTURBANCE

On The Cover

This corner in the villoge of Noers is a familiar sight to all occupants of P.M.Q.S. Note the unique method of hitching used in this part of Europe.



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Easter began because of a disturbance caused by a humble carpenter who became, for three disturbing years, a preacher. No one who met him, heard of him or came into contact with his preaching escaped being disturbed out of their usual mental or intellectual rut.

It is reported that the common people heard gladly. It is also reported that the custodians of the religious culture heard him first with puzzlement and then with anger.

When he preached his words were like bombs exploding sanctified stupidities and clearing the minds of men as to their stature and future.

So it became imperative for the sake of the status quo. that he be liquidated.

The method chosen was the cross. Three days later the Easter disturbance developed. A preposterous story was being circulated that the crucified carpenter had been seen.

This young preacher had said before

his death; "Because I live, ye shall live also." Then his resurrection verified the awful depths of this teaching promise. The killers saw now, and were deeply disturbed that instead of imprisoning him inside a cave with a stone at the mouth of the tomb, that actually they had let him loose into all the world. In his death and this mysterious resurrection fact he had brought faith to the hearts of people which made them dangerous because they knew no fear; no fear of pain, of torture and worst of all, no fear of death.

Time has been the greatest ally of the temple priests who feared the teachings and life of the man called Jesus.

Custom, habit and familiarity have dulled for so many people the joy of Easter as it dawned on the hearts of the early church. Easter today is a parade but without disturbance. It has been seized upon by the tailors.

Please turn to page 26

Well Fed and 40 francs a Day

(REPRINTED FROM AIRDIV NEWSLETTER)

The old adage that an army travels on its stomach is held in high esteem by the French Air Force. What they lack in cash, they make up in cuisine.

By Canadian standards, levels of pay in the FAF are pitifully low. For example, the lowest of the low—the "MAFI" completing his military service—is paid the handsome sum of 40 francs (11 cents) a day for his labour, but his two-hour lunch is fit for a gourmet and liberally washed down with good vin rouge. A typical meal would consist of soup or hors d'oeuvres, an entree of meat or fish, the main course, salad, dessert, fruit and cheese, all in goodly portions. All portions of the meal are well-augmented with French bread. Each member of the FAF, married or single, is provided with this noon meal, and as anyone who has sampled one can testify, represents the major portion of food eaten throughout the day.

The high standard of food is retained even during field exercises under canvas through the medium of very intricate, highly mobile field kitchen equipment. At one large encampment during exercise "Carte Blanche" a truck was observed unloading large numbers of Jeep Jerry Cans, presumably containing extra fuel for the many vehicles employed. However, closer inspection revealed the single word "VIN" printed in bold letters on each can.

The FAF itself is comprised of two distinct factions—the reservists and regulars. The reservists, who represent the majority of personnel strength of the FAF, are mostly personnel serving their compulsory service of 18 months. All medically fit males above the age of 20 are required to fulfil this service. Deferment is possible for students taking specialized courses, but the military service must be undertaken on completion of duties. The female component (FFA) of the FAF is very small and members are restricted to secretarial work. While they wear uniforms, they are not granted any rank and are classified along the same lines as Civil Servants.

On initial entry into the FAF for military service, a man becomes a "MAFI" 2nd class, and is provided

with a two month course of general military instruction. On completion of this indoctrination, he is transferred to a permanent unit for on-the-job training in whatever specialty may be selected for him. Unless the individual displays special talents, he will continue to do the same job for the rest of his service. For example if he is assigned to a Radar unit as a plotter, he will do nothing but plot for his entire career. As a MAFI 2nd Class, the airman receives a take-home pay of 40 francs per day to cover the essentials of life not provided by the service. Some small pleasures are available at reasonable prices, such as an issue of eight packets of Cigarettes des Troupes (made with a foul-smelling black tobacco) every 15 days at a cost of 20 francs per packet. Beer is also available in canteens for 15 francs a glass.

Within this 18 months service, a man who applies himself or shows promise may attain sergeant rank and is retired to the inactive reserve with the rank held on completion of service. When returned to civilian life, he remains on active call for a period of three years, after which he descends to 1st reserve and is liable to recall for active service anywhere in event of emergency for a period of 16 years. When relegated to 2nd reserve category he remains on call for service within France for a further 7½ years, making a total of 28 years that he is on call for military service.

Entrants with special qualifications, such as a university degree, may serve their military term within the officer ranks. These personnel enter the service as EOR (Eleve Officier de Reserve) and are required to undergo a three month course of general military instruction followed by a two month course in the specialty they have selected. After six months of service they become Aspirants (Flight Cadets) and at the end of 12 months satisfactory service, Reserve Sub-Lieutenants. This rank is retained until the end of military service and in the inactive reserve.

An officer or NCO who completes the 18 months of compulsory service may elect to remain in the

service as an active reservist. In the case of an officer, he may remain as an active reservist for up to 15 years, but may not exceed the rank of Lieutenant and receives no gratuities on release. An NCO on the other hand may remain in the service for up to 25 years and become eligible for a pension. It is, however, necessary for him to write exams on his trade and allied military subjects, and is then accepted for re-engagements up to the maximum recommended by his superiors. In many cases of a doubtful nature, the man is only permitted to re-engage for periods of one or two years at a time.

Personnel who volunteer for aircrew duties are placed in a special category and are required to sign a contract for five years service. After indoctrination they are sent to Canada, USA, or North Africa for aircrew training and are graduated with the rank of sergeant or sub-lieutenant, dependent upon grades obtained during training.

Regular officers are created in three ways admission direct (direct entry from one of the large universities), from NCO ranks, and from the ranks of reserve officers. "Admission direct" are invariably personnel following a family tradition of military service and are considered to be the "elite" of the service, many of them having independent means to supplement their service pay. Many of these personnel are earmarked as future generals on graduation from the Ecole de l'Air, where they are required to undergo a two year course of instruction. The first year of this course is spent as an Aspirant and the final year as a student Sub-Lieutenant.

Personnel selected for officer training from NCO ranks are required to have spent a minimum of two years in sergeant rank and a minimum of five years continuous service. Successful applicants are required to write entrance examinations and are transferred to the Ecole Militaire de l'Air for a period of 15 months. Twelve months of this course are spent as an Aspirant and the remaining three months as a student Sub-Lieutenant.



WO2 G. W. Hartling

(WELL FED.)

Reserve officers may be selected for transfer to the Regular Force by application for one of the annual vacancies, declared by trades. Final selection for vacancies is by competitive examination and successful candidates are required to revert to rank of Aspirant before entering the Ecole de l'Air for a one year course. They emerge from the school with the rank of Sub-Lieutenant, and return to their former trade.

Promotion in the officer grades is dependent upon length of service in rank, vacancies in trade, and availability of funds for increased pay. Up to Commandant (S/L) rank, promotions are predominantly on a seniority basis, the minimum requirements being two years S/Lt (P/O) to Lt (F/O), four years Lt to Cpt (F/L) and three years Cpt to Cmdt (S/L). In addition, it is necessary to write promotion exams for each rank level. In the higher ranks, many cases also exist whereby an individual may be selected for promotion, but does not actually ascend until sufficient funds are available to cover his increase in pay.

One of the highlights of service in the FAF is the annual leave allotment of 45 days in addition to fetes and holidays (of which there are many). Personnel serving the compulsory 18 months service are excluded from this plan and receive 23 days during their service. The normal work week is comprised of 42 hours, exclud-

(Well Fed, cont'd page 9)

Personality

By Sgt Paul Hamelin

February seems to be a very good month for WO2 Hartling, our personality for this month. You see, February is re-engagement month for Warrant Officer Hartling and at this stage, it is beginning to be a problem. Also February is his good wife's birthday and of course, a married man doesn't forget.

WO2 Hartling is a Haligonian and spent most of his life, other than his service time, in that fair city. All of his schooling was taken in Halifax where in 1941 he married a scottish lass from Cape Breton, Helen Rogers. Their two daughters, Colleen and Valaria, also were borne in Halifax. Then in 1939, at the ripe old age (eligible to vote) our personality joined the RCAF. Had a short tour in both Dartmouth and Sydney (we understand another mud hole, (new Unit) then to AFHQ Airmen's Postings, Halifax EAC '44-46, Goose Bay '46-50, back to AFHQ in AMTS Secretariat, CAS Secretariat. DPC Records until his transfer to our Wing in December 1954.

After a short "sejour" in North Luffenham (3 days to be exact) to receive instructions as to his duties, he came to Marville as a member of the advanced party to set up the administrative section of this base. Having put up with mud, the days without heat, lights, water and the life of a bachelor for close to a month, our man moved his wife to Florenville. His family had been staying on the Isle of Wight since his arrival in December. He remained a member of the Florenville community for approximately 9 months when he moved in to married quarters.

Shortly after he arrived in Florenville,—as a matter of fact he was still

living at the Hotel de France,—he organized a small entertainment committee of which Mrs. G Tremblay, Sgt Stevenson and himself were the members. Of course knowing Will, it is just like him,—always trying to help in any way he can. They organized what they called "Canadian" evenings at the Hotel de France. They arranged English films, which I might say were a real welcome to most, a small gab session, then tea and cakes to finish the evening. Every month a dance was organized and held at the Oasis, they were a tremendous success. When we had difficulty in keeping the bus running and there was talk of taking it off WO Hartling approached the CADO, explained the situation and convinced him that it should stay, much to the satisfaction of all of us.

Of course, I believe that all this interest in others, stems from the fact that our personality is quite a sportsman. He is a member of the HQ No. 1 bowling team, the HQ Combines mixed team, was very good hockey player in his day and I imagine can cut a mean figure still. He is a keen swimmer, and a proven softball player. Sometime when you can corner him, have him explain to you how to stretch a run from second base on a single, by sliding into home plate. That ankle will never be the same.

"Will," as he is know by all his friends, is now in charge of allocating PMQ apartments to all ranks other than Officers, and is also assistant adjutant, two positions which are very important. It is felt that N° 1 "F" Wing is fortunate in having the services of WO2 Hartling and a better good "Will" ambassador would be difficult to find.

DÉCORATIONS OF THE SOVIET ARMY

by F/O A.L. GUNN



Order of Lenin
founded 6 Apr 30



Order of Victory
founded 8 Nov 43.



Order of The Red Banner
founded 1 Aug 24

In January, 1943, the Supreme Soviet of the URSS issued a decree to the effect that the uniforms of the Red Army were to be changed and brightened up. Most of the changes were aimed at an increase in pride in the uniform, a tightening-up of discipline, and a revival of military traditions.

The Russian soldier now has three orders of dress: Parade dress, Everyday dress and Field dress. As in the Canadian Forces these orders of dress are sub-divided into winter and summer wear, with variations to suit local climatic conditions, on and off-duty and so on.

Included in this general brightening-up was the re-introduction of shoulder boards and distinctively coloured caps and great-coat tabs, the colours varying according to the rank and corps of the wearer. Also included

in the decree was a general re-organization in the issue of decorations, orders and ribbons for award to the Soviet Army. There are many of them that we know of and the purpose of this article is to give the reader an idea of some of the most interesting of these decorations.

Perhaps the first on the list is the Marshall's Star, instituted in 1940. This award consists of a five-pointed solid gold star a little less than two inches in diameter. Inset in the gold star is a platinum star, and the whole thing is mounted with six diamonds of a total weight of 6.9 carats. The star is mounted on a ribbon, which varies in colour according to the arm of the recipient. This order is a truly valuable asset at any time.

Another famous award is the Gold Star which is awarded with the title 'Hero of the Soviet Union'. This may

be awarded to all ranks and the proud recipient is entitled to free travel on bus and underground. If the Gold Star is awarded to a person a second time his bust in bronze is usually erected in his home town.

Perhaps the most glamorous and certainly the most valuable of all Soviet decorations is the 'Order of Victory', awarded to marshalls and generals of the Red Army 'for the successful execution of an operation which results in a radical change of the situation to the advantage of the Soviet Army'. This award is a very large platinum star, bearing a centre circle of blue enamel on which is superimposed a platinum picture of the Kremlin. The circle is surrounded by a five-pointed ruby star and the whole order is garnished with ninety-one diamonds, which have a total weight of sixteen

JOURNEY THROUGH AFRICA *by Terry Slater*

PART I

It happened in March '47. Many adventurous stories had been heard of Desert Rats and other war crazed guys making the trip...and all had said it wasn't a piece of cake by a long shot.

"What about that bit between the Northern border of the Congo and Stanleyville on the Equator?" said Bob pensively, . . .

"Oh that's the bit that has those bloody carabs in every river, and where the natives run around with one leg off where a croc' had 'im, . . . and where the hypnotic orchid grows amid stinking swamps, . . . Boy! . . . you can have it for me" coughed up Major, one of the toughest campaigners, who'd done practically everything from the French Foreign Legion to the Merchant Service.

"What about passports and visas to get us through all these places? Ya can't rely on luck too much, and visas for the Sahara Desert are almost nonexistent, not unless you're in convoy, and we're ON OUR OWN!" said Jock who'd just left one of the best Scottish regiments and didn't give a dam' for anybody.

Well, there were some of the problems and the type of men who one night in December 1946 figured that England after the war was a bit hopeless and wanted like mad to try a new life in South Africa. And there were going to be a lot more problems before those nine men and myself set foot in Jo'burg some ten thousand miles away taking the route we'd planned. The pub we were in looked suddenly dull as the fire of travel surged forth in each of our hearts. It was a good, clean, healthy and manly feeling to know, and everyone of us had seen action during the war and our spirit of comradeship was strong. It would take more than official papers from London to stop us.

We figured the trip would cost about 6,000 dollars and take about three months to complete. Living

would have to be rough and we'd cross country that still had hostile tribes rushing around in leopard skins and shooting from silent blow pipes; and worst of all, no roads. That wasn't just travellers' talk. It was fact, and it took some getting used to as would all the official opposition we would meet from various Consulates en route. Oh well, no sweat, we'd work it all out systematically and get there. We weren't a bunch of teenagers. Most of the boys had done a bit of 'Glass-house' and were keen enough to carry this one through!

So for the next three months four of us were assigned to buying an Ex Government GMC 6 x 6 truck, provisioning with every need, and arranging with various sources of supply along the route to ensure that our reserves were somewhat spread out. This was a very trying and busy time. The planning and manual work were enormous and many barriers were met. Eric, my brother and Sam, who used to ride dirt track with me, made good work of the truck and supplies whilst I went to work on some of those 'Meatheads' in London who didn't do much else but sit behind a desk and yak like a moose burbling at the moon!

Three days before departure we all gathered at my place and put the finishing touches to many still outstanding jobs. You should've seen my 'Old Man'! He'd never seen so many tough eggs lounging in his life! Why, he didn't have a drop o' wiskey left in the place and he had to sneak away out to the wash-house every time he wanted a smoke! But he was as keen as the next one. Seems like we were doing something he'd always wanted to do all his life.

On the March morning we set off it was cold enough to freeze the bells of St. Mary's! We made Channel crossing in rough weather and cut on down through France to Marseilles without incident. (The

last stage via the Rhone valley was littered with the devastation of the war. Some of us had seen it happen here, others had seen it happen in Italy.) March is the wrong time to be delayed - if one hopes to cross over the Sahara before it gets hot and before the sandstorms start whipping sand up like a knife that cuts through everything you've got. Still, we were delayed a bit at Marseille and had to make the best of it. It took two weeks to find a ship crossing the Mediterranean that had a hold large enough to take the truck, and what a crumby, smelly cattle boat it was. Still, we took it, and tried to eat and sleep a la Arab style, but it wasn't easy.

This boat landed at Oran, some twohundred miles from Algiers, which meant that we had to cross the Atlas Mountains to get to our kick off point in Africa. Time was so short that we decided to make the trip overnight and never have I experienced such hair' raising frights in driving before. Our lights shone out into sheer space as we rounded some of the many hairpin bends carved into the cliff faces. Once the road crumbled a bit as we passed a rain soaked bit and the back of the truck lurched sickeningly. It was then I sweated just a portion and the seat of my pants didn't want to know me!

Algiers, What a sight as we decended into the town! We'd heard a lot about other adventurers trying to do the same trip to S. Africa, but never thought they'd all be waiting at Algiers for permission to move. It was causing quite a problem to the Authorities who didn't want the responsibility of beaucoup dead bodies on their hands victims of getting lost in the desert. This desert crossing deal had been going on since cars were about ten years old and the desert was littered with wrecks of all types and models that didn't quite make it; and the toll of life had been serious. There was a momentary cloud

across our faces as we wondered how long we'd be there.

During the two weeks of our sojourn we drank Arab beer (Ugh)!, listened to the hopes and fears of two hundred other adventurers, and kept quiet trying to figure a way to get a big truck loaded with supplies and guns plus 300 gals. of gasoline past the patrols that were as smart as a tack and twice as sharp. Lady Luck favoured us in that we lodged in the grounds of a retired merchant whose character and morals were decidedly shakey. Heard how well equipped we were and that we'd sworn not to turn back at any price so we got him pretty well snapped up on the last of our Scotch and he opened up and told us of an alternate route to Laghouat which is two hundred miles into the Desert due south.

All one night we made ready the truck and at 4 a.m. pulled out of Algiers. This alternative route was only fit for four legged animals, and as 'Wonderboy' had told us, "it is rather precipitous in places and a little rocky". From that moment on, every moment the truck was in notion, the men riding in the rear were shaken as severely as a cocktail in the hands of an enthusiastic bartender. This state cannot be over-estimated because it was serious and caused rupturing of stomach muscles in two cases. The discomfort was with us until we reached Kano in Northern Nigeria some three and a half weeks later. Eric and I shared driving and it called for the most skilful handling in order to save the truck as much as possible for the rest of the journey. Suffice to say that we **did** manage to miss the road patrol and arrived at Laghouat in two days. This was to be the first of the mud house towns, if you can call them that, that we were to see on our journey across the Sahara. Soft sand had not troubled us so far, and we hadn't seen any old cars or dead camels that everyone had feared we would. The stay was just long enough to gas up and to buy as much food as necessary. All sleeping was done under the chilly Sahara moon either huddled up in the truck or in sleeping bags on the rough ground. It really does get cold at nights, the

sand and rock holding, the heat for a short time only; and there's no trees or vegetation to blanket the terrain.

Camping was always a highly organised business. Eric and I would fill the thirty-gallon tank from drum — a job we both hated. We then took wrenches and went over every nut and bolt on the truck including engine and gear box bolts which had worked loose with the rough going. There were always two of the ten tyres flat which meant removing heavy wheels and repairing the tubes or replacing with spares. Tyre pressures had to be watched carefully too because the changes in temperature could cause a tire to burst. Gas consumption and the amount of bumping the men in the rear got were also directly tied to tire pressures.

Next in the organization, were the three detailed to prepare food. They made a fire of camel dung which burns with a delightful odour! They had to make tea, cook, serve, wash up and clean up. Every chore had to be done thoroughly and strictly according to rules and because of this many hours of arguments were avoided.

After the food wallowers came the tent experts who had to erect the five bivouacs, make them wind proof with heavy stones, arrange the sleeping bags, and straighten up the inside of the truck.

Often repairs or adjustments to the engine took many hours, but even so, we took off at 4.30 every morning in order to catch the sands'. Sand is funny stuff when you're driving through it and in the early morning it is wetter and holds better.

On we pressed to El Golea, 400 miles south where we had to do a "decarb" job on the engine, which was brand new on leaving England, and replace all the exhaust valves. This was done in a howling sand storm which managed to blow down palms that had been standing many years. The wind was estimated to be 110 m.p.h. and lasted for two days. Money is of no use at El Golea and food could only be obtained by bartering clothes. There is an oasis

there which grows the most luscious oranges I have ever tasted.

En route to this haven from the hot blinding sand, the open desert, the rocks, the odd scorpions encountered and the fatigue which was telling even though all were in first class physical condition at the start, we saw quite an interesting side of life that we never imagined existed. One guy, around 1927, had got as far as 100 miles from El Golea when his car had quit with a broken crankshaft, and cranks were pretty strongly made in those days. Apparently he had waited for some thing to pass, and then, in desperation had laid out every part of his engine as though he were laying out his kit for inspection in immaculate order, then just died.

Pleasant thought that? The bodywork of his car, an old Buick, was grey with sandblasting and only the rocks under which he had stopped had saved the wreck from being completely covered with sand and lost for ever.

Our next surprise was a guy with his wife and two children, aged about ten, who'd had a simple thing like a cylinder head gasket blow about fifty miles north of El Golea. He had been there some six weeks was near the point of madness and refused to admit us to his truck-caravan. We reported the incident on arrival at the Oasis, but the violent sand storm prevented any rescue attempts and in the end we heard some months afterwards that they had to be rescued by an aircraft from one of the daily newspapers of London as they had run out of food and water and the Arabs couldn't or wouldn't help. When my father and mother read of this they became a bit concerned for their two renegade sons of whom they had heard nothing for some time.

We were now 400 miles into the Desert, shaken but still fresh enough to carry on, so on we pressed. There were only 2,800 miles to go!

It got worse as we journeyed south. Tempers became short even though each was a true campaigner, and lack of proper rest and food became noticeable every day. We came across the wrecks of what was left of forty large supply trucks

which failed to get across the rocky terrain after El Golea and had serious breakdowns. Some had rear ends shot to pieces, others had broken crankshafts.

Their deisel fuel was no use to us and their tyres were bleached and cracked by the intense heat of the sun.

It was here that we saw our first dead camel which had died just a few hours beforehand, but even so from out of nowhere had come the vultures to make short work of the stinking mess. (In case you didn't know, it is forbidden to shoot vultures in Africa. They are preserved to clean up the place, being true scavengers).

Painfully we made our way to In Sala where we found the water was bad. Most of us were very sick and threw up. The French Legion boys didn't help us much and charged an

exorbitant price for food and water. Here we saw about the only donkey in the Sahara tied to a pole to drag water up from the bowels of the earth where it was ice cold. These wells are about four to five hundred feet deep and again it is quite a mystery how man every knew where to start digging and how he ever dug that far down in loose sand. Dates had become our staple diet, raw, fried, boiled, frittered and bakekd. Today (10 years later) I cannot stand the sight of them! Another item was an old Billy Goat which the Arab killed and sold to us. We assured were that this animal had been fed on luscious green pasture for the only two years of its life, but judging by the comments of the party after it had been boiled for some three hours in a pressure cooker, I rather think somebody was lying.

Fortnately we were able to syphon

some of the French gas so prized in that area by the Legionairs who had it specially flown out to them for patrol purposes in their jeeps many moons ago, and who would have been hopping mad had they known! Our averge fuel consumption up to then had been 4 miles per gal. which is not the best, so the extra was more than welcome. Upon enquiry, we told were tha tno gas was available until told us that no gas was available until we got to Tammanrasset, 1,200 miles from Algiers.

It may appear to the reader that the desert is a well populated place with little Forts and towns all over it. Kill the illusion right now, No such luck exists!

There is only one friend in the desert—you, yourself alive and able to work your way across it.

(First of a series of articles)

WELL FED.

(cont'd from page 5)

ing the regular two hour lunch period, but including many sports and recreation periods.

Housing of personnel is generally of very low standard, with the exception of that on new units. Single personnel are invariably housed in old Casernes which are in bad condition and overcrowded. PMQ are available for only approximately 25% of married personnel and the balance are obliged to find civilian accommodation in the surrounding districts. Because of the low pay levels, it is rare to find anyone paying more than 7,000 francs (\$20.00) a month for accommodation. In areas that have been invaded by Canadian and American personnel, it is almost impossible for the FAF to find quarters within their means.

A reliable yardstick of the difference in standards of living between the members of the RCAF and the FAF is the small number of cars owned by FAF personnel. It is exceeding rare to encounter anyone of less than officer status who owns a vehicle of any kind, and those officers who are sufficiently fortunate are content to own a very small car. They

gaze in awe at the large cars driven by all ranks in the RCAF.

Being "broke" is a very common ailment in the RCAF, but it is a little difficult to understand when the figures show that an RCAF Corporal takes home the same pay as an FAF Colonel!! It is indeed a great compliment to the high standard of living enjoyed by Canadians in all walks of life. The grub is good, but the cash is awfully nice too!



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"Hear no evil, see no evil, speak no evil," and you'll never be a success at a tea party.

The best way to get men to circulate at a party is to put the food in one room and the pretty girls in another.



HOLLAND IN HOLIDAY

If you have a few days leave left in the fiscal year and cannot travel a great distance you really should go to Holland for a short but most enjoyable time over modern motor highways and main roads that take you into the heart of the Netherlands in a minimum of time.

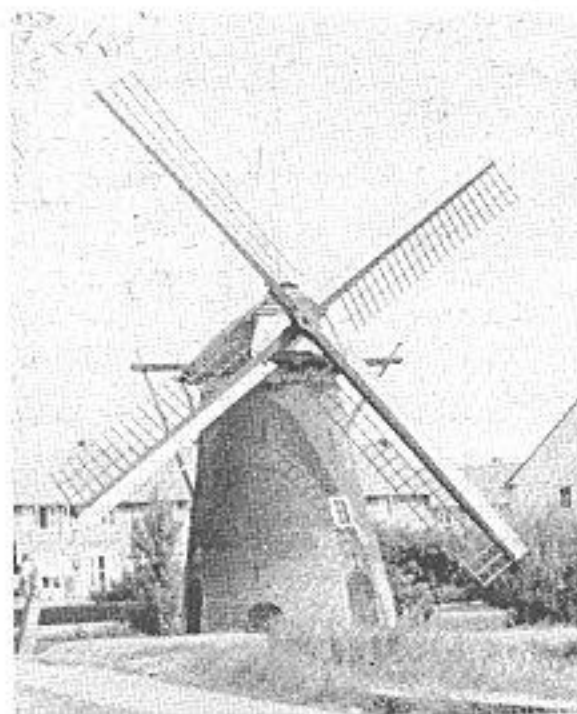
Naturally your main objective will be the great and wonderful city of Amsterdam. However enroute there are many spots of interest worth seeing—Antwerp in Belgium, would provide a good overnight stop at the "English Hotel", the Queen's. Here you will find your accommodations are good, the food excellent and the service more than adequate. If you don't wish to leave you may sit in an old fashioned bar downstairs in the hotel and enjoy the quiet and old world charm of this quaint and comfortable bar. If you wish to wander the streets you will find when you step outside the door of your hotel that you are facing the waterfront of Antwerp. Here you will see remaining signs of the last war in the broken facades and the devastated dock area. Buildings are still bullet marked and shell-destruction of warfare. As you walk down the waterfront you will see many cafes and nighteries bearing American and Canadian names in honor of those whose came and went. There are many fashionable shops with everything the tourist likes to take home as a souvenir. If you like churches, museums, art centres and cathedrals you will be at home in this city.

Windmill Land

After a good night's rest and excellent breakfast you will leave Antwerp on your way to the border and Holland. As you cross the border at Putte it is on only too apparent that you are in land of windmill, canals and wooden shoes. These are the things that everyone associates with Holland but to see them in reality is so much more attractive. Your first town of interest will be Bergen, 2.5 miles from the sea. Here is a modern resort and art centre, with 7500 acres of sand dunes and woods. You will find every spot filled with sport and recreation to fit every taste—tennis, riding, swimming, open air theatres, fresh water natural reserves. After a few hours' entertainment, enjoyment and the exhilarating sea breeze you should cross over to Breda, a town of 95,000 inhabitants and a noted industrial centre and ancient stronghold, set amidst charming surroundings. From Breda you may take excursions through North Brabant and Zeeland. While in Breda one should not miss a visit to the Breda Castle known to be one of the best specimens of the Dutch Renaissance architecture.

After a leisurely time of sightseeing you are now ready to push on down the excellent highway toward the city of Dordrecht. This

BY COL DANNY MARSCHALL



city was the first town of Holland to be given civic rights and has retained the historic beauty of the old town and the atmosphere of distant centuries. Here you can see the magnificent Great Church, the Court, the many beautiful houses and town-gates, the Art Gallery and the Van Gijin Museum with its choice hanging, old coins, poetry and a tremendous display of model ships. In direct contrast are the picturesque harbours of the colorful past, where all the memories of its thriving merchants are still maintained. You will never forget the unforgettable view offered by the confluence of the Rivers Merwedge, Noord and Oold Maas, each with its busy shipping traffic. Here is Holland's most popular water sports centre and industrial city.

As Dordrecht is south-east of Rotterdam you set your course for the third largest harbour in the world and the second city of the Netherlands (700,000). Everywhere in Rotterdam can be seen the scars and devastation of World War Two with reconstruction in full swing. Numerous imposing examples of modern architecture can be admired everywhere the celebrated philosopher Erasmus was born 5 centuries ago. There are many sites to be seen in this city among which the Wholesale Trade Centre (largest building of its kind in Europe), the Maas Tunnel (3,344 feet long) and Delfshaven where three Pilgrims embarked for America, should be visited. For your entertainment, Rotterdam offers you excellent hotels, fine restaurants, a pleasant cafe life and dozens of friendly bars. Don't miss Rotterdam.

Leaving Rotterdam you head back towards the sea and the town of Delft. As you approach the city you are immediately impressed by the tree-lined canals and stately mansions that still preserve the atmosphere and character of a typical 17th Century Dutch town. When in Delft don't forget to see the "Huis Lambert van Mierden" Museum and the entrancing Prinsenhof Museum, once the home of William the Silent, Holland's National Hero. Leaving Delft behind, you head for the Hague and Scheveningen, the seaside suburb of The Hague.

Entertainment Good

Den Hague (600,000) is the seat of the Dutch Government and here you will see new housing schemes on the outskirts that from a striking contrast to the Gothic and Renaissance architecture of the older part. After a visit to the Houses of parliament, Hall of Knights, Govt offices, museums, art galleries and its palaces and gardens you must travel to the suburbs and visit Scheveningen. Here is Holland's premier seaside resort with its wide gleaming white sands, rolling dunes, lively promenade, numerous hotels and terraces, the cabarets and dance halls. The Fishing Harbour with its busy and picturesque local life, the permanent circus, tennis, golf, riding, roller skating, race course and frequent firework displays. But above all, Kurzaal, the centre of music, with symphony concert, seasonal programmes of music, concert, opera and ballet. After all this, you feel you could not possibly see anything more; but as you slowly drive into Amsterdam at late dusk, the air of excitement that pervades the whole city, suddenly strikes you and you lose your fatigue in the rush of eagerness that overtakes you. Suddenly—you want to see it as it lives and breathes if you arrive at night you naturally will seek out its entertainments. Amsterdam has a wide range of places of amusement and entertainment to please every taste. Most of these spots are centred around the Rembrandtplein and Leidesplein. An excellent hotel in Amsterdam is the "America", where you receive the best in hotel and dining room service, paying \$5.50 per night for a double room, with huge bath and shower, telephone, radio and breakfast. This hotel is within easy walking distance of all the spots of interest and if you are not inclined towards walking a cab will take you anywhere for as cheap a fare as you will find anywhere. Next door to the hotel is the Amsterdam Opera House, where you may see and hear any opera, ballet or musical event of the year. While in Amsterdam for those lovers of the classics, the Concertgebouw Orchestra, famous the world over is a must. There are many

cabarets and nighteries where every from of music from the classical quartet to the dirty blues of New Orleans may be heard and most thoroughly enjoyed in surroundings to fit your mood. Floor shows are a great attraction and the best talent of the world, American, European and Asiatic may be seen performing together, in what is truly, an International Show. After a long night on the town, you return to the comforts of your room, satiated with sight and sound and aware of only one thing—what a wonderful evening.

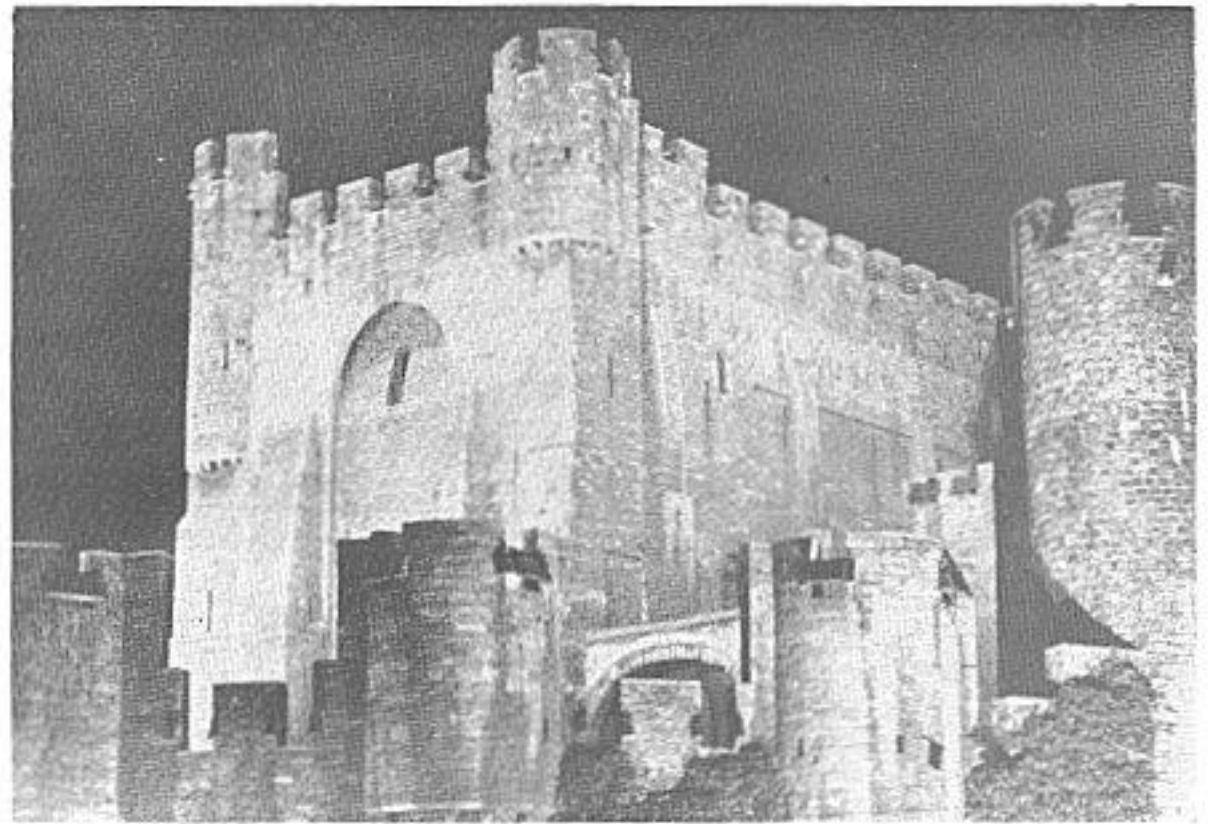
Your daytime hour in this wonderful city may be spent in browsing around in the innumerable smart shops with the latest in everything, the art shops, curio and antique stores or you may want to see at first hand the 50 canals and 400 bridges that link all parts of Amsterdam together. To do this there are comfortable motor launch trips through the maze of canals to the great port connected to the North Sea by a ship canal. Here also you may take an excursion by steamer to Alkmaar, cheese centre of Holland, Ymuiden, Marken (the island that has maintained all its old customs including costumes), Edam and Volendam.

If you like museums and Palaces, they are many and varied for your pleasure. The Royal Palace, erected in 1648, Mint tower and Tower of Tears, Rijkmuseum containing the world famous collection of old masters including Rembrandt's "Night Watch", Rembrandt's house where the great Dutch Painter lived from 1639-1658. The Municipal Museum of Modern Art, Amsterdam University, Nautical Museum, Zoo and Aquarium, the Aascher Diamond Cutting shop where you will see diamonds of intense beauty on display before you very eyes. These are only a few of the ancient wonders of this magnificent city.

Fortified Town

If you have the time there are motor trip excursions you should take with Amsterdam as your home base. The roads are excellent, the food and hospitality when you reach them on an equal with anything you might receive were you at home in Canada. Naarden, situated 12 miles south of Amsterdam, is one of the few surviving fortified towns in the Netherlands and its massive ramparts, moats and bastions are of fascinating interest to all viewers. Here are to be found churches that date back as far as 1380 with a historical background as old as its erection. In the same district is Loreo a well-known artists' haunt. Fifteen miles from Amsterdam may be found the Garden of Amsterdam or Hilversum. This is a delightful garden city of 92,000 inhabitants and very modern architecture. Here may be found the Dutch Broadcasting studios and west of the city, 3 miles, may be found the Loosdrecht Lakes, a water sports resort where yachtsmen congregate in summer. This is indeed a charming city that should be on your list of "musts".

From Amsterdam it is possible for you to visit, 11 miles away, the fifth largest town in Holland (167,000)—Haarlem. This town in Holland is the oldest Art Centre in the Netherlands. In 1245, Haarlem received city rights and it is estimated that



it originated in the 7th Century. Here too may be found many old examples of church architecture dating back to the 12th and 13th Centuries. The "Haarlem Wood" which suffered enormously during the last war from German occupation, is now slowly healing from its war wounds and it a great centre of tourist attraction. For centuries Haarlem has been the centre of the Dutch Bulb growing industry and the bulbs are in bloom during the months of April and May. This is really a sight worth seeing. Here in Haarlem you may see the "Frans Hals Museum", named after Haarlem's most famous painter, Frans Hals (1580-1666). This museum is now first and foremost Art Gallery where you may see besides the works of Hals and other Haarlem painters the works of other Dutch Painters. Modern Art is well represented with an additional feature of old interiors and relics relating to Haarlem, these and many other such spots of interest await you when you visit this Art Centre of Holland.

Before you leave this sector of Holland, take a few days to go to the north in the province of Groningen, the agricultural district of Holland and one of the biggest granaries in the Netherlands. To reach there go via the Zuidersee-Dyke to Leeuwarden and thence to Groningen. Here you will see the farms, of two characteristic types, the Hogeland and the Oldambt, the churches, of which there are still some 50 medieval brick village churches, in many cases with saddle roof towers. The interior is worth seeing, the vaulting, the murals, richly carved pulpits, mourning tablets and trutcheons. Most of these churches date back from the 12th-14th century. Also of interest are the 40 Giants Gaves, which are situated on the border of the Province of Groningen. There are four lying wholly in Groningen province, which afford much in aquatic sports, the University of Groningen in the capital of the same name—this uni-

versity was founded in 1614 and is of great interest and importance to the North of the country and also enjoys the undisputed title of the 2nd largest university in Holland.

Arnhem Monument

Leaving the fertility of the North you are now on your homeward journey and heading towards Arnhem, but before you reach it, stop for a short while in Ameldeorn, a beautiful little village of 92,000 inhabitants and one of the most popular holiday grounds. Midway between Apeldoorn and Arnhem is the "Hooghe Veluwe National Park", furnishing for the viewer a magnificent setting of forests glades and cool air of ever running streams. As you head out of the Park you reach Arnhem the Dutch town of 110,000 inhabitants that earned unenviable fame as the scene of the great battle in September 1944. Monuments have been erected in Arnhem and Coesterbeek to the memory of the Airborne Division who fought and died there so nobly. One of the chief attractions in this city of beautiful parks is the "Open Air Museum" which contains a unique collection of old Dutch farmsteads, windmills, house and other relics of Holland's rural culture, all carefully preserved in their natural surroundings and furnished in appropriate style. The Burgers Zoo—the largest Zoo in Holland, has an international reputation. Animals, birds and reptiles from every part of the world, live in surroundings made to resemble their natural habitat and the Zoo is open all year round.

Leaving his city of delightful parks and quaint buildings we heard for Nimegen the city of Charlemagne, noted for its blossom laden orchards in the springtime. This town of 116,000 people is built on a ridge, its steep streets lead from the old lower town to the more elevated shopping centre, largely rebuilt after the war. The town itself was severely damaged during World

War Two but the famous Waal Bridge was saved for the Allies. Most of the damage has been repaired presenting to the eye a charming architectural combination of the old and the new, set off against a background of boulevards and parks which surround it. There are many festivals and annual events in this charming town. In February there is the "Carnival" celebrated amidst universal good cheer and merriment. During the last week in July the unique international four day long distance walks start from here, drawing thousands of spectators and as many as 10,000 competitors of all ages and classes. The Kermis or Fair literally invades the town in the first week of October. Here is your last glimpse of Holland, a land of sunshine, flowers, age-old beauty and ancient hospitality—it must be with heavy heart that you leave so much charm and beauty behind you for another vacation.

He swallowed bullets and his hair came out in bangs.

"cut off his arm to see if there was any beer in the joint.

wanted his tomatoes with whiskey, he liked them stewed.

cut off his left side so he could be alright.

Took a bus home from school and his mother made him return it.

Took a knife and a gun so he could cut across the street and shoot down the alley.

Took a spoon and a slice of bread out in the street because he heard there was going to be a traffic Jam.



"Mother" said the little girl, "shall I run out and mail this letter?"

The fond mother looked out at the torrents of rain falling, and said: "Gracious no, dear, it's not a fit day for man or beasts. Let your father take the letter out."

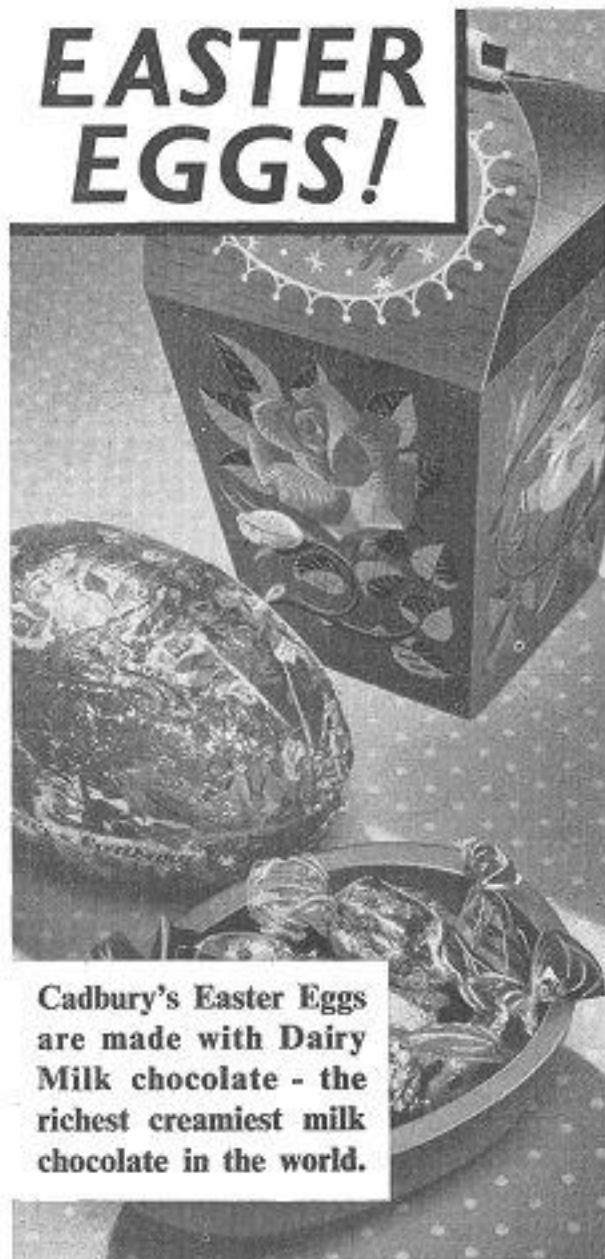


Life consists of paying bills as long as
 [you have health;
 Woman? She'll be true to you—as long
 [as you have wealth;
 Think sometimes of marriage, if the
 [right girl I could strike;
 But the more I see of girls, the more
 [they are alike.
 (Harry B. Smith)



FOR BRAINS ONLY !

EASTER EGGS!



Cadbury's Easter Eggs are made with Dairy Milk chocolate - the richest creamiest milk chocolate in the world.

CADBURY-FRY

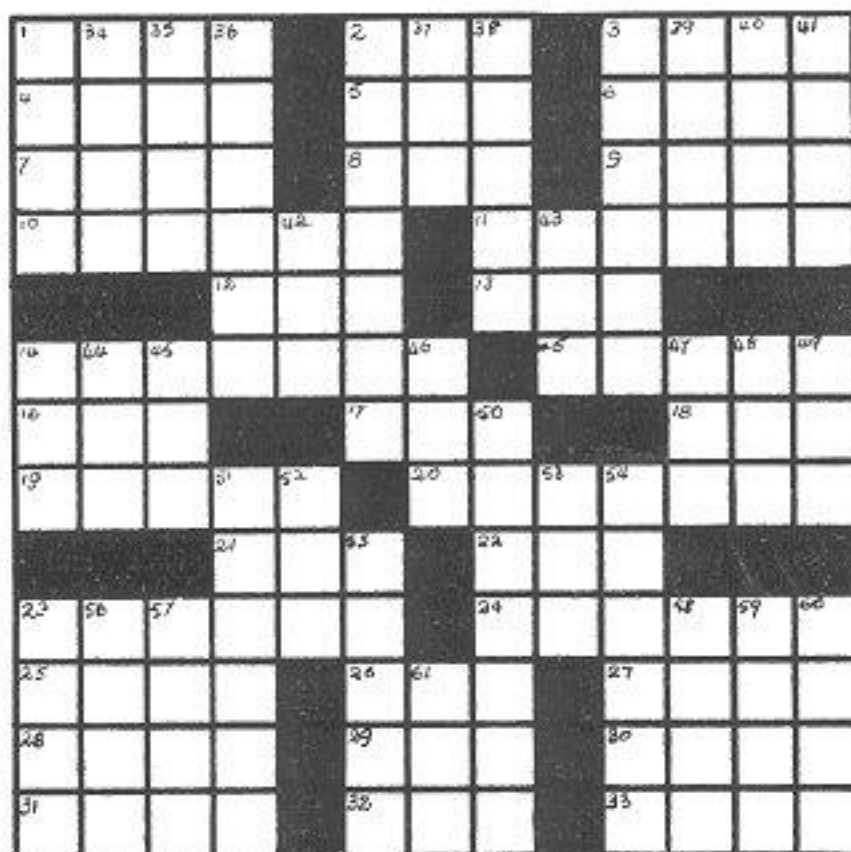


ACROSS

1. Needed at the guard house.
2. No pay without it.
3. No excuse without one
4. Bitter Greeting.
5. This greeting's got to go!
6. Frank goes down the.
7. Tear apart a friend.
8. Age.
9. Against uncle.
10. Charm.
11. Teaching for bad drivers.
12. "Titter!"
13. He's no Canadian!
14. Indian herb.
15. Red sovereigns.
16. Incomplete anthem of maria.
17. Not herbs.
18. Born and borne.
19. Drink more when driving!
20. Acting — Unpaid.
21. Rob.
22. Special canteen fluid.
23. Booze-tub.
24. Head-dresses.
25. Dado.
26. Stop the 'H'!
27. Kind.
28. Mustapha's toilet picnic!
29. Knot.
30. Such lovely legs!
31. Wagers.
32. Ever poet.
33. Tides.

DOWN

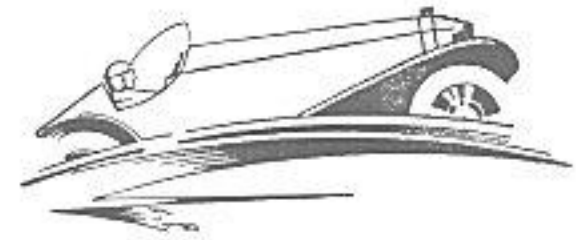
34. Shelter.
35. Payday aria.
36. Most 'wheels' are not — !
37. Wheel complex when hot.
38. For belles and bells.
39. Christian Anderson.
40. Preposition.
41. A certain age.
42. Proud airman.
43. Most necessary habit.
44. Girl's name.
45. Used in most sports.
46. In 'transit' some are very.
47. A collection of sayings.



1. Famous Katherine. "Wheel"!
2. Swindling quadruped.
3. Grasps.
14. Of see.
23. Big banger!
48. The best C.O. in the Air Force!
49. Look.
50. Break, as in reputation
51. Plumes.
52. Bad driving aid.
53. 40 thieves in this alley!
54. Motive.
55. For dinner and baseball.
56. Fever.
57. None for the wicked.
58. Part.
59. Space.
60. Before ou start to drive, make sure you can — !

ANSWER ON PAGE

Allo and Adieu



47380 LAC THW Congdon
 130485 F/O T Nishimura
 203235 LAC RFW Ellis
 25937 CPL HH Graham
 225808 LAC R Grady
 15718 SGT GE Bodnoff
 202543 LAC RS Smith
 37211 LAC RH Reisig
 46861 LAC AR Ellis
 226503 LAC JJ Owens
 20222 CPL BUS Potentier
 49222W CPL GM Bernache
 45046W CPL LE Chiki
 45615W LAW RA Alexander
 45039 F/O GJ Kerr
 210476 CPL HJ Rome
 208776 LAC FG Webber
 41402 F/L GH Reimer
 210751 LAC BAJ Bryden
 214271 LAC JEHY Frechette
 28288 SGT GE Seeley
 202147 LAC LW Dicks
 226663 LAC WJ Moore
 20748 FS FW Threlfall
 39464 F/L JDL Campbell
 213204 LAC AW Londen
 14548 CPL ME Lowry
 30239 F/L W Maguire
 41070 CPL GC Berpuist
 217361 LAC MM Blakestone
 36836 CPL VW Kaye
 220635 LAC JM Dick
 201334 LAC KV White
 214224 LAC JC Wynn
 39966 LAC RC Pfeiffer

trans. to Stn Uplands
 trans. to AFHQ/UCAS/Ottawa
 trans. to Stn Uplands
 trans. to Stn North Bay
 trans. to Stn Winnipeg
 trans. to 1 SD Downsview
 trans. to Stn North Bay
 trans. to Stn St-Hubert
 trans. to 404 Sqn Greenwood
 trans. to 30 AMB Langar
 trans. to 30 AMB Langar
 trans. to 2 (F) Wing
 Released
 trans. to 4 (F) Wing
 trans. to 1 (F) OTU Chatham
 trans. to Stn London
 trans. to 3 (F) Wing
 trans. to Air Div Hq, Metz
 trans. to 1 PRC Lachine
 trans. to 1 PRC Lachine
 trans. to ██████████ Metz
 trans. to Stn Lachine
 trans. to 30 AMB Langar
 trans. to 30 AMB Langar
 trans. to Air Div Hq, Metz
 trans. to ██████████ Metz
 trans. to Stn Lincoln Park
 trans. to AFHQ/AMTS, Ottawa
 trans. to 4 (F) Wing
 trans. to 1 PRC Lachine
 trans. to 1 PRC Lachine
 trans. to 2TTS Camp Borden
 trans. to 1 PRC Lachine
 trans. to 1 PRC Lachine
 trans. to Stn Aylmer

60145 CPL J Belik
 204782W LAW MF Lavoie
 32819 LAC AG Wood
 41186 CPL GD Swain
 224785 F/O MT Tillotson
 46636 CPL MW Grant
 29632 LAC JN St-Amant
 12980 F/L R Gourlay
 36821W F/L ML Fraser
 48698 LAC JE Mackenzie
 45683W CPL A COUTTS
 33767 LAC AE Wiper
 46629 CPL CA Sanderson
 38324 LAC AR Peters
 30364 F/L AH Milne
 210247 LAC GE Sears
 201387 LAC HL Button
 207980 LAC GL Sears
 222718 LAC E Ross
 32248 CPL JW Boyd
 222547W LAW MW Wilson
 218577W LAW MS Harkness
 204296 CPL WE Wallis
 40270 F/O DL Mayne
 220586 F/O MD Parke-Taylor
 46007 F/O HJ O'Mara
 207955W LAW MCE Leblanc
 24304 SGT C Patafie
 44659 LAC DE Hyndman
 18650 CPL JE Holmes

 38383 LAC JS Gray
 36042 LAC RJ Routliffe
 200744 FS JDC Labelle

trans. from 2(F) Wing
 trans. from 3 (F) Wing
 trans. from Stn St-Hubert
 trans. from Stn North Bay
 trans. from 1 (F) OTU Chatham
 trans. from 412 San Rockcliffe
 trans. from Stn St-Hubert
 trans. from 1 (F) OTU Chatham
 trans. from AMCHQ, Ottawa
 trans. from Stn Summerside
 trans. from 4 (F) Wing
 trans. from Stn Clinton
 trans. from AFHQ/AU, Ottawa
 trans. from 30 AMB Langar
 trans. from 1 (F) OTU Chatham
 trans. from Stn MacDonald
 trans. from Stn Winnipeg
 trans. from 4 (F) Wing
 trans. from Stn Foymount
 trans. from 4 (F) Wing
 trans. from Metz
 trans. from Metz
 trans. from 105 C&R Fit Namoo
 trans. from 1 (F) OTU, Chatham
 trans. from Stn Winnipeg
 trans. from 1 (F) OTU, Chatham
 trans. from RU Montreal
 trans. from 412 San Uplands
 trans. from Stn Winnipeg
 trans. from 408 (P) Sqn, Rockcliffe
 trans. from Stn Winnipeg
 trans. from Stn Moose JAW
 trans. from 1 OS London



Producer Benedict Bogeaus says there's a bright film future in store for Polish-born Lisa Montell, 19-year-old brunette beauty. She did so well as a Burmese housemaid in his Superscope and Technicolor production for RKO Radio release, "Escape to Burma," which co-stars Barbara Stanwyck, Robert Ryan and David Farrar, that she was given an important supporting role as a Polynesian beauty in his "Pearl of the South Pacific", recent RKO Radio release in Superscope and Technicolor, co-starring Virginia Mayo, Dennis Morgan, David Farrar and Lance Fuller.





At a Hundred and Thirty-One Buck a Month



As of late we've heard a lot of gripes
about no gas and frozen water pipes.
Through P.M.Q.'s there whips a breeze
It hits your toes and nips your knees.
Your tiny baby screams for milk,
your older ones another quilt.
But days go by and nothing's done,
there is no heat in the winter sun.
And so we sit upon our feet,
and try to hold our body heat.
My wife hopes soon to cook again,
With a little luck we'll be dead by then.

Sunday morning I was really mad,
We'd lost what little heat we had.
I dressed up warm at the crack of dawn
I even left my nite-shirt on.
Having braved the bitter cold,
this is what I then was told.
"There's nothing we can really do,
you sound as tho' you have the 'flu".
"The 'flu" I cried a I blew my top,
"My kids are living on soda-pop,
they're fed up with uncooked eggs,
and walking 'round on frozen legs.

Some think we really have it grand
but how can they understand.
They've never stood and froze
while wiping off their kiddies' nose.
What's more their food was always cooked,
they've never seen how our's looked.
Have you ever sat and tried to eat,
uncooked eggs and soggy meat,
You soon get tired of Prem and Spam,
and your mind goes back to steaks and ham.
Your eggs wink back from their slippery nest,
as your stomach heaves to meet the test.

My little girl gets up for school,
and comes and sits upon her stool,
"Dad" she says "Why start the day,
with nothing else but curds and whey".
"Darling" I say before too long,
"Eat your curds and you'll be strong".
I feel sorry for the little lass,
but what the heck, there is no gas.
It makes me feel like a louse,
when she gets dressed to leave the house.
She knows when she returns at noon,
she'll have to face the same old tune.

My little boy who's just turned two,
sports the nicest shade of blue.
Although he wears three layers of clothes,
he still supports a runny nose.
But he never does complain,
even from a hunger pain.
He even laughs at mother frying,
his eggs upon the'lectric iron.
He also knows I'll leave for work,
before the coffee starts to perk.
So he waves bye-bye with his little blue hand,
the ones that were so nicely tanned.

His little brother (a year last week)
wants to play hide and seek.
But with spring soon in view.
To him that story's getting old.
He used to stand and walk quite well,
before we got this bad cold spell,
but now he has reverted to the crawl,
up and down our narrow hall.
He's now quite a solemn kid,
and never laughs the way he did.
But with spring soon in view,
We hope that he will learn anew.

My smallest one needs special care,
not because she has no hair.
They never do when they're her size,
altho' they sure are mighty wise.
She knows when she should be fed,
and gets poor father out of bed.
But with this cold there is a danger,
of her catching 'flu when I change her.
Now that she's dry and keeps on crying,
I have to heat the blinken iron.
When it's hot I grab the bottle and the bib,
and stumble back her little crib.

It seems to me, with all this fuss,
that we should have an ME bus.
To take our families to the mess,
I think that it would cost us less,
now that my francs are gone,
from trying to eat in Longuyon.
Some where now, I've heard it said,
that we shan't go in the red.
Is it true they'll reimburse,
If not; at least supply the hoarse.

F/O and Mrs. J. A. E. McIlraith,
Married 1 Oct 55; LAC and Mrs. J. D.
Smith, Married 20 Jan 56; LAC and
Mrs. J. C. Mastellar, Married 9 Dec 55;
LAC and Mrs. J. R. Gauthier, Married
3 Dec 55; CPL and Mrs. J. E. Barton,
Married 1 Dec 55.

ODDS & SODS

As Collected by "Sunshine" Faulkner

The Father of success is Work.
 The Mother of success is Ambition.
 The oldest Son is Common Sense.
 Some of the older Boys are Perservance, Honesty, Foresight (and Co-
 operation).
 The Oldest Daughter is Character.
 Some of the Sisters are Cheerfulness, Loyalty, Courtesy, (Care,
 Economy and Sincerity).
 The Baby is Opportunity.

Get acquainted with the "Old Man" and you will be able to get along pretty well will the rest of the Family.

THE LITTLEST WHEEL

Wherever you're working, in office or shop
 And however far you may be from the top,
 And though you may think you're just treading the mill,
 Don't ever belittle the job that you fill;
 For however little your job may appear,
 You're just as important as some big-gear
 That meshes with others in some big machine
 That helps keep it going though never is seen.
 They could do without you, we'll have to admit
 But business keeps on even when the big fellows quit!
 And always remember, my lad, if you can,
 The job is important;—(oh, yes)—then the man!
 So if it's your hope to stay off the shelf,
 Think more of the job than you do of yourself.
 Your job is important; don't think it is not,
 So try hard to give it the best that you've got!
 And don't think ever you're of little account,
 Remember, you're part of the total amount.
 If they didn't need you, you wouldn't be there,
 So, always, my lad, keep your chin in the air.
 A digger of ditches, mechanic or clerck—
 Think Well of Your Company, Yourself, and Your Work!

YER DRIVIN' ME CRAZY

(With apologies to Joyce Kilmer)
 I think that I shall never see,
 A driver half so dumb as me!
 Who cannot park his own
 Within the parking-meter zone,
 Who waits at intersections shy
 Till all the other cars go by -
 Who timidly move on and then,
 That wretched light turns red - again,
 Yet still I've never killed a guy
 Nor wounded any passer by
 An if I seem slow to arrive —
 At least I turn up - STILL ALIVE.

YOUR HIT PARADE

by Cpl Bill WARSHICK

To my faithful readers I have an apology: for the first time in 18 months I have not had the time to writhe "Notes and Notes" Last month I was acting editor and the poweés that drop the axe and tighten the noose felt my attention was needed elsewhere. One small compensation, I did manage to get the latest list of hits.

7. It's Almost Tomorrow
6. Band of Gold
5. Sixteen Tons
4. Theme from 3 Penny Opera
3. See You Later Alligator
2. Memories are Made of This
1. Rock and Roll Waltz

ON HORSE SENSE

The Goat and sheep at twenty die
 And nothing know of wines or beers.
 The Goat and shaap at twenty die
 Without the aid of Scotch and Rye.
 The Cows drink water by the ton.
 And at eighteen are almost done.
 The Dog at fifteen cashes in
 And never tastes of Rum and Gin.
 The Cat in Milk and water soaks
 And then in twelve short years it croaks.
 The Modest, sober, bone-dry Hen
 Lays eggs for Nogs, then dies at ten.
 All Animals are strictly dry,
 They Sinless live, and Sinless die.
 But Sinful, Ginful, Rum-soaked men,
 Survive for three score years and ten,
 And some of us, the mighty few
 Stay sober till we're Ninety two.

(Author Unknown)

TOAST OF LIFE

The wonderful love of a beautiful maid,
 And the love of a staunch, true man,
 The love of a baby unafraid,
 Have existed since life began—
 But the greatest love - the love of loves,
 Even greater than that of a Mother—
 Is the tender, passionate, infinite love
 Of one drunken bum for another.

AND DEATH

Here lies in sweet eternal rest
 The motorist who wasn't too sharp.
 He went to sleep while holding the wheel
 And woke up holding a harp.

An old proverb says "HE WHO HE-
 SITATES IS LOST" BUT WHAT OF
 THOSE WHO NEVER STOP, LOOK,
 NOR LISTEN? SOME OF THOSE
 ARE LOST TOO!

COURTESY
 OF RKO
 STUDIOS



RCAF OFFICER OVERSEAS METS BACK WARTIME IDENTIFICATION BRAGELET

Metz, France, 1 Feb. — Flight Lieutenant M. A. (Tweedy) Everard, of Timmins, Ontario, an administrative officer at Canada's NATO Air Division Headquarters here, got the surprise of his life recently when he received his own identification bracelet which had been missing for more than a dozen years.

The sender was a business man in Syracuse, N. Y., and the story reads like something out of "Believe it or not."

Flying with the RAF during the Second World War, F/L Everard was the navigator on a Coastal Command "Baltimore" which crashed near Puerto Rico. While the aircraft was being repaired, the crew spent a balmy week at Borenquien Airfield there, enjoying among other things, the swimming pool.

Flight Lieutenant Everard lost his bracelet, a souvenir specially inscribed with important personal dates including the day he received his wing.

In October 1943, the Syracuse man was stationed at Borenquien and while doing some underwater swimming, found the bracelet — always intending to trace the owner and return it.

Finally, after contacting the Department of National Defence in Ottawa, the American got the Canadian officer's current address and forwarded the bracelet, apologising for the delay and doubting that his present agility and ability as an underwater swimmer would allow him to duplicate the "1943 retrieve."

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SOVIET ARMY

(Cont'd from page 6)

carats. The ribbon for this award is multi-coloured and is wider than any other Soviet ribbon.

There are many other awards covering a multitude of actions, from the destruction of an enemy tank to the award for distinguished labour. The badges and medallions are usually in the form of a five-pointed star bearing various pictures and inscriptions. Many of them, of course, are named after such people as Lenin, Suvorov and Nevsky.

Campaign medals are awarded in much the same manner as our own and include the two best-known — Victory over Germany and Victory

over Japan. In addition to the general campaign ribbons there are awards for the capture or liberation of key cities during the last war. Included in the list are such places as Berlin, Budapest, Belgrade, Vienna, Warsaw and so on. All these medals are made of bronze and bear a red star and the date of capture or liberation of the city.

Generally speaking, Russian decorations are symbolic and not awarded too freely, although an exception may be the medal 'In Memory of 800 years of Moscow' which was issued to practically anyone, military or civil, who had been living in Moscow for five years prior to its award in 1947.



Church News



Banner Class

In the name of our God we will set up our banners — Psalm 20:5

On Sunday, February 5, 1956, the privilege of raising the banner for the first time in the history of 1 Fighter Wing Sunday School, Longuyon, was won by these little girls, who were, indeed, "the stars of the morning".

Since time immemorial, a banner has been part of the organization of Canadian Sunday Schools. It is one of the symbols of the fact that a Sunday School is on the march. The Sunday School on this base has some 200 members - a considerable growth since its instigation last spring in the Recreation Hall under the leadership of FS Nielsen, now Director of Religious Education. In obtaining a banner from Canada, FS Nielsen has given the children a visible goal for attainment and has united this Sunday School with those of our native land.

While this picture was being taken, we of the audience thought of how much hard work on the part of the children and how much inspiration on the part of their teachers had been necessary for them in order to be able to accomplish their objective of keeping the beautiful, blue and gold banner in their own classrooms for a period of one month.

As the necessary qualifications for possession of the banner are based on attendance and conduct, Mrs. Condon's and Mrs. McKay's classes are fortunate to have had the experience of learning, while still very young, the valuable lesson that "The Way to Salvation is hard". Moreover, they have set an excellent example for the rest of us in the Sunday School.

Watching these girls, and listening to them recite Psalm 20:5, we were inevitably reminded of the words of the old hymn,

"They shall shine in their beauty,
Bright gems for His crown."



Front row, l. to r.: Judy Wegren, Heather McMillan, Cheryl Relph, Moria Nymoan, Tonya Mason, Sandra Howie, Brenda Rydzik, Beverley Beattie; back row: Barbara Amos, Marlene DeBow, Mrs. Condon, Dorothy Jennings, Linda Bchan, Angella Duff, Mrs. McKay, Pamela Jones, Wendy Tyler, Denise Cooke.

LADIES AUXILIARY MEETS

The first two meetings of the Ladies' Auxiliary of 1 (F) Wing Protestant Chapel were held on January 30th and February 6th, 1956, respectively, at 2000 hours in the school at PMQs, Longuyon.

There were 24 enthusiastic members present at each meeting and from these the following slate of officers was elected:

President - Betty Laycock
 Secretary - Clare Harvey
 Treasurer - Charlotte Anderson
 Religious Leader - Marj. Nielson
 Pianist - Marg. Armstrong
 Entertainment Convener - Mary Sangster
 Entertainment Assistants - Lillian Quinn - Mabel Stubblefield
 Publicity - Deedy Fallis
 Visiting Committee Convener - Eileen White
 Visiting Committee Assistants - Viola Pilbrow - Jessie Nymoan - Joyce Fisher

Plans were made for a sale of Home Baking, which was subsequently held in the Dependents' School at Longuyon on February 4th, 1956 and proved to be a most successful project.

Members were keenly interested in having further sales of Home Baking Candy and Rummage, and suggestions and plans were discussed among the members.

At the close of each meeting, a delicious lunch was served, after which games and informal chit-chats were greatly enjoyed by all.

Regular meetings are held in the Dependents' School at Longuyon on the first and third Mondays of each month. Starting time - 2000 hours The next meeting is scheduled for February 20th.

Ladies, let us further Christ's work by adding more members to our auxiliary.

A warm welcome awaits you.

"Deedy" Fallis.

WHAT HAVE I DONE

Recently the American Legion put out posters on the highways. It was a thought provoking effort as you wheeled down the road. In the picture a man was holding the lifeless body of a child. Nearby was his streamlined car with an opened door and black skid marks behind the rear tires. Underneath the poster were the words, "What have I done?"

The answer is simply; you have killed.

In an explosion of hydrogen gas death beckoned to thirty five person aboard the Hindenburg. We were horrified. In the same year the controlled explosions of another kind of gas killed nearly thirty-seven thousand persons in America alone. That quantity is difficult to grasp in one's mind. It would be easier if you could see thirty-seven thousand tomb stones in one cemetery. It might help to visualize the church services held for that number if you could imagine a funeral parade held on the station every day for ten years.

Strange business this of driving a car. It brings out the Mr. Hyde in so many of us. Haven't you a friend, as I have, who is the acme of gentleness on the street? He lends a helping hand to old ladies hesitating at the curb. Beams at little children scurrying around him in their play. As a pedestrian he is considerate, harmless and almost gracious. But see him take over the steering wheel of an automobile.

The transformation is startling. When he drives! when he drives with a heavy foot on the accelerator, his hand on the horn and an intense glare across his face. Teeth bared, knuckles white, he moves from point A to point B with a maximum of profanity, recklessness and inconsideration. He blasts his horn at every moving pedestrian. He has a bad opinion of every other driver. People become just obstacles for him to drive around - or over. He seems to feel that they have no right on the street. Sometimes I feel the time will come when he will actually chase them with his car even to the point of going onto the sidewalk.

We expect the pilot of a plane to be responsible for the safety of his passengers. It is a sort of unwritten code. It is there and it is responded to without question. Why not expect the same degree of responsibility from one who pilots a car especially one that we call, with unconscious irony, a pleasure car?

This would mean that he would not drive the car if it was not in good mechanical condition. Brakes in top-rate condition; steering checked carefully; and windows clear of snow or ice. This business of being in good condition should apply to the driver also. A man who has just clicked off seven hundred miles of straight driving is not in condition for the last hundred miles. He who has suffered from insomnia; from a business reversal; from a "Dear John," letter or a quarrel at home; or if he has enough alcohol within him to prevent a radiator from freezing at twenty below; then he is not in driving condition that makes for safety.

When a man accepts the responsibility of driving a car containing passengers it is not one to be taken lightly. It means that he will obey the rules of the road and if he doesn't know them it is time he looked them up for con-

stant reference. There are signs along the road to help. But so many of us fail to measure up on this point. For example, as you enter the PMQ area there is a definite speed limit there. The children have confidence in your co-operation. This is because they are protected by a good number of conscientious drivers. But there is the odd character intent on some mysterious errand who will exceed the speed limit. If he only knew of the number of angry people who witnessed his transgression it might bring some hesitation before trying it again. Those little duffers at PMQ's expect you to protect them. Please do. Many of them can move faster than your reflexes. At any rate, presume that they can. You never know what they are going to do on the road. Don't have them say the same thing about you. Being two or three minutes later for dinner is not as sad a state as being obliged to stop in order to pick up a child from the road.

Observe the speed limit through PMQs. You might be astonished to learn how many people observe your car when you dont.

In regard to women drivers, and I approach this subject as gallantly as possible, it seems to be wiser to extend to them the same courtesy, watchfulness and forbearance as we show in normal life when we approach them in traffic. Some of them drive well and in many respects excel their husbands at controlling the car and knowledge of the rules. But there are those who drive in a stage of mental bewilderment, uncertainty and the destructiveness of a Hereford in a crockery department.

I once saw a woman driver enter her 160 horsepower car, gun the motor several times, crank the window down a few inches and to wave the tips of her fingers for a flashing second and then took off like Stirling Moss in a Maserati. Three pedestrians, battle-scarred veterans of Main Street traffic, stiffened and almost fell backwards. Taxi drivers, parked across the street, turned pale and went into deep meditation on the perils of their profession. The speeding car screeched a shrill farewell as it turned a corner. Supposing a child- oh well, there wasn't one around at the time.

What about the drunken driver? All authorities agree that he is a menace. A menace is a pest who has done post-graduate work in the art of annoying people. The only answer any menace can understand to the problem he creates is to crack-down hard on him. Society and its opinion is turning against the drunken driver. That may constitute a sufficient menace to this type of driver to make him stay off the road when he should.

This is just a reminder for all of us. We are not a brutal people. But brutality appears whenever we forget that people are people with their loved ones, their joys and their lives. Why jeopardize their chances for happiness by reckless driving? One thoughtless moment on our part at the wheel of a car can bring a lifetime of unhappiness to some person. After an accident, which might have been avoided, it is too late to ask, "What have I done? What have I done?" Someone may tell you.

(R. P. CONDON) S/L
Chaplain (P).

PROTESTANT SUNDAY SCHOOL

In spite of the move from the UK last year and an epidemic of polio the Sunday School classes have continued and today there is an average attendance of 200 children each Sunday in the rooms at the school at PMQs. At one time in the early history of the Sunday School there was an average attendance of 54 children.

The Sunday School is under the supervision of F/Sgt Bert Neilson and his staff of devoted teachers. Sunday after Sunday they are in the class rooms with their children-or your children- giving of their time and teaching skill. The curriculum is identical with that used on all military bases at home or abroad, and afford military dependents a continuity never possible before this time.

Points are awarded each Sunday to the various classes on the basis of total attendance, punctuality and preparation of lesson materials. The class with the highest number of points attained in the month is awarded the Banner Class trophy.

Drop over to the Sunday School some Sunday morning soon. It will be quite a pleasing revelation to you of what is being done for the religious instruction of your child.



Front row, l. to r.: Nancy Armstrong, Garol West, Susan Tyler, Barbara Neilson, Veronica White, Diane Condon, Ruth Neilson, Doris McNichol. Centre row: Mrs. McNeil, Mrs. Jennings, Mrs. Quinn, Mrs. Neilson, Mrs. Condon, Miss Cooke, Mrs. McKay. Back row: Cpl Paul Jenson, Cpl Ivan Down, Sgt Ron Gallupe, Cpl Russ Coote, Cpl Bill Warshick, FS Bert Neilson.

Selkirk Grace

*O Thou who kindly doth provide,
For every creature's want,
We bless thee, Lord of Nature wide,
For all thy blessings lent;
And if it please thee, Heavenly Guide,
May never worse be sent.
But whether granted or denied,
Lord bless us with content.*

Robert Burne.

Protestant Chapel

NOTICE

Service of Divine Worship every Sunday at 1100 hrs. in the Chapel. members always welcomed.

Sunday School-Classes are held every Sunday in the school at PMQs at 1030 hrs.

Sacrament of the Lord's Supper held on the first Sunday each month.

Infant Baptismal services held on third Sunday each month.

Chapel Choir practice Thursday at 2000 hrs. in the Chapel. New

Protestant Chapel Hour every Thursday at 1900 hrs. in the Chapel and at 1830 hrs. at the school at PMQs.

Chapel Guild meetings are held on the first and third Mondays at 2000 hrs. in the school at PMQs. New members welcomed.

Sunday School Staff meetings are held on the first Monday at 1930 hrs

SPORTS and



SOCCER

Sunday, 5 Feb, found "Marville Gunners," accompanied by 1 Wing's notorious pipe band, heading for Stenay to play the town's first team in an exhibition game. Snow but having had no word of cancellation from our hosts we headed for Stenay on a day more suitable for winter sports than soccer. On arrival the usual reception committee were awaiting us and after making us welcome we were requested to march through the town along with our opponents, headed by our famous pipe band, two of whose members were playing in the team. By this time the snow had ceased, although the ground conditions were the worst possible, and the wind was bitterly cold. Nevertheless, quite a large crowd had assembled to see what was anticipated to be a ding dong battle. Once again due chiefly to 410 sqdn being in Rabat 1 Wing were fielding a much weakened team and it was obvious from the start that the scheming of the Scots Moore and Cameron was going to be sadly missed. Goalkeeper Harvie had retired from the team as the pressure from the PMQ side of his life had become too great, although much to the surprise of his ex team mates he made an appearance to cheer his

team on to victory or otherwise. The line up for the game was as follows,
Baker

De Silva Mathies

Haddon

O'Connell McDonnell

Robbie Mason Kerr Brown Turnbull

After the strains of the Scotch music finally faded the whistle to start the game sounded and immediately Marville took possession. After some smart approach work by Jack Brown Johnnie Kerr held on to the ball and drove one of his specials from just outside the penalty area. Fortunately for Stenay the icy conditions caused him to shoot wide. At this stage the Gunners were playing with the slope and the Stenay defence were having a hard time keeping our boys away from the goal. Brown had a fine chance when in possession inside the penalty area but instead of shooting for goal he passed the ball inside and the chance was wasted. In the tenth minute and much against the run of play the Frenchmen broke away and after a defensive blunder the ball finished in the back of the Marville net.

Play very speedy French wangan. Half time found minutes the Airmen replied with a goal from Kerr. Some fine defensive work was being put in by the two continued to fluctuate and within five comrades Dad Haddon and Racky O'Connell although Clive DeSilva was having a hard time against a very speedy French wangan. Half Stenay leading by three goals to one and at this stage the twenty weary soccer players were relieved for a short spell by Pipe man Haddon hung on to a loose ball Major Howie and his killed Arabs who must have feeling very cold in the arctic weather. The second time round Stenay leading by three period started at a hectic and the game had only just started when old and much to the surprise of everyone drove the ball in the back of the French net. After a second half which found the much heavier Marville team tiring quickly the local team romped home on an easy seven-to-two victory. The return game will be played at Marville on the fourth of March.

BASKETBALL



GIRLS'

Although I have been out of touch with the Girls' Basketball team; through the medium of the girls themselves I have heard that though they started slowly they are now picking up and Sunday's game (12 Feb) with Air Div Girls as their opponent was a true indicator of this.

It would seem that the team just can't get the support it needs to field a truly strong team at all times. The girls have never played with the same line more than twice which naturally has both demoralizing and a detrimental affect on their playing and their morale. Despite this fact, several of the girls are regular both at practice and for the games. This persistence plus the honest love of the game and their desire to win seem to be pulling them through.

Sunday's game was the first time I have seen the girls in action since November and they are really hustling and playing good ball—the score though not high for our team proved to be a winner, which is all we needed. The game had its usual amount of roughing with a few of the girls taking some nasty spills and their opponents the "Div Dax" chalked up more than their share of fouls.

This coming Sunday will see the girls in action against #2 (F) Wing at #2 Wing. The following week, 26 Feb, we will be playing host to #4 (F) Wing. We would like to extend to all the girls our best wishes and good luck and may they realize their ambition of bringing the trophy home to #1 (F) Wing in the near future.

MEN'S

the boys basketball team are having their share of bad breaks. They have lost several of

their players due to a series of accidents. "Slim" Amson is out of the league, probably for the rest of the season, with a badly banged up ankle and "Bob" Whyte is also on the injury list with a similar ailment. These injuries have greatly affected the playing strength of the team and made it a harder job for the remaining players.

Sunday 12 Feb against Air Div Panthers, our team though plugging all the way — their continual all the way were unsuccessful and they found it more than difficult to stop the sensational shooting of the Panthers #3 player and their star centre. Our boys never let down even in the face of almost an insurmountable score, but their determination was just not enough to carry them through to a win.

We are now in the last stages of the Basketball schedule with only a

few games to play before beginning the Station Playoffs. At the time of writing, the Telecom Team is in first place.

Being hampered by the constant shift of personnel to Rabat and home, the schedule has been difficult to maintain but it is hoped to run three games a night for a week to catch up on non-played games.

We will not attempt to name outstanding players as from the side lines all seem to work hard for their teams.

Shortly we are hoping to hold, with the help of Verdun U.S. Army, a "basketball clinic" on the station and all players will be able to attend.

The Station team is holding its own in the Air Div League and we are hoping to bring the championship to 1 (F) Wing at play-off time.

The Station's team still has openings for players and welcomes any and all.

VOLLEYBALL

The finals are near to hand with the successful Volleyball Inter-Section League which has played games every Monday and Wednesday at the Rec' Centre.

441, HQ, 439 and Telecom teams are leading the field with Security, W/Maint. and 410 Sqn close behind. Unfortunately, ME, Workshops, CE and Maint. B. teams have had to retire from the League, but none-the-less, the battle really begins in the finals with neither side willing to give an inch in their fight for the coveted trophy which will be presented at the end of the season along with the Basketball trophy.

These last few matches are going to be hum-dingers so turn out in force to watch any Monday or Wednesday night from 1800 hrs.

JUDO

Tuesdays and Thursdays are the Judo nights at the Rec' Centre where Andy Patterson (Brown Belt) and Cpl. 'Jackie' Nichols, both from Photo Section, pit their skill and instruct in one of the oldest of combat sports, Judo.

Andy studied in Western Canada and is very popular with the many members of the Club. Jackie Nichols gained her Orange Belt in Eastern Canada; and, the Club also has a Green Belt Cpl. from 2 Wing here on TD who also does a good job with some instructing.

Three shining new white mats are at the Club's disposal and the bouts between members in equally white kimonos attract quite a few onlookers. For readers information, the belts in Judo are as follows:— 7KYU Beginners White, 6 KYU White, then Yellow, Orange, Green, Blue, Brown and Black. There are also nine degrees of the coveted Black belt.

The aims of the club are to give good instruction and to get as many interested in the art of self-defence. Then, perhaps, Inter Unit bouts, which sure would be a good crowd puller, might be arranged.



"REC" Notice Board and YOU

by T. SLATER



How many of you look at the Placard so prominently displayed in the Recreation Centre?

Of that number who notice and read, how many go any further and support the various activities?

What is 'Support'? What does it mean?

Firstly, you support an activity if you just mention it to your friends. You support it a bit more if you manage to come along and just sit and gaze or gawk. Others support an activity with criticism. Some of this criticism is constructive; some of it stinks. **BUT** the wonderful part about sktining criticism is that it is scandal. And of boy! Do people ever lap up scandal? So even if a team is laughed at on the floor, many 'supporters' come just 'cause they heard that bit of criticism and wish to see what it was all about!

Next, there are some others who actually raise a cheer now and again and try to enter into the spirit of the thing. These we like, but often

they're not in great numbers. Sometimes when their favourite star boos they too join the ranks of the critics who are the experts and know it all!

Next you have the 'Supporter' who avidly comes along to one or two meetings, then suddenly closes interest and asserts that everything good he said about the activity in the first place was said in complete error. These are very dangerous types, and are luckily, in the minority. It often seems the reason for his reversal was that "there' wasn't anything in it or me".

Then you get the enthusiastic expert who gives it all he's got but tells everybody that he's really got it—the guy who wears those sweaters with big badges plastered all over. How any one man could' lawe mastered all these sports and hobbies beats us, but nevertheless, he looks impressive and that's what leads the other guys into thinking he's good.

Perhaps it is the females he's trying to impress?

The next type are those quiet effiient types whom nobody knows, who modestly wait till everybody else has tried, then go in and floor the lot of them. ! They wear few badges, they do not boast, they are balanced and sincere and when people have taken the time to understand them, instead of regarding them as introverts and without drive, they find they have the best leaders right on their doorstep.

A great writer once wrote 'We do not need amplifiers to help the shouter, we need recorders to listen to the quiet man'. And he was right.

When you see a notice announcing an event, give it YOUR support, With YOUR support the Recreation Centre could be really hopping. Let's eat and sleep Recreation. It is as essential as the bread you eat. Support starts with **YOU**. When the 'wheels' see something has really taken on then you'll REALLY get support from them.



SPORTS QUIZZ

(1) Which of the following is the smallest man who ever played in the National Hockey League.

Ken Doherty, Aurel Joliat, Eddie Wiseman, Tiny Thompson.

(2) Which of the following cities in Canada can claim to have organised the first hockey league

Montreal Toronto Kingston Ontario, Halifax.

(3) Which sport is the Davis Cup played for and which country at present holds it.

(a) **Swimming Tennis Hockey**
(b) **Canada USA Australia**

(4) When did the Air Force win the Allan cup in hockey

1928 1929 1951 1942

(1) Answer Ken Doherty
(2) Answer Kingston, Ontario
(3) Answer (a) Tennis (b) Australia.
(4) Answer 1942.

ANSWERS

1 (F) WIFE

New Variety Show

Rehearsals are in progress for the New Variety Show which is scheduled to be staged at the Station Theatre on March 21st and which, if F/O E. Crane has anything to do with it, will win the Air Div Talent Contest in which this show competes.

New ideas, new lighting, an experienced producer, songs, new music, special effects, good script writers, newly painted backdrops, good stage settings and far above average ideas in comedy will go to make the brilliant sparkling production that is hoped for.

Talent is always welcome no matter how late, and stage help plus a team of advertising enthusiasts, artists in colour, costumiers and make up people are as welcome as the flowers in spring. It is for these people back-stage to combine and allow the artists on stage to present the show as imaginatively as possible and they do a real job in any show.

Rehearsals are every Monday and Wednesday. Let's get the completed show that will floor the judges and win the prize for # 1 (F) Wing by none other than the help of YOU, the people of # 1 (Wing), Marville.

FOR THOSE INTERESTED IN CHESS...

Up to the moment only private games have been held but enthusiasm runs high amongst the brain battlers of chess. A meeting and games will be held in the Mezzanine of the Rec' Hal at 7 p.m. on Thursday March 15th and the Recreation Staff personally challenge all comers to play on that night.

Définition

A WOLF IS A BROAD-MINDED PERSON.

The Housewife's Corner



By Barb Barkwell



Mmmmmm good. A pure delight best eaten right from the pan sprinkled with sugar. Is your mouth watering yet?

Fritter Batter

- 4 oz. plain flour
- dash of salt
- 1 egg
- one-third pint milk
- 1 tablespoon cold water

Sieve flour and salt together, add beaten egg. Gradually, add half the milk, beating until smooth, then add the rest of the milk and beat well. Add cold water and stand in a cool place for at least one hour. Beat batter briskly just before coating fruit.

Choose apples that are firm and ripe with a slight tang to them. Peel apples and cut into slices, then core them.

Heat fat for fritters (pure lard or white vegetable cooking fat) until very hot. A depth of fat from 2 1/2 "to 3" is all that is required as only one layer can be done at a time. To test for proper temperature, dip a piece of apple in batter, then in the fat and if the apple frizzles around the edges and rises to the top of the fat immediately and browns, then it is correct.

When fried, place fritters to drain and sprinkle with sugar or serve with whipped cream, whichever you prefer.

Notes - Batter is thick enough when it coats the back of a wooden spoon.

- Bananas, plums, pears, peaches and oranges also make excellent fritters.

THE CASE OF "DAN de RUFF"

Hard water and winter weather provide a perfect playground for the well-known rogue, but he can be beaten through perseverance.

Most cases of dandruff are the result of a dry scalp and can be remedied by an occasional hot oil treatment before a shampoo. Heat sweet almond oil and apply with a piece of cotton-wool making small parts all over the scalp. Next, massage with your fingertips to distribute oil evenly. Last of all, wrap a hot towel around your head letting the oil seep in before shampooing.

Of course, regular brushing is a must to keep your "crowning glory" just that.

If these two treatments fail, try some of the lotions carried by cosmetic companies. Keep after him, for he can cause ugly facial spots as well.

Good luck in your campaign.

* * * *

A USEFUL SEWING TIP

For added strength in the armholes of a garment begin stitching three inches from the shoulder seam (either back or front) and stitch around the sleeve to the opposite side. When finished, you will have two rows of machine stitching under the armhole.

* * * *

Children now love luxury, they have bad manners, contempt authority, they show disrespect for elders and love to chatter in place of exercise. Children are now tyrants and not slaves of the household. They no longer rise when an elder enters the room, they contradict their parents, chatter before company, gobble up the food at the table, cross their legs, and tyrannize their teachers.

—SOCRATES

(Of children 2000 years ago)

EASTER

(Continued from page 3)

the florists and the magazines as an opportunity to push their wares. No Easter is complete without a new suit, a new hat, lilies or/and appearance in church. We thrill to the Easter music in the church. It is so triumphant; nothing gloomy about this; and the church always looks so beautiful. So we come and go. The minister preaches on immortality. Everything seems so pleasant. Nothing disturbing about this.

But wait a moment. One of the most beautiful treasures of faith is that of immortality. The New Testament dramatizes and personalizes the concept of immortality in the Old Testament. Doesn't that mean that I will live forever? I mean, people think to themselves on Easter morning, if I go to church every now and then; if I obey within reason the Ten Commandments and contribute at Christmas time to the welfare of the poor, then I have achieved immortality. Didn't the minister say that God abhors waste? Then how could He tolerate the waste of my life by my death? What was it the minister read this morning from the Bible? "Come, ye blessed of my Father, inherit the Kingdom prepared for you from the foundation of the world."

Surely that isn't an exclusive statement. Surely it isn't just meant for sandaled saints. But what would I do in eternity?

Would there be daily church services? Wouldn't there be people there whom I wouldn't like? How can I kill time there where Time simply doesn't exist? Really-how disturbing!

The upsetting part of Easter is the demand it makes upon us. Easter says: "My friend, in your case it is double or nothing." Double your intensity to attain Christian virtues as meekness, peaceableness and simple integrity or go on producing the nothingness that you now have. You give gifts to the poor? Yes, but learn to give yourself. You get along with most people? Yes, but only on the basis of it being good business. Learn to love people because there is something of Christ in every man. You support your church? Yes, but do you see the Church as the body



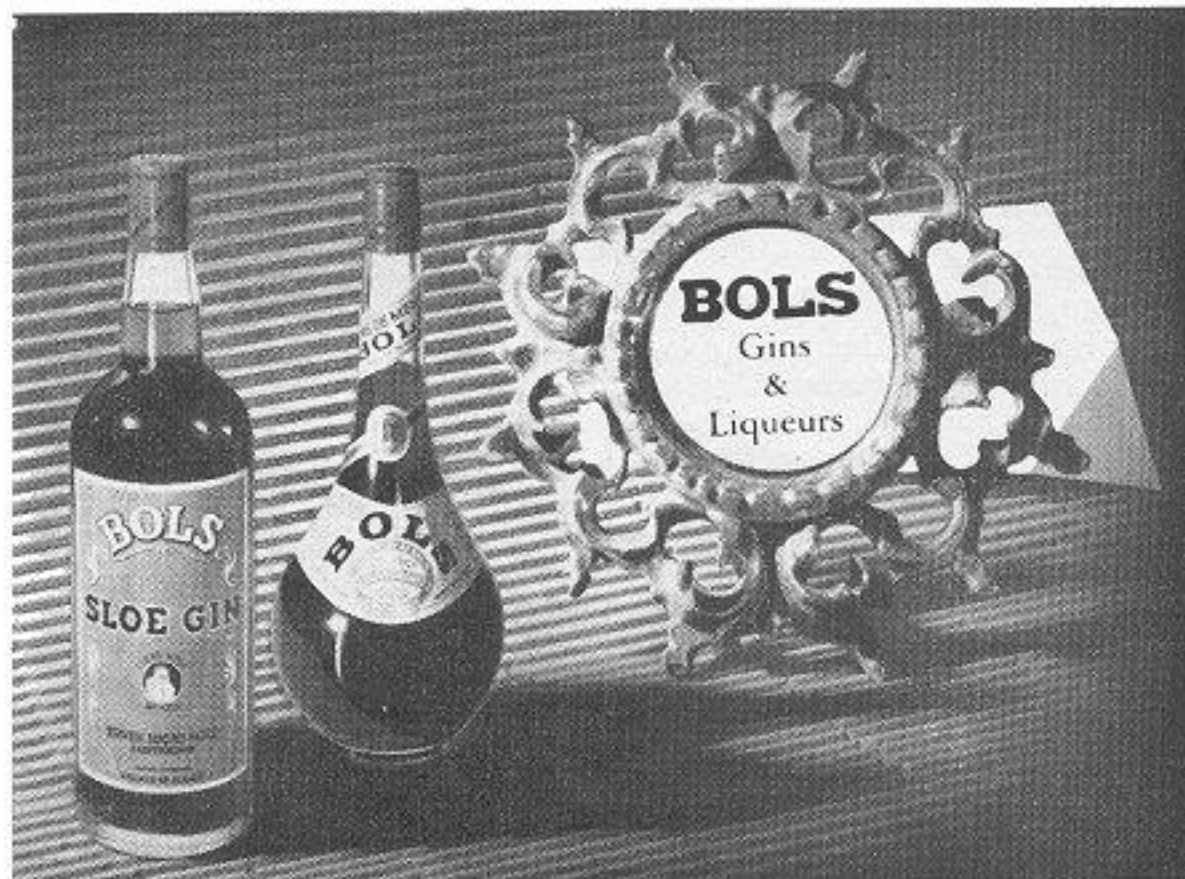
FS D. McNeil of Flying Control, being congratulated by G/C J. D. Somerville on being awarded the Canadian Forces decoration.

of Christ? Or is it that you just see the local congregation?

If Easter brings to you the sudden desire to evaluate your life against the backdrop of eternity then this will be a disturbing experience. It

might be worthwhile. A shock has therapeutic value. May you be blessed this year by the disturbance of Easter.

R. P. Condon, S/L
Chaplain (P)





SECTION NEWS

"MET" WEATHER OFFICE

JANVIER

A high of 50 degrees
 Gave Marville a thaw
 And 2.48 inches was our total rainfall.
 It rained and snowed on 19 days
 Occuring together with lots of haze.
 A low of 6 degrees
 Gave us the deep freeze,
 Burying us in 5 inches of snow
 While the North wind, she did blow
 Oh, January wasn't so bad
 But now its passed, we're so glad.

Considering though, ole' man weather gave us a mild spell, although I heard some people say their radiators were turning out ice cubes instead of steam. What can you expect for weather in January and February when they both end in airy?

Teletype flashes—

Joe Swidinsky, the long hair kid,
 Of his old car, he did rid.
 Now he sports a blue volkswagen,
 He'll catch those French jags without
 [laggin'.

Tom Gigliotti's going steady,
 But for a ring he's not ready. (don't
 believe a word of it)

Be Be the NIGHTHAWK



TELECOMMUNICATIONS

by KF DOUCETTE

New personnel are arriving all the time, "old" personnel are leaving, either for good or on TD. Latest arrivals—Sgt "Red" Hassel and Cpl Szyjan (pronounced Shaun), Red from 4 Ayetaff, and Smitty from Airdiv, on TD. We also have a new "Canadian", Cpl Woody Grant from Rockcliffe, a really gen Air Tech, and a bad man at darts. Lac Peattie left the Airsection for good, and is now on the road to PSU London for a crack at the Jetjockey "trade". LAC Bigelow is chasing sand fleas and singing "Cool Clear Water" at Rabat. Cpl Fergy Ferguson recently returned from Cortina where he saw the "Hockey" games played by our Canadian repre-

sentatives. No doubt they did the best they could, but its goldarned near time the people responsible for selecting an Olympic team forgot about politics and thought about a hockey team. "Canada, the birthplace of hockey" doesn't go over too big with a lot of people right about now. Nearly time they sent "Les Canadiens" over for a few exhibitions games right about now. Besides being good publicity for them, it would convince a lot of Europeans that we do NOT send over our best hockey team to the World Games. Back to telecom news. F/L Snow is posted to Airdiv, and is leaving

sometime around the latter part of Feb; we don't know as yet who is going to replace him. He was very well liked as DTe10, as a social mixer (Rum and Coke), and will be missed by all personnel. I hear a lot of comments about the newly started French classes in Longuyon. Most of the married people think they are the cats meow, and also, their wives greatly enjoy them, gives them a night out with the old man, among other things. Some of the "don-ikers" are unable to attend, but those that do, find that French is not so hard to learn ater all, n'est-ce pas? A vote of thanks is due the originator/(s) of this idea, and much success is hoped or.

441 (E) (I) & Telecom VIEW POINTS

Without wishing to become embroiled in the recent controversy aired in these pages between the technical and the non-technical trades we merely wish to introduce our readers to some of the most technical trades on the fully operational side of this illustrious airfield.

Although our combined strength for these three sections of the famous "Checkerboard" Sqn is less than two dozen (Tech Admin O. please note) we would like to introduce you to some of our characters.

Cpl Forget - 441 Instrument

French Canada has enriched the RCAF by releasing for almost active duty one of her favourite sons in the person of Raul Forget. When the dynamic Roly is not worrying about whether 1 Wing is still 925 feet above sea level, or dropping oxygen bottles on someone's toes, he will likely be found attempting to bum Jerry cans to keep his ancient Mercedes Benz airborne. Not satisfied with normal tenure of overseas postings Roly has put in a one year stretch at 3 Wing and after a short visit to Canada involving one release and one re-enlistment he returned to 1 Wing for two year term. Without meaning to alert the local mesdemoiselles, we feel obliged to point out that Roly is single, completely bilingual and of marriageable age. No one in 441 is taking any bets that his marital status will be maintained until his tour is expired.

Lac Johnnie Elms

CJS, as defined by the Department of National Defence and by the populace of UK must of necessity have two meanings. For many it is an introduction to the wide open spaces via the RCAF. Of such is Johnny Elms, a happy go lucky enlightened Englishman. After initial indoctrinization into the complexities of the electrical trade, courtesy of the RAF and some organization known as BOAC, he saw the hand writing on the wall and enlisted in the RCAF. He can now see the handwriting on the wall again and he now realizes that all extensions must sometime terminate and he will someday have to "go overseas to Canada". John is extremely popular and is being continually called upon to put up his good natured defence of the motherland. At the same time he finds time to be a mainstay of his section.

Sgt Joe Hunter - 441 Telecom

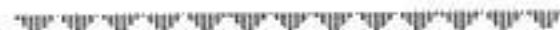
The Telecom side of this squadron is in the capable hands of Sgt Joe Hunter. A pasmaster of buckshee radio repairs and the renowned operator of the more technical equipment around the Wing

441 Armament

We would like to welcome F/S Wellstead, who just arrived over from the New Country. We sure hope he enjoys his stay in France. Cpl Stinchcombe has just arrived from Wing and we have again acquired the services of Steve Yurchyshyn. Hope you stay a while longer Steve. Lac (Red) Ellis has returned to the fields of Nova Scotia, and is now enjoying Greenwood. Remember the old proverb Red, "an apple a day keeps the doctor away". Also leaving soon will be Lac Curadeau, who is hoping to be a reserve type. Best of luck Joe. Also Lac MacDonald who is leaving for Station Bagotville. It sure seems someone wants this guy to learn French. Don't forget your "Davy Crockett hats boys. Lac Vezina is presently being relieved of his tonsils and it should really change this guy.

FS Wellstead and Lac's Curadeau, Hallett, Proskin and Mac recently returned from 3 (F) Wing. And by reports, they sure lived up to the expectations of 441, on and off the base. Ed Proskin I hear was especially glad that the O.P.P. existed. In fact I guess everyone was. Well that about winds it up for another session, and hope to see you again next month. And take it from Lac Doucette, do drive carefully fellows as Buicks are very expensive to repair.

Mac



Mysterious Gift

By Georgie Starbuck Galbraith

By using intuition a woman can Guess right about as often as a man.



Theatre, Joe is well liked; and life around 441 Sqn would be much duller without his cheery countenance and continual kibitzing around 1 Wing's East Sqn (that's "THE" Squadron just west of the historic French village of Marville).

Along with these brief thumbnail introductions of three of our "bodies" we would like to welcome to the squadron the following personnel

Electrical

- Lac Lovdahl from Stn Chatham
- Lac Ledrew from Stn Chatham
- Lac Anderson from Stn Bagotville

Instrument

- Lac Goundry from Wing Maint
- Lac Sheppard from Stn Saskatoon

Telecom

- No One. (STe10 and Tech Admin O please note again).

THRU THE SMOKE

by B. G.

Smiling faces once again we see as the results of the recent Trade board are made known. Congrats on your 100 % pass lads. The last month was a seemingly endless one wasn't it?

Just recently we said farwell to Lac Bill Moore who at last received the O.K. from Air Div to spent the remainder of his overseas tour at Langar. Hope you enjoy Spring in the Isles, Bill. Soon we send to number 2 Wing Lac McKay and one of our most recent arrivals from Canada, Lac McNeeley. We know you fellows will miss our beautiful green grass and well kept lawns but we hear tell they have same at 2 Wing. 'Bon Voyage', guys, come back and see us some time.

From across the channel comes news of Jolly England as Lacs Cowan and Savage return from what they discribe as a most enjoyable two weeks visiting relatives. (Coffeeroom conversation contradicts). Lac Cragg who is presumably on leave reports he's enjoying himself. Does anyone know where he is? we haven't had a position report in recent days.

Hunting in Belgium is not what it is back home, say some of the married types who a few days ago upon returning home from a proposed hunting trip 'Starry-Eyed' and empty-handed found that in the wee hours they had a little trouble convincing their wives that hunting without a gun and valid license was an up and coming thing these days. Better be a little more persuasive next time fellows, the Ball and Chain is not visible but one can notice the constant companionship of the little woman on shopping trips as of late.

To all you car scavengers, the 55 Ford in the dead and disabled car lot isn't damaged to any great extent, the Fact is baby just needs new shoes. Why not try the P.X. Lou, grape vine has it tires are cheaper this year.

It seems all happenings are newsworthy in the Portage la Prairie area judging by the flow of mail to and from there. Maybe someone is planning a trip to Europe. How about it Nick will we see her soon?

Sportswise we find our Bowling representatives standing tenth in the local Inter Section League with the more energetic types attending the recently formed Judo classes. Volley Ball too, created a stir with our first exhibition against Maintenance. Hope you win next time fellows.

Well that's thirty for now folks but till next time be careful, be Fire conscious andDon't make an 'ASH' of yourself.

SUPPLY SECTION NEWS

Since the last edition, there have been several "receipts and issues" of personnel.

We wish to welcome F/L Fraser from AMCHQ, WO2 Kerr from AMCHQ, Sgt Orton from Stn Whitehorse, Sgt MacLeod from Stn Sea Island, Cpl Turner from Stn Trenton, LAW Morency from 11SD, Calgary, Lac Howie from Stn Calgary, Lac Wiper from Stn Clinton, Lac Laplante from Stn Lachine and Lac Burch from Stn CJATC, Rivers. Hope you enjoy stay on the continent.

Although we are pleased with our additions, we are not so happy with our deletions this month. On our external issue column, we have Sgt Bodaoff off to 1 SD Downsview, Sgt Charles to Stn Sea Island, Cpl Fauvel to Stn Trenton, and Lac Pitt to 5SD Moncton. We wish them all the best in their new surroundings.

Also on our deletion list are LAW MacKay and LAW Griffiths who have left us for a more domesticated life of being civilians. We wish them "bundles" of joy.

Speaking of "bundles" we have two wrapped up in pink blankets. "Congratulations" go the proud fathers F/O Fellows and Cpl Shaw.

Our major equipment Clerk Lac Denis has taken on the greatest major project of his career, that is, exchanging his single life for the responsibilities of caring for a family. "Congratulations" Denis and best wishes for the future.

What's this we hear about Cpl "Johnny" Walker coming back from Paris with all the latest demonstrations on stage acts. What's the name of the game Johnny?

We hope Sgt Lemaire and Sgt Brooks enjoyed their little game of "switch" they had last month. Are you pleased with the score fellows?

Folks! You may think this is the end. Well it is for this month.

The ACE Reporter

441 SYSTEMS

441 Systems have unfortunately lost a few good men for a few months and two particular, perhaps fewer. Cpl John Alexander Paget Rose has been on TD at Rabat since Jan 1st. Lucky fellow! Also Pierre DeGrace was loaned to 410 so he could give them a gem of wisdom in order that they may compare favourably with the best squadron on the continent. Lac I.K. Sagara (Saggie) was posted to Camp Borden, a tough grind on the M.G.-2. In Talepipe he was

439 SQDN NEWS

Hello, once more from the Fangs.

The sqdn is a beehive of activity these days, with conversion courses and trade advancement at #3 wing. With our Sqdn there every few weeks we are almost considered fixtures there. However no one seems to be complaining, maybe its the excellent food they serve over there, or is it the entertainment?

Quite a few lads have received their postings to Canada, but not all are happy where they are going.

Sgt Newnham has taken up his new duties in the SWO's office so you fellows in the electrical section better have your shoes shined and hair cuts when he returns.

Anyone thinking of getting married should take a tip from LAC George Green. He is marrying a girl who already has a car.

Sgt Howell is still in the hospital. We all wish him a speedy recovery. Gordy Herr is anxiously awaiting to have his casts removed, we hope to have you back in harness again pretty soon, fit as a fiddle.

Everyone in the Sqdn felt a great personal loss with the passing of LAC Paul Crosbie. His pleasant personality will not be soon forgotten.

LAC CH Robertson

writing monthly, under the by-line of "Irish". We are certainly sorry to see him go but God's Country certainly looks good from here. Our Armament Officer, F/O Nishimura, also got posted, unfortunately to AFHQ. We wish them both all the success in the world.

With all these postings, transfers and T.D. we have been able to struggle along though with the assistance of Cpl "Swannie" Swain and Lac "Mike" Graham who are certainly an asset to any section. Jack McCarthy and Stan Allen were on leave January and February respectively. Jack spent some of his leave here and in Germany. He says, quote "Fasching is the most", unquote. Stan! He hasn't much to say about our Mother Land other than it's "paradise". Lac's Ian D. Marshall and Hugh Honsberger like 3 Wing so much, I believe they will volunteer to go back. Lac Willie Moore up on TD from Wing Systems is looking forward to some leave, but really, I don't think the section can spare him, not with our illustrious Sgt Mace and yours truly taking leave in March. You will never make it Bill, the fiscal year ends too soon.

See you next month.

L.R. with a "Y"

THE FIXIT SHOP

Once again it is time to say "Hello" from Station Workshops and bring you a few words of the boys' doings in and around the shop.

LAC (PMO) Spence has returned from Rabat with tales of the warm weather down there and advises us that he will soon migrate there. Also back from Rabat is LAC MacDonald who has been there since January. Too bad you missed the winter here, Mac! We are wondering how F/O Doyle is making out down there. Since he left Maint/OR we have WO2 Semochuk taking his place — a very capable man indeed who can't wait until his time comes to return to the 439 (Fighter) Sqdn or to Canada — which we understand is sometime in the very near future.

Off to Rabat with 439 Sqdn is LAC O'Connor for a four weeks tour - with no sweat!

Some of the boys here (the "Don-nakers") namely, FS Cross, Sgt Savill, Cpls Braden and West and LAC Mooney have now moved into the warm buildings of PMQs. Is it better than the caravans??

Mr. Sutcliffe has finally broken down a bought a battery for that old Ford wreck - guess he plans on going across the border?? Is your car working now, Christie, or have you junked it? What's this we hear about your car, Chambers?

Should you see a large, shiny Cross atop the R.C. Chapel one of these days you will know that Cpl Bale has been hard at work again.

LAC Mooney and Cpl Braken have had turns working in the Tool Crib during the past week while LC Hawkes was on leave — seems like they couldn't wait until he got back!

In the Maint/OR we find two very capable ladies, LAWs Evoy and Lylick, who are always so busy thinking about what to do. Think no longer as the solution has been found.— They that think nothing shall accomplish. That 30 for this month.

The Fix it or Break it man...

LITTY SLICKER

City girl: "What a funny looking cow. Why doesn't it have horns."

Farmer: "Well, Miss, there are several reasons. Some cows get their horns pretty late. Others get dehorned, and some breeds just don't have horns. But the reason this cow doesn't have horns is because it's a horse."

Gen From GUN/PLUMBERS GROTTO

By Cpl G. R. WHITE

Congratulations to LAC "Clint" Smith of Ground Defence Armament on the birth of his 6 lbs 1 oz daughter on the 15th Feb. Don't let her Marry a ground defenceman "Smitty".

First of all I would like to congratulate everyone who passed the December Trade Board. The Armourers made a 100% showing at long last, all 14 of them. I for one was glad to see it happen, even though it did cost me ten dollars. We'll have that party at the end of February fella's.

Welcome to LAC "Ted" Sparks who arrived recently from Stn. Uplands. Hope you enjoy your stay at I wing ted.

ROCK MOUNTAIN PLAY GROUND

Having just come back from leave I seem to have lost touch with the news of the section so I will just give a few pointers on Garmisch, Germany, where my wife and I spent six days leave. I had quite a few people ask me about the trip, the place, and the cost of same, so here it is.

Garmisch is located in the Bavarian-Tyrolean Alps of southern Germany. It lies nestled in a great valley along with several other towns and villages and has an approximate altitude of 2,000 feet. The scenery is not unlike Banff and from my point of view, if you were to put English signs on all the houses and shops it would be even more like that Rocky Mountain playground. One curious custom of the Bavarians is the painting of murals on the gables of their houses. Some of them are really works of art, depicting either local scenes or some other motif.

The people are very friendly and quite a lot of the population speak English. I had no trouble shopping for souvenirs, even with my German, which consists of "Wie Gehts" and "Bitte".

The Garmisch Recreation and Rest Area was opened in 1945 by General George S. Patton's 3rd Army, for the benefit of American troops on leave or rest.

The Sheridan Plaza Hotel where my

wife and I stayed cost just \$2.00 per day and is on par with a fairly good hotel back home, having wall to wall carpeting, twin beds, dresser, clothes closet, and private sink. Cleaning up is done by hotel staff and does not cost you anything.

There a number of these hotels in Garmisch, some being for officers, and the others for enlisted personnel.

The meals are very reasonable and well prepared and served, and most hotels have a specialty room, such as the Italian Room, the Pagoda Room, Chuck Wagon Steak House, etc. My wife and I visited both the Italian Room and the Pagoda Room and found the specialties there very tasty. At the Italian Room for instance, there are fourteen kinds of spaghetti from which you can choose.

Prices you ask? Sixty-five cents for a plate of spaghetti with sauce, meatballs, rolls, salad and a glass of red Italian wine.

In regards to sports you can try your hand at every known winter sport from skiing to skating and tobogganing. The cost is just \$1.00 per day for all equipment. Take skiing for instance, you get slacks, boots, skis, poles parka mitts and goggles. the works for only \$1.00 a day. For skating there are three or four ice rinks and they have American hockey skates and Figure skates. The cost is ust 25c per hour.

All in all, the trip cost us \$62.00 for six days. It will of course vary with different couples, depending on souvenirs bought, dining and dancing, etc., of which my wife and I did a fair amount. The trip took 14 hours going down due to road conditions and the same amount of time coming back.

As far as scenery goes for you camera bugs I highly recommend the trip to the top of the Zugspite, with is the highest mountain in Germany and rises better than 9000 feet into the air. This trip is made by German operated cable cars and costs only \$2.50 per person. From the top of this mountain you get a dramatic bird's eye view of 5 countries, Germany, Switzerland, Italy, Austria and Yugoslavia, truly the view to end all views.

That is my story of Garmisch and its beauties, people and prices.

News and Views of the Sabre Rifle & Pistol Assn



by Cpl Bill WARSHICK

While still in the clutches of winter we must look ahead - at least into the third week of April, for then Air Div Competition will be held. The exact dates will probably be 23rd and 24th of April. This shoot will be run much the same as last year, that is each Wing may send two teams of five each, as well as teams from Langar and Air Div. The first of the two noted dates will be the actual Air Div Competition, (part one). The M1 will be used exclusively. The second day will start the eliminations for the Air Div representative team. The No 4 rifle will be used and those taking part will be the 30 competitors making the highest scores on the first day.

It is intended that the top 20 shooters will compete at the R.A.F. Championship Meet at Bisley, 16th June through to 23rd June. Once again the field is narrowed down to 10 who will attend the N.R.A. Meet (the big do at Bisley). The top scorers at Bisley will represent the Air Division at Ottawa in August and compete for the Queen's Medal.

Four rounds have been fired in the Air Div postal winter league. There have been no standings posted as yet. Results of January round of D.C.R.A. have not reached us as yet. In the meantime the second round has been fired and dispatched. The Canadian Civilian Association of Marksmen bulletin stated that team is the first overseas team to compete. The targets are returned by airlift so as not to delay the weekly results.

Good news - the two B.S.A. Martini-International match rifles have finally arrived. We have been waiting a long time for them but they surely will be appreciated even if a little late.

Remember - only your support will make the club an outstanding one - turn out for the full-bore eliminations.

A quick-thinking employee came up with a new one when his foreman said, "Hey, bud, how come you're sleeping on the job?"

"Goodness gracious," he hot back, "can't a man close his eyes for a minute of prayer?"



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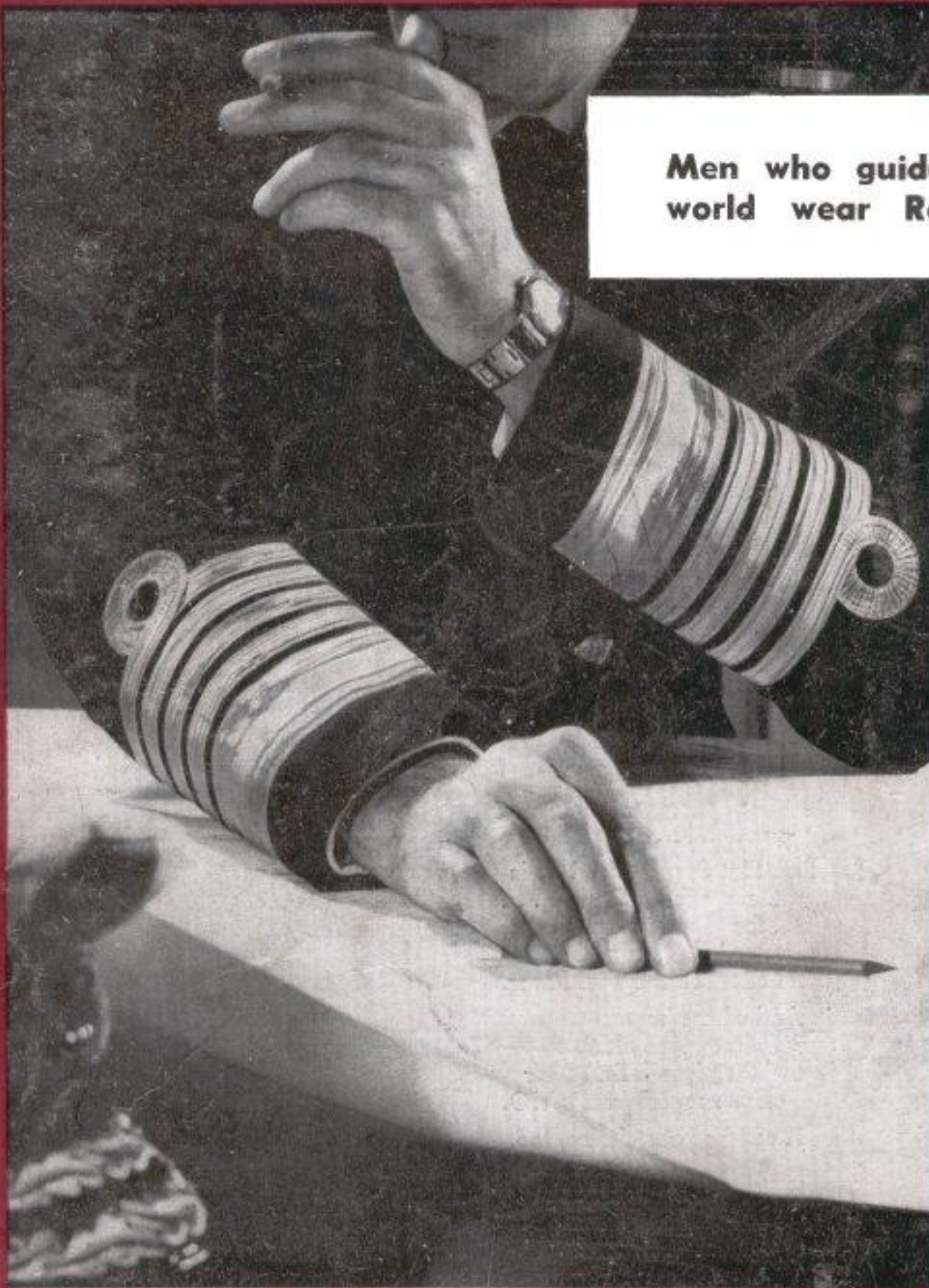
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The Rolex Oyster Perpetual Datejust, the most remarkable achievement in watch-making today. The extraordinary accuracy of its chronometer movement is attested by the fact that every Datejust is awarded an Official Timing Certificate by a Swiss Government Testing Station, with the added distinction "Especially good results". This movement is protected from all hazards by the famous waterproof Oyster case, invented by Rolex. It is automatically self-wound by the Perpetual "rotor" mechanism, another Rolex invention. This keeps the tension on the mainspring constant and makes for even greater accuracy. The date is shown on the dial changing automatically each night at midnight, and magnified by a "Cyclops" lens for easy reading.



A ROLEX RED SEAL CHRONOMETER

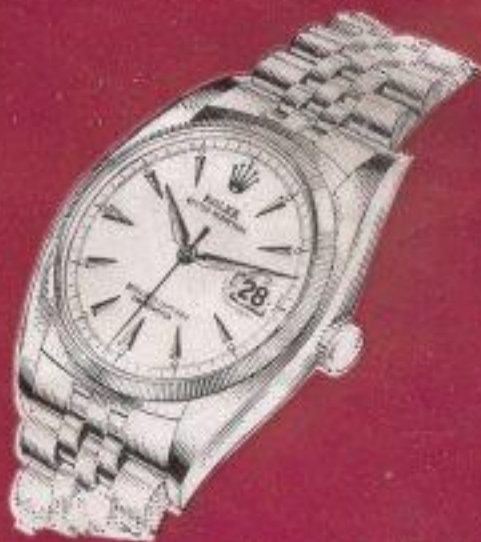
A. The Rolex Oyster Perpetual, culmination of three Rolex triumphs. It contains an Officially Certified Chronometer movement. It is 100% waterproof in its genuine Oyster case, and it is self-wound by the Rolex patented "rotor" Perpetual mechanism.

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