Schwarzwald-Flieger



EASTER (COVER STORY PAGE 1)

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BADEN-SOELLINGEN
GERMANY

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EDITORIAL

Well, there's no mistaking it, it's here! Wherever you go, it's obvious around. You can't see it, touch it or smell it, but its handiwork is everywhere. It has splashed the countryside with colour, brought life to trees and shrubs, made the grass greener, the sky bluer, and caused the streams to sparkle as they merrily splash on their way.

Most delightful of all is the way it affects you. It makes you get up cheerily in the morning instead of lingering lazily 'neath the sheets; it makes you carol gaily in the bathroom and grin at yourself in the mirror; it adds zip to your food; it puts a spring in your step, places a cheery "good-day" on your lips, and quickly raises a smile on your face.

Yes, there's no doubt about it!

Spring is here!



This Month's COVER STORY

EASTER

by Mrs M.T. Bauert

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

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

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

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

Water with its freshening and cleansing properties is also deeply associated with Easter customs. In accordance with one Hungarian custom men used to throw their girl friends into the water at Easter time. This has changed somewhat in modern times, however, and now the ladies get off lightly by having only a few buckets of water thrown over them. Another custom, widely observed, is that of rushing to the wells or taps on Easter morning and washing the hands and eyes. This is believed to keep a person free from infection or illness during the coming year.

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

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

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

Canadian Current Affairs

THE FEDERAL BUDGET — The Federal Government is budgeting for a surplus of $152,000,000 and expenditures of $5,018,000,000, during the fiscal year 1957—58, it was indicated in the Budget Speech delivered in the House of Commons March 14 by Finance Minister Walter Harris. Tax reductions and benefit payment increases announced by the Finance Minister will cost the Federal Treasury an estimated $148,000,000 in 1957—58, and approximately $261,000,000 when they have been in effect for a full year. In the tax field, the main changes were as follows: Effective July 1, old age pensions for those over 70, assistance payments for those between 65 and 70 and pensions for blind and disabled persons will be increased to $46 per month from the present $40. Effective July 1, children under 10 years of age will be eligible for Family Allowance payments of $6 per month and those between 10 and 16 years will be eligible for monthly payments of $8. In effect this increases by $1 the amounts formerly paid for children under 6 and between 10 and 12. Effective July 1, pensions to war veterans, widows, dependent parents and unemployable veterans will be increased by a total of $19,000,000 in the fiscal year 1957—58 and by $25,000,000 in a full year. Starting with income tax returns for the 1957 tax year, individual tax payers will be allowed to claim a $100 deduction in lieu of submitting receipts for medical expenses, charitable donations, trade union dues and professional membership fees. Those with larger claims will file receipts as at present. Effective immediately, the 10 per cent special excise tax on soft drinks, chewing gum, chocolate, confectionery and candy is repealed. This tax was also removed from decorated and crystal glassware, pottery and porcelain, fountain pens, ball-point pens, propelled pencils, desk sets, motorcycles and scooters. Effective immediately, the ten per cent sales tax was taken off a range of articles including mayonnaise, salad dressings, cocoa, tea, coffee, and pickles. Mr. Harris also announced that all provinces except Ontario and Quebec have indicated agreement to enter new tax rental pacts with the Federal Government, and that Canada would seek new trade negotiations with Australia and may seek tariff changes on steel, rubber and other products in world talks next autumn. The great majority of the tariff provisions were unchanged, although reductions were announced covering 15 items.

SUBWAY — Toronto is going ahead with plans for its new subway, the one that will cross the city from east to west along Bloor street, tying in with the present Yonge street north and south underground. Some controversy, however, has developed between the two parties interested in the planning. Toronto-Metropolitan Council has charged that the Transit Commission is trying to push the subway through without consulting the metropolitan planners. The commission has replied that the metro planners have already given their approval to the plan. To help settle the dispute, the metro council will bring in an expert from Chicago to examine them and to make a report. The Bloor street subway is expected to cost 200 million dollars.

THE PLIGHT OF THE CARIBOU — What lies behind the crisis of the northland's vanishing caribou? To try to find out, mobile teams of wildlife officers are going into the barrens to live with the herds. The Canadian Wildlife Service of the Northern Affairs and National Resources Department has announced plans for the most intensive survey ever made to get to the root of what lies behind the alarming decline in the North's most essential game animal, and one of its few renewable resources. To carry out the study, two-man teams will spell one another in keeping a large herd of caribou under continuous observation for a period of 18 months. As the herds move, mammalogists will move with them. Stressing the thoroughgoing nature of the survey W.W. Mair, Chief of the Canadian Wildlife Service, said, "We shall study the life-cycle of the caribou, particularly the effects of spring weather on calving, and the rut in the autumn. All aspects of caribou mortality will be checked — death by disease, predators, weather and extent of kill by native hunters. Animal behaviour and range studies may give some clues to the changes in migration patterns. The present study will be the first to keep a herd under year-round observation." Co-operating with the Canadian Wildlife Service are the Game Departments of Saskatchewan, Manitoba, Ontario and Alberta, the Administration of the Northwest Territories, the Indian Affairs Branch of Citizenship and Immigration, and the R.C.M.P.

AIR TROPHY WINNERS — Two Canadian pilots are among the nine British aircrew who have been awarded the Johnston Memorial Trophy for taking part in the British Government's Antarctic Expedition in 1955—56. The award, given by the Guild of Air Pilots and Air Navigators of London, England, is the British equivalent of the McKee Trophy, Canada's premier aviation award. One of the winners, James N.H. Greenshields, of Oshawa, chief check pilot of Kenting Aviation Limited, and The Photographic Survey Corporation, of Toronto, captained one of two Canadian Canso amphibians, which last year started a 60,000 square mile aerial survey of the Graham-land Peninsula for the United Kingdom. The other Canadian honoured is his co-captain in the Antarctic last year, Lew Terry, of Toronto. The Antarctic aerial survey is continuing this season with different aircrews and the Cansos engaged are due to start the long return to their Oshawa Airport base soon. The Johnston Trophy is awarded "for the most outstanding feat of performance of aerial navigation, for the development of principles of air navigation, or for flights involving the development of the technology of navigation by a person or persons engaged in a civilian capacity." The trophy was subscribed for by pilots and navigators in memory of S/L E.L. Johnston, O.B.E., A.F.C., co-founder of GAPAN.

HIGHWAY — It is now 15 years since the Alaska highway was built and today it is an important factor in the opening of the Canadian north. Ten thousand soldiers and 2-thousand civilians were used to build the highway through from Edmonton to Alaska, over 16-hundred miles of mountain, muskeg and timber. A permanent, allweather highway now connects Edmonton with the north, passing through B.C. and the Yukon. It is maintained by a Canadian army staff of 350 men who keep the roadway and bridges in repair during the summer and keep them clear of snow in winter. In an average year the Alaska highway is used by over 20-thousand vehicles, carrying 75-thousand passengers and 13-thousand tons of freight.

POST OFFICE — The prime minister, Mr. St. Laurent, says a new postoffice building will be erected in Quebec City soon. Mr. St. Laurent told newsmen in Quebec that plans for the new building have been under study for some time now. But there were a few major obstacles in the way. Now the obstacles have been overcome, and work will begin on the new post-office soon.

HEALTH — Government authorities in Ottawa do not believe there will be any real difficulty now in getting the required number of provinces to join the proposed national health insurance plan. The government has offered to pay half the cost covering diagnostic and hospital services. But at least six of the ten provinces, representing half the population must join before the plan can go into operation. Now that Ontario has agreed in principle to the federal proposals it is expected that Manitoba and Nova Scotia will announce their approval shortly. Alberta, Saskatchewan, British Columbia and Newfoundland have already agreed. Ontario with its population of 5 and a half million, was a key province. The premier of Manitoba, D.L. Campbell, said earlier that if Ontario joined, Manitoba would automatically agree too. The health minister of Nova Scotia, R.A. Donahue, said that his province would study the plan further before committing itself. But he indicated that Ontario's lead might prove decisive. Premier Leslie Frost of Ontario said a formal agreement with Ottawa would be signed in about 10 days. However, it's considered unlikely that the national program, to cost some 400-million dollars, will go into effect before 1959. The Ontario government has indicated it will be that long before its own provincial plan can get under way.

TV — The general manager of the CBC, Alponse Ouimet, says that the introduction of color television in Canada depends chiefly on two factors: first, the Fowler Royal Commission report on broadcasting and second, the way in which color television is received by audiences in the United States. Speaking at a news conference in Winnipeg, Mr. Ouimet said the CBC management was surprised at the slow rate of growth of color television in the States. He said that if sales of color TV sets in Canada were in proportion to sales in the US only about 15-thousand color receivers would be sold in this country. This would not warrant production of color.

TITLES — Well, they're doing away with the title. . . "office boy" in the federal civil service . . . "Office girl" too, for that matter. An announcement by the Civil Service Commission says that from now on office boys and office girls will be known by the more elegant title "clerical assistant". And in recognition of the fact that you can't get much nourishment out of a title, the civil service commission is giving the young office workers a pay increase too. Where their maximum salary was previously 15-hundred dollars a year, they'll now be paid just under two thousand annually.

MEDICINE — Doctors on the west coast have fired the first gun in the atomic warfare on disease. A nuclear medicine branch, the first on Vancouver Island, has been opened at the Royal Jubilee Hospital in Victoria. And the medical men feel that it offers limitless possibilities for doing good. Doctor R. McNeely, director of the hospital, said it was only a small beginning. But bigger things lay ahead. The nuclear branch will experiment first with radioactive iodine, used in tests to discover diseased thyroid glands. A detecting machine, like a very sensitive geiger counter, will also be put into operation. A small amount of the radioactive iodine is swallowed by the patient and the detecting machine is then used to determine the condition of the gland. Later, the nuclear branch will be expanded to cure other diseases.

SHIPYARDS — Canada's shipbuilders are looking forward to a prosperous time of it this year. The Canadian Maritime Commission has announced that more than 42 million dollars worth of work is on order at yards across the country. And although no figures are available yet for last year, officials said they thought that the amount was a substantial increase over 1956. One of the reasons for the sudden spurt of business at Cdn shipyards lies in the inability of foreign builders to fill the orders they have on hand. Some of them, the officials said, are still working on back orders.

MARITIME — The question of a union of the Atlantic provinces has come up again in Nova Scotia. Somewhat cautiously, the provinial C.C.F. leader, Michael McDonald, brought the subject up in the legislature at Halifax. By way of introduction Mr McDonald said he realized that the question of an alliance of the maritime provinces was probably not going to be accepted by too many people. But he believed that some day it might be necessary for at least three of the provinces to come together as one province so as to have greater influence on the Federal government in Ottawa. Mr McDonald said the Atlantic provinces had been drifting along in an indifferent manner since Confederation, and he didn't think this could go on for much longer. He believed that the time was long overdue for some definite action. Nova Scotia's Conservative Premier, Robert Stanfield, replied that he would not encourage McDonald's suggestion for an alliance of the maritime provinces as one united province. Premier Stanfield said it was doubtful if the people of the maritime would go along with the idea. But his government, he said, had planned to derive all the benefit it could from co-operation among the maritime provinces.

EMIGRANTS — Every minute of the working day in London, someone calls up the offices of Pan American Airways to ask questions about Canada. A spokesman for the company said the switchboard was flooded with enquiries from people who were interested in coming to this country. In fact, Pan American has booked six-thousand emigrants up until the end of June, and the company is expecting many more.

GAS — The discovery of a natural gas field in Quebec has been hailed by geologists as a milestone in the development of the province. The director of the geological survey which made the discovery, Doctor IW Jones, said the find was an outstanding one. There was a lot of work to be done before the geologists would know just how big the field was, but Dr. Jones said the deposit compared favorably with the major wells in Western Canada. So far, tests have given three and a half million cubic feet a day, putting the well at Batiscan right up in the major leagues. Batiscan is 60 miles west of Quebec city.

PULP — A new pulp mill, at Hinton, Alberta, will go into production this month. Company officials of the 35-million dollar mill said they hadn't set an official date for the opening yet, but they would soon. So far, 130-thousand cords of pulpwood have been stored near the mill, and another 45-thousand cords will be moved into the area. shortly. When the mill does go into operation, there'll be enough wood to keep it supplied for several months.

AUTOMOBILES — About 58 per cent of Canadian households had automobiles in 1956 versus 56 per cent in the preceding year, the Dominion Bureau of Statistics reports.

ADVERTISERS' PAGE

(If various sections were suddenly placed on a 'free enterprise' basis, our ads would probably resemble those below)

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WILD BOARS

by
Sgt A Gauthier

Sgt George Laidler of the Air Force Police section here is not a hunter to waste ammunition if one bullet will suffice where one would normally fire two rounds. Returning from a hockey game on the evening 14 Mar 57, he decided to drive out east of Hugelsheim on the road to Sinzheim to see if he could spot any game. Upon returning homeward he noticed a boar (wild pig) approximately 50 yds in front of him. He immediately stopped the car and got out with his 30.06 carbine. Immediately he saw two other wild pigs cross the road and he quickly aimed and fired, but as he heard something crash on through the thicket, Sgt Laidler thought he had missed the animals entirely. Upon returning early the following morning and surveying the area, he found a male and a female boar lying dead in the bushes, both killed with the one shot. Sgt Laidler, through the kind permission of Franz and Alwin Jehle of Hugelsheim, has been hunting in the particular area since January with no luck. Messrs Jehle reaped high praises upon Four Wing's "Daniel Boone" as they told Sgt Laidler that there hadn't been a boar shot in their district for over a year.

Bridge Tournament Corner

by LAC R. Gaudet

A Bridge Tournament has finally gotten under way at 4 (F) Wing, with every indication of being a great success. At the time of this writing there have been five successful sessions, with the last two being officially logged.

Miss Shaw and Miss Howard took top honors and a small cash prize in the first logging, with LAC Smith and Miss Sherwood taking the same honors at the second logging. Congratulations to both teams on their winnings.

We're getting a very good turn-out at this time, but there are always people who need a little extra push to get going, so if you consider yourself a bridge player by all means come out and join the fun.

It is unfortunate that some people think Tournament Bridge is a boring, sissified game. Those people would only have to come out to a couple of our sessions to prove themselves wrong.

If any of our readers would like further information, they are invited to contact our chairman, L.S. Proctor at 414 Squadron, or they can check their DRO's for dates and places.

It is strongly advised that both people presently playing and those intending to do so obtain an authorized book on either Eli Culbertson or Charles H. Goren at the PX newsstand. It will be found that a lot of good points are shown on bidding, defensive and offensive playing.

So if you need an excuse for a night out, come on out to the Mixed Lounge for a session of bridge.

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The Governor and Company of Adventurers of England Trading into Hudson's Bay
INCORPORATED 2nd MAY 1670

THE CAPITALIST AND ME

by Ron Coulson

I should imagine that there are a great number of definitions for a capitalist, but it is the one that in this day and age is being constantly persecuted by our charming Red propagandists, which we seem to hear the most about.

According to any reports berating these solvent individuals, they are a menace to any self-respecting government, chiefly because they are salting away vast fortunes which could be lining the treasury walls. After giving these reports a bit of thought, and then delving into things a teenie bit further than I had to, my befuddled brain came to a conclusion which has been so obvious all along, that it is a wonder these brilliant Russians wouldn't catch on to it.

I made some startling discoveries one day last week alone, when I had the shaking experience of browsing through an income tax return. On a little chart on the back, half-hidden by multitudinous instructions, were the figures which tell of the suffering and woe brought about by Canada's Nabobs upon our government.

Here is one tale of woe which was unfolded on said table. If any one of our crazy-mixed-up capitalists should accumulate one million dollars of taxable income during one year, Ottawa's purse-strings would tighten around the paltry sum of $729,220.00. My, my, it must be awfully hard for a country to survive if it is plagued by any great number of these types. What say?

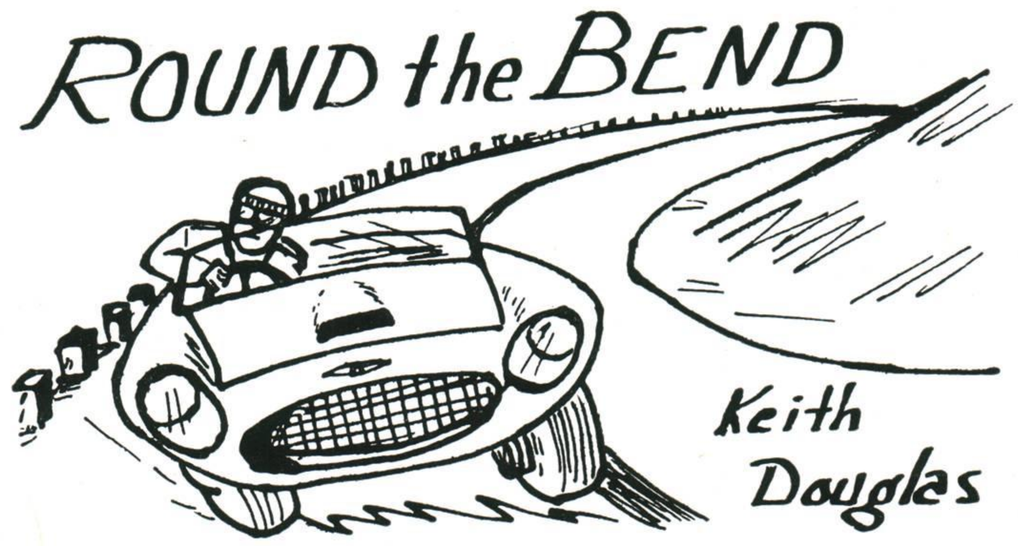
Therefore, according to this, a man who makes this amount of loot for his own, can, if he is very, very lucky, bank around 270,000 dollars. Then, if through some miracle he can let this money sit in the Bank of Anything You Name for a year, he has to pay our poor suffering democracy half an average man's income for a year as taxes on the interest this sum has accumulated.

Shocking isn't it, how any country can get along with these fellows loose. In another light, let us see if it is at all possible for an individual to make himself a million. Yes, he can; if he can earn in excess of four million dollars he can keep a quarter of this for his very own. Unless of course he is a married man.

Where does his other three million and more go? Apparently the Russians are not aware that this goes into the treasury to be spent at will by the people elected by this very capitalist.

I do not come to the aid of these men of substance with the hopes of ever joining them, except maybe in the hereafter, but only to bring to light if only to myself the fact that somewhere along the line, someone has made a gross boob in running them down for reasons stated.

I have yet to hear of a government being plunged into insolvency because of footloose men of fortune who were hoarding all the capital. Down with Capitalism! Certainly not for this laddie. Me and my little pocketbook just wouldn't ever be the same without them. I'm glad I work for a democratic government which is tolerating them within it's fold, Aren't you?



Not a very big column this month, I'm too hurried. The editor is breathing heavely down my neck and muttering about the evils of procrastination.

Sebring victory went to the Maestro, Juan Manuel Fangio (Maserati), followed by Moss (Maserati) & Hawthorne (D Jaguar). Quality will tell.

By the time this appears in print, the Indianapolis grind will be over and even now I'm safe in predicting that the winner will be driving a Meyer-Drake Offenhauser engine in a Kurtis chassis. Everybody does.

For the benefit of the motorcycle fans who want bags of time to arrange their leave, the T.T. this year will be run on the third, fifth and seventh of June. Further for motorbike fans (notice how the warm weather brings them out like harbingers of spring) there will be bike races at the Schottenring circuit, about 55 kms north-east of Frankfurt, on 12 May. That is all the information I have on it now.

The meeting of the ISCC scheduled for 21 March had to be cancelled due to leaves, TD and the work load from the Rallye Trifels, run on the 30th—31th of March. Local members are manning control points. The next meeting, again at the Bahnhofkeller in Baden-Baden, will be on the 18 April.

On April 28, the EMSC will hold sports car races at Trier Air Base. It's a longish drive, but maybe you feel energetic.

And if you're really bursting with energy or are going to Italy for leave, the Mille Miglia is down for Sunday the 12th of May.

INVITATION to the Opening of

Memorial Art Exhibition

Sponsored by: Mr. Simpfendoerfer
Minister of Art for Province Baden-Württemberg

in the Hall of the Exhibition Bldg. Baden-Baden.

(1) Venini - Glasses from Murano 7 May—30 May
(2) Art Prize for Youth of the Province 1 June—14 July
(3) Illustrations by Gunter Boehmer 1 July—21 July
(4) The Horse in Formative Arts 3 Aug—15 Sep.

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The Milan Cathedral

A Holiday in

SUNNY ITALY

by Mrs Harbin

They say "Join the Navy and See the World" — we say "Join the Air Force"!! They also say "See Naples and Die" — we decided to see as much of Italy as we could whilst living here in Germany. Baden-Baden, being on the edge of the Black Forest — Schwarzwald to the better informed, — is favourably situated for travel southwards, so with no particular plan in mind we pointed our car — a Mercedes Benz, 1938 vintage, with an overhauled engine and two new tires, in the direction of Switzerland, and sallied forth. Our children Sallie and Bill and various packages, were in the back, together with 4 jerry cans of gasoline, groceries, raincoats etc. Our party included another Canadian family with an eighteen month old boy, and their German nursemaid. Their car is a German Ford, a Taunus, 1949 vintage — very modern, but with tires of a doubtful nature!

The road from Baden to Basel, Switzerland, runs along the foothills of the Black Forest, and is good. About 25 kilometres from Basel we heard a loud ping — one back spring kaput, so we limped to the border, crossed without undue comments, and found a Mercedes Benz garage after a complete tour of the city, only to find a spring would have to be brought from a town 60 km. away and would cost about six times the cost in Germany. We found a hotel and got settled, and in the evening we admired the shops and found a little bar where we enjoyed some hot rum toddies. In the morning the boys drove back to Germany and came back with a new spring (and one for spare) and so we carried on for Lucerne.

The road from Basel to Lucerne skirts lakes, winds through well-wooded slopes, and gradually affords a view of the Alps — this is quite a thrill when one has heard so much of the famed mountains. The little villages are all so neat and clean, and there are many guesthouses with fantastic wrought iron signs, painted in gilt and colours, hanging over their doors. The houses, chalets with ornate wood carving on the eaves and verandas, are often perched up on the hills, with no apparent means of access. Lucerne is very beautiful, situated on a river spanned by old bridges, one of which is a covered one. We saw a host of swans, ducks and gulls all eagerly waiting to be fed. The buildings are very old, and some are completely covered with elaborately painted scrolls, flowers and fruit, and on one guesthouse we saw a complete illuminated family tree. Our hotel here was clean — no frills, cold, but the hottest water we hit on the trip! In the evening we went to a small club and were entertained by a band, mainly females, and heard topical German songs, also the latest American ones, and met an amusing conjuror from Vienna. We also sprechened a little German and a little English, much to everyone's amusement. Money here is Swiss Francs, which have roughly the same value as the Deutsch Mark,so we could reckon without difficulty. Either German or French is understood.

From Lucerne we headed through the Alps towards Goschenen, where there is a tunnel through the Alps to Airolo. The road became steeper and the scenery more beautiful. The mountain passes are not open at the time of the year we made the trip (March). The cars are driven up a ramp and put on flatcars, passengers board the train and away they all go into the tunnel. It takes about 20 minutes to go through. Emerging we expected to see spring — but what happened? A terrific snow storm! You can imagine how we felt. As the road wound downwards, twisting over rivers, meeting itself on some of the turns, the snow turned to slush, and eventually rain. We crossed the Italian border at Chiasso (just outside Como). Here we were persuaded to join the Automobile Club of Italy, got our trip ticket, and changed our Swiss Francs and travellers cheques into thousands of Liras; a dollar is worth 620, so you can imagine the handful one emerges with. And so to Como where we stayed the night. Como is a beautiful spot on a lake; it has lots of summer hotels and pleasure steamers. Having got used to German shopping, which includes arm waving, noises and a few words, nothing phases us. We needed canned milk, so we decided to try our luck with Italian shopping. In my friend and I went, pointed to a can, I said "moo moo" and the friend milked an imaginary cow. This caused a can to be produced, but with sugar. We wanted it without sugar! We left without any.

From Como we went to Milan, which is an enormous sprawling city, badly hit by the war, but rebuilt on modern lines. We did not stay in Milan, as we intended to visit it on the way back. The road was still mountainous, went through tunnels, and frequently skirted lakes, lined with olive groves. Gradually palm trees and cactus appeared. Finally after a very long tunnel we arrived at Genoa, and saw the Mediteranean, which is unbelievably blue. The first thing we noticed was washing hanging from everywhere. It looked as if an enormous wastepaper basket had ben emptied; you gradually get used to it however and concentrate on other things. Genoa is the centre of the Eastern and Western Rivieras and is a large port. There were quite a number of U.S. vessels in the harbour. We had the address of a hotel so we dived into the traffic and a maze of alleys and roads, asked innumerable Italian policemen the way, went down one-way streets (naturally the wrong way) only just wide enough for a car, and eventually found the hotel. We spent a fascinating afternoon exploring alleys which literally honey-comb Genoa. They are lined with shops of every kind; junk jewellery stores go hand in hand with meat stores (meat hangs everywhere), smart clothing stores, and everything you can think of. We bought silver ear-rings, large and fantastic, after bargaining with the shopkeepers. In the evening we walked down the main street which was brilliantly lit with flashing neon signs, and bordered with arcades with mosaic floors. There were many places of

interest, and we managed to see quite a number, but it was the shops which fascinated us most.

We left Genoa, driving along the sea front and continued southwards to La Spezia. The scenery was beautiful with sub-tropical vegetation. There were orange and lemon trees (loaded with fruit), date palms, almond trees in blossom, large trees of fluffy yellow Mimosa, red and white camelias, and many other flowers. The road was steep and twisting and the boys agreed it constituted the most difficult piece of driving they had ever encountered. We left the main road and drove down into the peninsula of Santa Margherita, a most fascinating resort and stopped long enough to take some pictures. We then moved on to Livorno, a city with an American base where we hoped to re-fuel; gas is expensive in Italy, so hence the reason for trying to get ours from American sources. We were lucky enough to get gas and also some canned food supplies for picnics from the American P.X. We went on towards Rome, stopping at Pisa to look at the famous Leaning Tower. This tower, begun in 1173, sags about 14 feet off center because of a slight land slip during its construction; 294 steps spiral up to a terrace at the top. Facing the tower is a 900 year old Cathedral with 69 antique columns, and the 11th Century Baptistry. All these are grouped around the Piazza del Duomo. Climbing the tower was quite an achievement as the stone staircase leans to the right, all the steps are worn to hollows and one must almost lean against the wall. When you have reached the top your sense of equilibrium is badly effected. We were greatly relieved to get to the ground again, with badly wobbling legs. Now we have only six more Wonders of the World to see!!!

We stayed the night at Civitavecchia at a nice hotel. Here we introduced ourselves to spaghetti — much to the amusement of the waiter. The art is to wind your fork around and around over an over-sized spoon, and gradually get an impossible-sized mouthful of spaghetti, which you slither in your mouth the best way you can!

Early next morning we left for Rome, and as usual, succeeded in getting there right at the peak of the morning traffic. We had various hotel addresses, but it seemed impossible to find anything that looked like a hotel, so the cars were parked in the middle of a square, and I was left in charge. After a few minutes I was told by a police-man — I presume — that we couldn't stay there, but by means of signs all was O.K. I said "5 minutes", he said "cinquo momento", or so it sounded to me, and he waved and left with a big smile. No parking ticket! After looking at several hotels, with poor results, we drove nervously on. Italian traffic is really something, no stop streets, and first come, first served. Eventually we arrived at Cio Venito and the Hotel Alexander, after going through all the streets of Old Rome, which are barely wide enough for two cars and teem with people. The weather was sunny and quite warm, and we spent the rest of the day window-shopping, and dodging pedlars, but only after the boys had bought gen-u-ine Parker 51 pens, guaranteed, etc., etc. Afterwards we found they were made in Italy, but were an excellent facsimile. They write, so for $1.00 who cares? The pedlars started at about 7000 Liras, and kept coming down in price, so for the rest of the trip we were saying "do you want to buy a Parker Pen?" and when any pedlar came to us, we suggested they buy one of ours!

We decided that the only way to see the Eternal City so we didn't miss too many of the sights, was to take a conducted tour. The tour took us an afternoon and the following morning. The first morning we went on our own to see the Monument to King Victor Emmanuel II, built in 1911. Up the stairs is Italy's Tomb of the Unknown Soldier, and a statue of Emmanuel on horse-back surmounts everything. It is an enormous monument, and from the top one can get a wonderful view of Rome. On Palazzo Venezia facing the monument we saw the balcony where Mussolini used to hold forth. Down from the monument is a beautiful boulevard, Via dei Fori Imperiali, which runs 2,800 feet to the Colosseum. It was opened by Mussolini in 1932. Along this boulevard are 2,000 year old market places, forums, temples, amphi-theaters and statues. Along here is also the prison where St. Peter was imprisoned and where he allegedly caused a spring of water to appear in order to baptize his guards. And so we came to the Colosseum. According to my book the amphi-theater is 186 yards in length, 170 yards across, 159 feet high and has a circumference of 573 yards. Inside, the 250 ft. long by 160 ft. wide arena provided a huge stage for the auditorium that once seated 50,000 spectators per show. Our guide told us that when it was in use a large awning was over it to protect the people from the weather Outside the Colosseum is the Arch of Constantine which is 1,600 years old.

Our official tour proved to be quite amusing as well as educational. We were picked up at our hotel by a sight-seeing bus with lots of windows and very little roof, and taken to a central point and shuffled around until English-speaking, French, German, Italians, etc, were together. On the way however, we were given the treatment of having buildings explained in one language after the other, and the English of the Italian guide was so fascinating we almost forgot to look at the things in question — everything ended in an "a" or "o". We saw the Church of St. Pauls (where the chains that bound St. Peter are displayed), the statue of Moses by Michaelangelo, the Colosseum, the Constantine Arch and many other famous places. The next morning we toured the Vatican Museum. This contains a fabulous collection of art treasures, and we saw many of the originals of famous sculpture works, oil paintings and tapestries. We walked for 2 hours, but they claim it would take a year or more to see thoroughly through the museum.

We went to see St. Peter's, the largest Church in the World, on our own. San Pietro in Vaticano — to give it its official title, is known the world over as the Basilica of St. Peter. It is built on an enormous square built by Bernini; this square is generally considered to be one of the most beautiful squares in the world. According to the book, it is surrounded by a quadruple colonnade formed of 284 columns and 86 piers, topped with a balustrade upon which are mounted 140 statues of Catholic Saints. The square is 262 yds. wide, 370 yds. long and has an 85 ft. high obelisk dating from pre-Christian days in its middle; it has two fountains, one at either side. St. Peters was begun in 319 when Experor Constantine built a basilica over the tomb of St. Peter. This stood for 1,400 years. Reconstruction work began in 1452, but it was not until 1626 that it was complete. Bramante, Raphael, Peruzzi, Antonio Sangallo and Michaelangelo died whilst working on it. Some of the world's finest works of art on canvas, sculpture and stucco designs are there. We visited the Treasury where many robes, embroidered with gold and jewels, and also many precious Church treasures are displayed. We went by elevator to the roof of the great basilica, where the dome towers yet another 308 feet. We walked up a little staircase inside

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St. Peter's Square in Rome

the inner and outer dome, and came out on to a balcony where we got a wonderful view of the church and of the paintings on the dome's interior. On the top of the dome is a ball big enough to hold 19 people.

We visited the Pantheon, which is one of Rome's most perfect and best preserved pieces. It is dedicated to the seven planetary divinities at the time of Emperor Hadrian. The original bronze door is still there, and inside are many statues, the tombs of Italy's first and second kings, and under the altar, the tomb of Raphael. The dome is 142 feet high, and at the top is a circular opening from which it receives its only light; there is no glass.

The fountains in Rome are particularly beautiful, all very old, and too numerous to be mentioned, and these impressed us very much.

From Rome on to Naples, along the Old Appian Way, built by Appius Claudius more than 2,000 years ago. Here you see many monuments, old tombs, pines and green cypress trees. Here are the Catacombs, and the little Church of "Comine Quo Vadis?" marks the place where, according to tradition, Jesus met St. Peter fleeing from Rome. There are still original patches of the ancient pavement.

We reached Naples and after taking a quick look, decided to go on to Sorrento. On the way, at the foot of Vesuvius is a Coral and Cameo Factory, so we stopped and went in, and were taken into the work rooms where we watched the men carving cameos. This is very fascinating. Cameos are made from sea shells; the white head, (or scene) is carved, and the background scraped down to the brown part of the shell and polished. We saw examples of their art, — lamps, ear-rings, necklaces, bracelets, brooches, etc. We also saw carved Mother of Pearl. The coral bead necklaces were lovely and varied from light orange to almost a deep red. Some had finished beads, while others consisted of pieces of shaggy natural coral, threaded together.

At Sorrento we stayed at a very beautiful hotel which overlooked the Mediteranean. We were given three connecting rooms, one with a private bath and a veranda practically overhanging the sea. We could see the whole Bay of Naples, Vesuvius, and a little of the Isle of Capri. At night-time the lights of Naples twinkled across the water. In the front of the hotel was a courtyard — the hotel being built around three of its sides —, and a subtropical garden. Underneath the ground floor of the hotel are a series of rooms which the owner has made into his private apartment with a collection of 15th Century paintings, books, and authentic furniture. One of these rooms used to be a chapel and up until a few years ago Church of England services were held every Sunday. There was an elevator down to the beach — of course we had to see the beach — so down we went, only to find that the elevator wouldn't go up again! Fortunately, we could return through a tunnel (dating from Roman times). This tunnel wound upwards from the beach, through the cliff, and we almost expected to see smugglers — it was so dark! During our stay in Sorrento, we were lucky to see the Tarantella danced in authentic costumes. This is really a Spanish dance, but there is a strong Spanish strain in Southern Italy. Many members of the dancing troupe had good voices, and we enjoyed hearing some very well-known Italian opera. Sorrento seems to be a centre for all kinds of objects made in inlaid wood, and for laces, table linens, silks, shawls and all manner of fascinating things.

From the hotel we could look down to the little harbour where we got the boat for the Isle of Capri. It arrived playing "Sorrento" — all very romantic. This was a lovely trip. We landed and took the funicular up to the town of Capri, which is highly commercialized; we gazed with true trippers' eyes at the assortment of jewellery, straw goods, rope-soled shoes, etc. After lunch we took a walk to Gracie Field's swimming pool and restaurant which however, was not open so early in the season. The path to this part of the island literally spirals down the side of the rocky cliff. Halfway along this walk the path widens to a little road and we were hailed by an old Italian and after ten minutes haggling over the price, we were persuaded to proceed by pony and trap, so we came in style to Gracie's pool. The sea here is so blue you would think it is artificially coloured. We did not have time to visit the Blue Grotto — one must go by boat from the harbour, and, I understand, lay down in the boat to go through the entrance; there are also green, yellow, pink and white grottoes, the colours caused in each case by refraction of light from the walls and the waters through the varying-sized entrances. We jogged on slowly up the road continually climbing and spiralling until we reached the top of the island, and then began the descent towards the harbour. We enjoyed our visit, but I personally feel that the island is very overcommercialized.

The next day it rained heavily, but just the same we visited Pompeii. This proved to be very interesting. The town was buried for nearly 2,000 years, and the ruins consist of murals, mosaic floors, streets, forums, temples, etc. In the museum are an amazing assortment of household utensils, pots, colanders, toothpicks, tweezers, etc, even charred bread and other fragments of food. We also saw ancient surveying equipment.

From Sorrento we drove back to Rome, where we stayed the night, and then drove to Florence (its actual name is Firenze — I looked so hard on the map for Florence!). Florence is a beautiful city. We stayed at a hotel near the 14th Century Santa Maria del Fiore Cathedral. Across the square from the cathedral is the Baptistry of San Giovanni with its worldfamous three bronze doors. Here in Florence is a straw market where one can buy anything in straw, even crocheted skirts and shawls, hats, handbags, table mats, ear-rings, etc. We had a lot of fun bargaining with the store-holders. There is a large fish and meat market, and an outside market for all kinds of things, including the most amazing array of ear-rings of every shape and size. On Fonte Vecchio, a jumbled-looking old bridge, are crowded small shops full of all kinds of jewellery, embossed leatherwork, etc.

Leaving Florence we headed back to Milan (Milano) Here we visited the beautiful cathedral in Piazza del



Ponte Vecchio in Florence — the bridge of shops

Duomo. It has 135 marble spires, and the "Madonnina" 350 feet high, surmounts all. It has wonderful stained-glass windows, which, however, make it very dim. In the evening we went to the Palazzo di Brera which has one of Italy's greatest collections of art. We saw many noted Italian artists' pictures, and also works by Van Dyck, Rubens and Rembrandt. We also visited Santa Maria delle Grazie on Corso Magenta, a Church built in 1465. Here, on a wall, is the painting by Leonardo de Vinci of The Last Supper. (We noted two photographs and they showed the bomb damage suffered by the rectory — it had been completely re-built, and only the wall with the Last Supper and the opposite wall with another famous painting, had not been blown down.) Lastly, there is an excellent zoo, and we spent an interesting afternoon here.

From Milan we headed back the way we had come. And so ended our trip. Those contemplating a similar trip might be interested to know that we stayed at second class hotels in Italy. Those proved to be excellent and quite reasonable.

NEWS FROM YOUR WING LIBRARY

With the help of a grant from the Station Fund a large number of books has been ordered, most of which have been received. A list of all the books would be too long for the space available to this column, but here are samples of the books recently added to the Wing Library.

For those fond of adventure with an added touch of romance there are books such as: "The Treasure of Pleasant Valley" by Frank Yerby (who wrote such well known novels as "The Foxes of Harrow" and "Floodtide"), and "Flight to Natchez" by Frank G. Slaughter.

For those partial to historical novels with authenticity, there is "The Mistletoe and Sword" by Anya Seton and "The Tontine" by Thomas B. Costain (double Vol.).

We now have a nearly complete series of Mazo de la Roche's books on "Jalna". We hope to purchase the final three volumes in the near future to complete it.

For those who like to read romances as such, we have "Looking for Love in a great City" by Daniel Trevose and one by Agnes S. Turnbull (author of "In the Bride's Mirror"), called "The Golden Journey". We also have a new book by Francoise Sagan called "A Certain Smile".

Other novels of interest are two by Nevil Shute called "A Town like Alice" and "Beyond the Black Stump". We also have "The Tree of Man" by Patrick White, "Waterfront" by Budd Schulberg, "The Killing Ground" by Elleston Trevor (author of "Squadron Airborne"), "The Coast of No Return" by Michael Hastings and "The Man in the Grey Flannel Suit" by Sloan Wilson.

For those who like to read a book with a difference we have "In Quest of Splendour" by Roger Lemelin who is a French-Canadian author gaining a lot of popularity in Canada at present. Another is "Naught for Your Comfort" by Father Trevor Huddleston C.R.; it depicts the truth, as seen through the eyes of one man, of what is happening to the Negro in South Africa. This book is strongly recommended for those who like something to think about after putting a book down.

For those who like to read about events and important people of World War II there are "Defeat Into Victory" by Sir William Slim, who brought victory to Burma, and "Conspiracy Among Generals" by Wilhelm von Schramm who gives us a little insight and truthful facts on the attempt on Hitler's life which mis-fired. "The German Scene" by Edmond Vermeil is an account of Twentieth-Century Germany in its political, economic, cultural and ideological circumstances.

For those among us who like intellectual literature we have "Ideas and Opinions" by Albert Einstein, and "Why I Oppose Communism" by that very eminent English philosopher Sir Bertrand Russell.

For those who dislike fiction and prefer to read biographies of present or past well-known personalities, there are "The Traitors" by Alan Moorehead-who renders a faithful account of the double life of Fuchs, Pontecorvo and Numm May, "Why I'm not A Millionaire" by Nancy Spain, and "Lady Bullfighter" by Patricia McCormick. This book should interest a lot of our sporting-minded readers who have and will be visiting Spain or Mexico for their bull-fights. "September Gale" by John A.B. McLeish is a study of the Canadian painter Arthur Lisiner — one of the Group of Seven of Canadian art.

For those who will be going to Canada for the first time there is a book called "Go West Young Man — I Did" by A.G. Hopkins, which is a biography of an English emigrant who went to Canada and made good in the country of his adoption.

To the reader who seeks exciting and unusual reading there is "To The Devil — A Daughter" by Dennis Wheatley. This author is very well known for his various books on black magic and the Supernatural. Also there is "The Supernatural Omnibus" by Montague Summer which contains assorted stories on apparitions, witchcraft, diabolism and voodoo. This book in not recommended for reading late at night!

For those vast numbers of people always interested in new books on aviation and scientific progress there are "The Lonely Sky" by Bridgeman & Hazard, "Challenging Sky" by L.J. Ludovici, "Space Ships and Space Travel" by Frank Ros jnr. and "Flying Saucers Come from Another World" by J. Guieu.

After many requests, we now have "The American Everyday Cook Book" by Agnes Murphy to help the many ladies who have left their own cook-book back home and are in need of a little assistance in remembering their favourite dishes. We also have the "Gardening Encyclopaedia" by Richard Sudell to help those who wish to pretty our gardening patches in the PMQ Area.

Finally for the ladies of our reading clientelle we have a book called "A Guide to Elegance" by Jaqueline du Pasquier. It is guaranteed to help all those who wish to improve or achieve poise and good dress sense.

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Soellingen Sally Reports

by Benny Bennett

Ye Ole news bag (of printable items that is) is somewhat empty this month. Also pictures that were taken at the various "do's" didn't turn out to the standard of the Flieger.

Seems like someone else has Spring Fever and it sparkles stronger than the sun — Congrats Danny — when's the big day? It won't be much longer before you'll be treking up the isle Reggy — take your last few gulps of freedom while you can.

On Mar 4th a "Travel Night" was held in the lounge and from the acclaims at the end of the evening we should have another one in the near future. Latty was in full command of her projector and those gathered viewed shots from France, Holland, Switzerland, England and of course our home away from home Germany. To the astonishment of some, barrack life was also featured!!! Well it's happened — you have to see it to appreciate it — our mirror, shelf and lights have been installed in the lounge. We would like to THANK all the powers that be for making this possible.

If you are passed by a Long Streak of Grey these days — don't be alarmed it's only Denny in her new car. They can't call this one a bucket of bolts can they Denny?

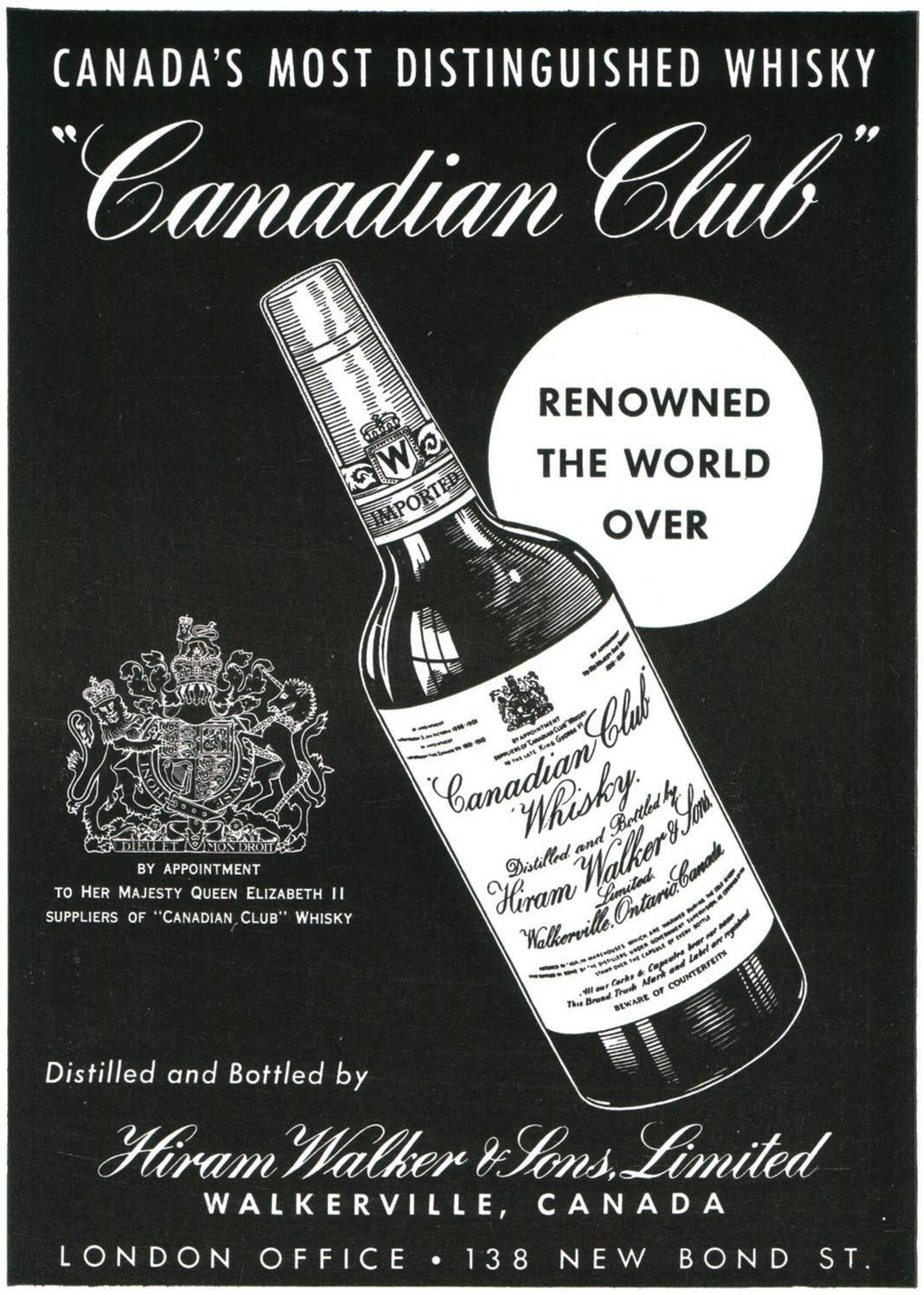
The party to end all parties was held on Mar 11th in the lounge to bid bon voyage to Mary Lucas. The party got underway with a rousing sing-song with the new song books being put to good use. A big hand of applause to the Entertainment Committee for the spread they put on — the plates were clean in no time at all. All the very best Mary and we'll be waiting to hear from you.

Can all these blurry-eyes that people are sporting, be from staying up late at night cramming for Trade Board?? If so, more power to you — the best of luck on the board this month.

On Friday 15th Mar bowling play-offs took place at 1800 hrs. The Lions took on the Stampeders and both teams made a good showing. The undaunted winners for the Airwomen's Bowling League for 1957 were the Lions. At the time of writing the banquet was still being planned so I have not more gen along those lines until May issue.

Barracks have been mighty empty the last couple of weeks in March due to people taking the remainder of their leave (that's probably why I haven't much news). Hardly anxious for leave at all aye — Barney and Grubby leave us on 1st April to spend a week trying to locate England through the fog. The evening of Mar 18th, a surprise party was held for N/S "Terry" McDonell. Being our previous Honorary PMC we wined and dined Terry in the back room of the Green Baum and it's a night that will be long remembered. Entertainment was at it's peak as toasts were made (no names mentioned) and new and olds songs sang. It seems we have a certain officer among us that is going to have to be trained in the fine art of doing the "Hulla — Hu".

In closing I enter a plea for some newsy items to help build the column to a better one.



DURMERSHEIM

by "John"

Durmersheim with its 6000 inhabitants is situated on the Bundesstrasse 36, 14 km south of Karlsruhe and 20 km north of Baden-Baden,along the train line Frankfurt-Basel. It has become famous through the pilgrims' church "Maria Bickesheim", which originated in the 10th century. It is also known for its beautiful terrace-swimming pool, situated 50 m from the Bundesstrasse 36, fitting perfectly into the countryside. A large part of the surrounding open country is covered with flowers and shrubs, and the nearby forest offers sunny and shady lawns. For recreation there is a camping place nearby. For excellent food and drinks you can look up the swimming pool restaurant, whose proprietor is John, a barman at the officer's mess. There is ample parking space, right on the spot, for all sorts of vehicles.

Anyone interested in sports, can practise football, netball as well as a game called "Moto-Ball", which is played the same as football, but on motorbikes. Besides that there is a sports hall, and anyone who is interested is very welcome.

Durmersheim has just built a new townhall, which is well worth seeing. It has been built and furnished in a very modern style. Worthy of consideration are its industrial plants, such as furniture factories, chemical plant, machine and rubber factories, textile dyers, sawmills and reed-mat factories.

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FENDER BENDERS



by Newf.

One again into the pages of history must go the happenings of the latest M.E. Party, which was held on the evening of the first of March at Buhlertal. As usual it was nothing less then a bang-up affair. The prizes for the different novelty dances were both entertaining and useful. In what class would you put six rolls of toilet paper?

Our Boss was presented with a year's supply of smokes in the form of a large cigar. From last reports smoke signals were seen from the vicinity of Berchtesgaden, where he is enjoying some leave. So from those reports we presume he is still going strong. (Cough).

The M.E. were hosts to the "Combines" Hockey Team complete with Fraus. We are sure the fellows enjoyed themselves as much as we did rooting for them all season. Never mind fellows, just wait until next year.

From all the fellows at the M.E. Section to those on the entertainment committee, "Thanks for a job completed as only the M.E. can do it".

Once again we wipe the tears from our eyes to say "Bon voyage" to a couple of M.E. types. Cpl Warke and family have sailed from Le Havre to Halifax, and I guess they will have to take the "Prairie Schooner" on to Namao. LAC Matt Dunsmore and family are due for a few years of unscheduled separation while Matt does a tour with CMU at Calgary. Before the fellows left, Cpl Warke was overhead saying "I don't think I will get sea-sick, but I won't take any chances by yawning".

With open arms we greet some new arrivals who have come over from God's Country: namely LAC Racine from Stn Rockcliffe; LAC Neilson from Stn Spud Island and LAC Hladysh from Uplands. Glad you are here fellows, may your stay here be a happy (hic) one.

Ah, but revenge is soooo sweet and the juice of victory is so intoxicating. In fact, it's almost up to par with the beer at the local pub at PMQ's. Yes! The M.E. NCO's finally avenged their defeat at the hands of the airmen in the last hockey game. On Sunday nite, 24 March, at 19:00 hrs, the NCO's and the airmen took up battle stations at the station arena. After sixty minutes of brilliant fast paced hockey the **NCO's** emerged the victors by a score of 12:2. It's rumoured that the next team to play the M.E. NCO's is Uncle Sam's Nationals. (Flyers to note).

Our victory was largely due to the goal tending of Perc (Kick-em-out) Bent. In fact, the goalie was doing more back checking than the forwards. Then of course we can't forget the brilliant defence work of Specs (Guided Missile) Linklater. Link was the fellow who would home in on the opposing players and physically break up the play.

A word of praise must be given to the airmen for a good try. Even though they were outclassed all the way, they never stopped trying. So fellows, here is your word of praise, "Hurrah".

Come on Ladies, what's the hold up, why not learn to drive with the best driving school in Europe? After all, why should the old man have the car all the time? We haven't had a failure yet and besides we instructors need the money for shoe repairs. (Wish my wife would give me the car once in a while).

Application forms for the driving school are available at the M.E. Section. The driving course is free. The fifteen dollars is to pay the instructors for tours they take you on around the local country side.

By the time this is printed, the crying will be all over and the luckey people will be in the proper pay parade line. So for all the fellows who don't get that promotion, "Tough luck fellows". Then for the few of us who may be lucky and hold the two, we already have "Well done".

Now that spring is in the air and the urge to get out and drive is so strong, PLEASE, be careful. The scenery from the hospital beds is not too good and if you do happen to travel by ambulance, the view is restricted anyway.

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CAMPING

by WO2 Rootes

Well here it is spring and as usual all who own a serviceable means of transportation are in the mood to put some more miles on it. Starting out the season with your car in top condition will insure that a trouble free summer, some times quite a distance from home base, is yours to enjoy to the full. The price of gasoline is no problem in these parts but when one gets more than a half day's travel away from home that old problem of a roof over one's head and a square meal or two becomes a financial problem. If one wishes to see much of Europe this problem must be solved or the state of your finances will limit your travels. The rather obvious and most popular solution is camping but where do you begin on a project such as this?

Some have started by looking about for a tent that will fit their needs but in doing this have ran into some rather knotty problems. First you will have to decide what type of camping you are going to do. Briefly there are two distinct types with some people using a mixture of both. The first type usually is the type of tourist who puts a prodigious number of miles and places behind him each day, is the overnight camper who dashes from camping place to camping place and likes to set rapidly and be on the road with as little as possible delay in the morning. The second type, usually with children and who can be called the squatter type, sets up in the centre of the area which he plans to explore and likes a comfortable home to range out from each day. Only you know which of these two categories or combination of categories you fall into, but no matter which it is there is equipment to fit your needs and plenty of variety.

There are a few limiting factors, the main ones being the size of your family, the amount of cash available and the space required to stow the equipment on your car. A good plan is to start early and discuss your problems with other experienced campers; but do it now as now is not too early. A visit to one of the camping equipment shows will give you an over-all picture of the equipment available. There will be no show in Karlsruhe this year but there will be one in Frankfurt according to latest information.

Locking at it from the automobile camper's point of view I find that ninety percent end up solving the carrying space problem with a roof rack — especially those who own two-door beetle type V. W. s. It takes some experience to cut down your wardrobe to camping size but after a couple of short weekend test trips your needs will shrink and you will find there is not much use for dress clothes that require creaseproof storage. This shouldn't bother you because fresh air is the best cure for insomnia I know of — usually knocking you out about 22.00 hrs and giving you little opportunity to cover much in the way of night spots.

The following glossary of terms might help you in understanding what it's all about:

Zelt — simply means tent.

Dach — roof

Uben dach — over roof or double roof used to keep out heat, cold, wind and heavy rain.

Vordach — An extension of the Ubendach which is useful for eating and cooking in. Either side of this may be raised to form a shaded porch.

Apsis — A semi-circular annex on the near of the tent which is often used for storage space as the bedding usually covers all the floor and also is used as sleeping space for small children. An apsis is often added to the Vordach to provide a closed end for it and provide extra storage space.

Hechnaum — Simply a square apsis

Gummiring — rubber rings inserted in guy ropes so they will give to the stretching of the tent material.

Gummi boden — rubberised floor usually sewn into the tent.

Schlafsack — Sleeping bag.

Luftmatratze — Air mattress.

Heringe — Steel or wooden pegs used in soft soil.

Zeltnagel — Pegs used in stoney and hard ground and made from 3/16" rod with a ring on the end.

Stange — Tent pole, in Europe made of tubing in various lengths which can be fitted together to make almost any length.

Spiritas Kocher — Alcohol stove.

Benzin Kocher — Gasoline stove.

Generally there are four main types of stoves available and all have their advantages. Listed in order of expensiveness from low cost up they are, heat tablet type (not practical except for very small volumes), alcohol type (the cleanest and less of a fire hazard than the gasoline), gasoline (dirty but car gasoline may be used) and finally the gas bottle or propane type. If you have a tent and a stove you have the two essentials. Then comes the air mattress sleeping bag, table, chairs and camp cooking utensils all of which come in a variety of sizes, prices etc. So look around, discuss the subject, then equip yourself and spend the weekends and leave on the least expensive and most enjoyable holiday you ever had.

Back to the subject of automobiles now and nothing really big has appeared this month. The white-wall tire rings in three sizes 13", 15" and 16" will be available about the time you receive this and all for half the difference white-walls cost. A new package tray for V.Ws has arrived and appears to be a very useful gadget. Shortly a couple of new English items will be available, the first being spring-loaded fender mirrors which have been requested several times and an automatic engine robot gauge to show you a continuous reading of engine condition and add top cylinder lubricant at the push of a button.

Since manufacturers stopped putting in the full quota of engine instruments we have had requests for the missing instruments and now they are available plus a line of automobile clocks.

A piece of last minute gen is that air mattresses, sleeping bags, camp beds, water bottles, rubber boats and wash stands are on display at the motor club and will be available on special order for seven days delivery.

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The Borgward Isabella "TS"

by Keith Douglas

From the only privately owned factory producing cars that I know of comes a car that appears to be gaining a goodly amount of popularity around 4 Wing, and in a few other places in our automotive world. The car of course is the Borgward Isabella "TS" and was made available for testing by Autohaus Fuss of Baden-Baden with Mr Pat Perry supplying the car at the appointed time.

I had heard so much about this car from some of the fanatics around here that I decided to forego my usual "look about" for a while and try it on for size, and see if these keen types had anything on which to base their rabid exaltations.

One of the first things I found, in addition to a very comfortable seat, was a steering wheel that came out of the dash at a very pleasing angle, more horizontal than in most cars, and is one of the features that gives you the feeling of complete control. After a quick dummy run through the gears to avoid any grinding noises during later tries — I started on the test run. I altered my usual route somewhat and played a few games along some of the local winding roads. It was pleasant to find that the car handled so easily, even when the surface became rather bumpy. The steering is quite light and fast and the suspension takes all the jaw jarring jolts from such surfaces. To make a good thing even better the car is very easy to control and has about as much roll on a sharp corner as the Plittersdorf Ferry.

I made full use of the gear box and it is quite pleasant, without requiring too great a movement on the column mounted lever to produce the desired result. Fast shifts can be carried out without using any great pressure on the lever, but if you try to hurry the process by pushing, the shift is not as fast, but by using the proper technique some very rapid shifts can be made.

After leaving the roads of many curves, I tried a bit of the Autobahn work and found the car very willing and capable of staying with quite a few cars of larger size with ease. The engine appeared happy when cruising at 70 MPH or more and did not make itself audible. For this type of long distance touring the seat backs are adjustable, and even fold back far enough to make a bed, very handy for relieving fatigue and especially if you are without hotel accommodation for the evening.

The brakes are well suited for fast touring of this type and you can organise a full stop with an amazing degree of rapidity. Several hard applications do not cause them to fade away to a fond memory as is the case with many of our more powerful cars. The "Umbrella Handle" type hand brake is efficient enough to pull the car down to a smooth stop when travelling at a fair speed and will hold the car on the steepest grade that I could find.

On my way back from the Autobahn I made a tour of Baden-Baden to find out how well the car handled in city traffic. I was very pleased with the results. It will stay with the fast moving traffic without changing from third gear, a point that should keep those of the "no shift cult" quite happy. By using the gear box as it should be used it is very lively and can take advantage of any break in the long lines of traffic that come your way. The distortion-free visibility of these cars can be a real asset

when you find yourself surrounded by a thousand motor scooters, cyclists and pedestrians in the rush of noon hour traffic.

After returning from the test I had a look around the rest of the car, and found it every bit as appealing as I did the performance and handling.

The trunk, one of the most important parts of a car to people like us, is of a useful size, the spare tire is hidden below the floor and it leaves a fair expanse of uncluttered useful storage space that is required for between station moves.

The front seats are comfortable and the back is fully adjustable, as I pointed out, and they fold well out of the way to allow easy access to the roomy rear seat. The passengers here are well looked after in regards to foot room, ashtrays, a good view and comfort.

The dash is well planned with legible instruments, including a clock speedometer, tachometer, water temperature and fuel gauge and warning lights for ignition and oil pressure. The control knobs are within easy reach, but are not marked to indicate their function, and can result in the wrong knob being twiddled before the desired result is obtained by one not too familiar with the layout. One very good feature is the centre of the horn being used to blink the headlights for passing — a necessity for autobahn driving.

For those interested in a lively family car that is easy to drive, fitted with many touring features such as map pockets, reclining seats etc, good handling qualities and a willing engine this could be the car to meet their needs.

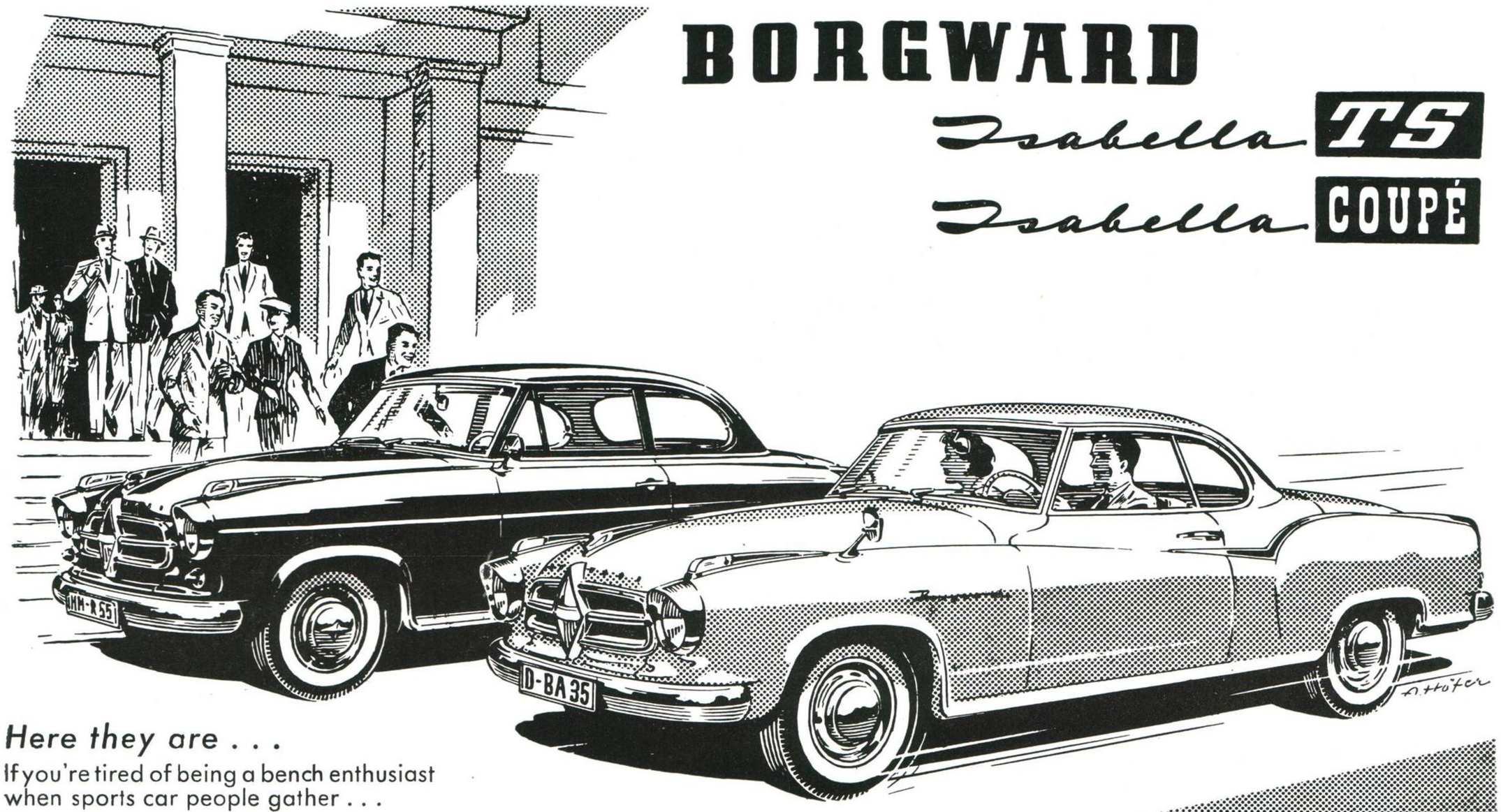
Here is the data on this wonderful car:

No of cylinders	4
Capacity	1493 cc
Bore	2 7/8"
Stroke	3 5/16
Comp Ratio	8.2 to 1
Max H. P.	75
At	5200 RPM
Valve Gear	O. H. V.
Length	13' 5 1/2"
Width	5' 6"
Turning Circle	36'

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Isabella TS

Isabella COUPÉ



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One Wide and Two Narrow

We extend congratulations to **Air Vice Marshall Hugh L. Campbell, C.B.E., C.D.,** who has been promoted to the rank of **Acting Air Marshall,** while holding the position of Deputy Chief of Staff (Operations) at the Supreme Headquarters, Allied Powers Europe (SHAPE).

Air Marshall Campbell has held this appointment since August, 1955, when he succeeded Air Marshal Frank R. Miller who was then appointed to be Deputy Minister of National Defence.

Air Marshall Campbell was born on July 13th, 1908, at Salisury, N.B. He received his early education in the public and high schools of Salisbury and Moncton, entering the University of New Brunswick in 1926. He graduated with the Degree of Bachelor of Science in Electrical Engineering in 1930.

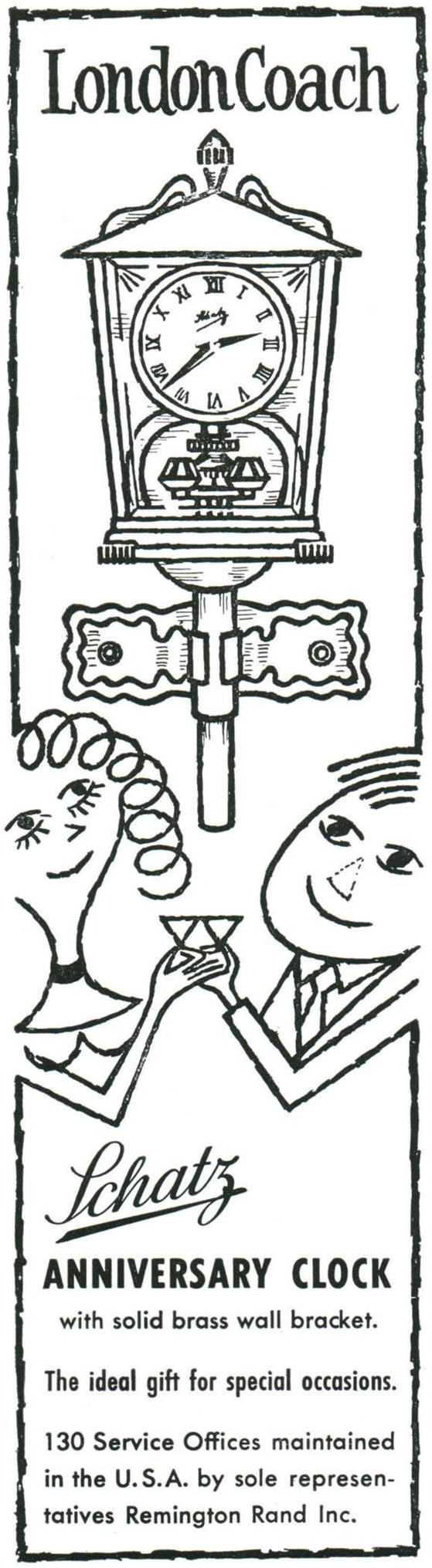
Joining the RCAF in 1931, Air Marshall Campbell occupied many and various positions in the early part of his career. Shortly after the outbreak of the Second World War in 1939, he was appointed Director of Training Plans at Air Force Headquarters, in which capacity he assumed heavy responsibilities for the eventual success of the British Commonwealth Air Training Plan. In 1942 he was posted to RCAF Overseas Headquarters in England for duty as Director of Air Staff. This position involved him in the RCAF's operational activities throughout North Africa, India, Sicily, Egypt, Malta and Italy, and in the United Kingdom.

Air Marshall Campbell returned to Canada in January 1944 and was appointed Assistant Chief of the Air Staff. He relinquished this position in April 1945, on his appointment as Air Member for personnel, a post he held until selected to attend the Imperial Defence College in 1948. On completion of the course he returned to Canada to become Air Officer Commanding, North West Air Command. In October 1948 he was appointed chairman, Canadian Joint Staff, Washington, D.C. In this capacity he participated in the original work of the military committees of N.A.T.O.

In December, 1952, Air Marshall Campbell became Air Officer Commanding of the RCAF Air Division in Europe and held this position during the time the Air Division was being built up to full strength. In August 1955 he assumed his present appointment at SHAPE.

For distinguished service rendered throughout the Second World War, A/M Campbell was appointed a Commander of the Most Excellent Order of the British Empire in 1945. The Government of the United States also recognized his services by awarding him the Legion of Merit (Degree of Commander). In October 1946, the President of Czechoslovakia awarded him the Order of the White Lion and the Czechoslovakian War Cross.

SEAWAY COSTS — Speaking in Montreal, Transport Minister George C. Marler pointed out that the capital budget of the Seaway Authority which he had recently tabled in Parliament "provides for expenditures of nearly $285,000,000 for the works it is to carry out, while the works in the International Rapids section being undertaken by the United States are likely to cost about $125,000,000, bringing the total for the navigation works to more than $400,000,000". This amount, together with the expected $600,000,000, cost for the power project in the International Rapids section, would, he said, bring the grand total for the Seaway and Power Project to around $1,000,000,000.



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Padres' Page



The Mission and Holy Week

by F/L Gorieu RC Chaplain

The last half of the month of April at 4 Wing will be, from a spiritual point of view, the most important of the year.

During the first three days of Holy Week, on April 15, 16 and 17, a general mission will be conducted for all personnel through concurrent services organized by both Chapels.

The morning service will be held during the first working hour of the day, from 0830 to 0930 hours. Another service will be held in the evening, during off-hours. The R. C. mission will be conducted at 4 Fighter Wing by F/L J. Frederickson, Roman Catholic Chaplain at 3 Fighter Wing.

The main purpose of a mission is to provide a spiritual refresher. St. Paul tells us that we are constantly in need of conversion to a deeper realization of the teachings of Our Lord, to a deeper understanding and practice of prayer, both personal and liturgical.

This spiritual refresher therefore has two goals to achieve: one aimed at our minds, by leading us to renew our grasp of the fundamental truths of our Faith, as unavoidably these become less clear trhough the wear and tear of life. The other purpose of a mission is to bring us closer to God through prayer, reception of the sacraments and honest self-examination.

The classical phrase: "What does it profit a man to gain the whole world if he suffer the loss of his soul?" are frequently and aptly used to describe the type of thinking and self-examination we are invited to make on the occasion of a mission. For most of us, as for the majority of men in our Western world, materialism is the false god constantly seeking to dethrone Christ and his teachings from our lives; it is so easy and pleasant to live from day to day for and with material things, whilst earnestly seeking to base our lives on spiritual values demands constant effort, the results of which are not appreciable in money value. But it is easy to prove that man was not made to find his happiness or to make a god of material things and of pleasure. The number of ill-adjusted, frustrated an unhappy people who crowd all walks of life seeking the answer to so many of life's problems are ample proof of this.

The Service recognizes the importance of the spiritual values we are here to protect. The Air Officer Commanding clearly underlined this in a letter sent to the different Wings recently when he stated that our moral strength has its source in religion and in the teachings of Christ. It may be added without exaggeration that the present cold war is, more ways than one, a religious war, since Communism openly professes godless atheism and seeks to impose it by force on all who come within its orbit.

The last four days of Holy Week are also extremely important days. Through the liturgy and ceremonies of the Church, we relive the main events of the world's Redemption by the Son of God. The revised order of ceremonies during those days has met wide enthusiasm, and it is expected that participation in the ceremonies of Holy Week will continue to grow.

Booklets giving the entire ceremonies in English, with explanatory notes, are on order and will make full participation in the services easy.

It is sometimes said that christianity has failed the world. That is not true. It holds the answers, which, if only applied, will transform men's lives. It is we who fail christianity by not living up to what it requires of us. The Mission and Holy Week offer us all a unique opportunity to re-think our sense of values and to adopt more genuinely those of the one who said: "I am the Way, the Truth and the Life."

THE GOSPEL OF THE RESURRECTION

by F/L C.H. White, Chaplain (P)

In our Chapel Bookroom we have a little book with the title "Letters to Young Churches" by J.B. Phillips. Here is a version of the New Testament Epistles in vigorous, contemporary English. Some of the difficult doctrines of St. Paul, which are the foundation of Christian theology, are made clear and forceful in this classic. This book makes a first-rate introduction to faith. It is available, if you would like a copy.

For the Chaplain's Easter message he has chosen selections from the fifteenth chapter of the first Letter of St. Paul to the Corinthians, as translated by J.B. Phillips.

"I passed on to you Corinthians the message I had myself received — that Christ died for our sins, as the Scriptures said he would: that he was buried and rose again on the third day, again as the Scriptures foretold . . . Now if the rising of Christ from the dead is the very heart of our message, how can some of you deny that there is any resurrection? If Christ is not risen then neither our preaching nor your faith has any meaning at all . . . but the glorious fact is that Christ DID rise from the dead: He has become the very First to rise of all who sleep the sleep of death. As death entered the world through a man, so has the rising from the dead come to us through a Man. As members of a sinful race all men die: As members of the Church of God shall all men be raised to life, each in his proper order, with Christ the Very First and after Him, all who belong to Him when He comes . . . Death is swallowed up in victory. For where now, O Death, is your power to hurt us? Where now, O Grave, is the victory you hoped to win? It is sin which gives death its power, and it is the law which gives sin its strength. All thanks to God, then, Who gives us the victory through our Lord Jesus Christ."

Sunday Chapel Services:

9.00 a. m. Holy Communion
11.00 a. m. Divine Worship

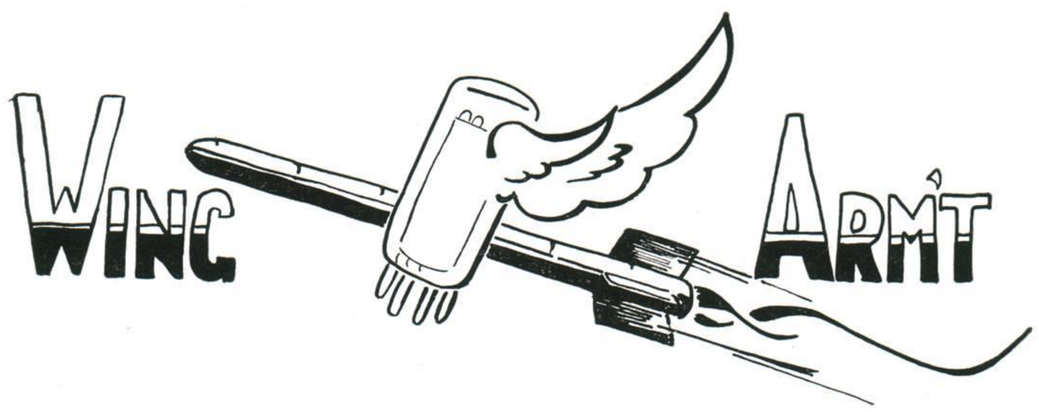
Sunday School Sessions:
(in DND School)

9, 10, 11 years at 9:45 a. m.
8 years and younger at 11:00 a. m.



Touring our Flugplatz





by "Jack" Boast

Easter greetings from Wing Arm't.

There are no cigars around the section as of late and it looks like the reckless days are over except for one "Rack-em-up" Hockey playing Cpl Tanner who hasn't given up yet as he just keeps saying "one of these days". "One of these days" we hope he is right. The man is getting thin worrying.

We have a new face around the section these days in that of LAC Danny Leblance from Stn Greenwood. Their loss is our gain and we hope Danny enjoys his stay here at 4 Wing. Also we would like to welcome Mrs, Card and son, Terry, and daughter, Sherry, to 4 (F) Wing and their gross mansion overlooking Baden-Baden. Tell us, Mrs. C., is it that large that you really need a guide to find your curly headed hubby when he goes to the den. Oh well, at least he can settle down at work now and hit the proper typewriter, eh, "Hal".

That well known "Tad" in the section with the gross Hillman who will challenge any Mercedes in any type of road-runs whether it be around pylons or on the open road is still talking, but in a muffled tone. It seems that everytime the gross Hillman goes out it throws a left rear wheel and who always brings it home? — you guessed it, the Mercedes. Oh well, that's the way it goes, on one day and off the next.

This last month of the fiscal year has caused a lot of rushing around as those with leave are trying to get it in before the door closes. The place really looks bare as S/L Zwicker and family, "Big Vic" Cheatley, "Al" Wilson and WO2 "Curly" Stanton are all off to see the vacation spot of the world "The Riviera". We hope they have a nice trip and also that the single boys don't get lost or at least come back, as another S/L who is on a diet of no sugar in his coffee, and our remaining WO2 say that it is a real good spot for a single fellow and to think that WO2 has boys, so he should know. Others on leave are our crackerjack skeet shooter "Dangerous Don" Turner who isn't saying where he is at, and another good shot, Jack Ashford, but the boys know where he is, especially Ken Davis.

Our carpenter Cpl, by the name of Zadow, is on TD at 1 Wing and that is the reason for the peace and quiet around our section. We often wonder is it noisy at 1 Wing these days. Also our Hot Rodding, Hill Climbing Flight Sergeant by the name of Rootes has shifted shop, but not office, to take over 414 Systems from his short legged friend FS Withers who is going back to the land of the round door knobs.

As the days of promotion draw close and the smell of parties is hard in the air we would like to congratulate our Hard Rock hockey coach WO2 Stanton on receiving his F/O and that is surely good for a bang-up party.

Our Cannonballs are still in grabbing distance of first place as they picked up 3 points behind some very nice bowling by "Hal" Card and WO2 Salter the last time out, and if they keep it up who knows what can happen.

Well, spring has sprung and some people are turning to walks in the forest, others to their gardens, but we are turning to baseball and we should have a rip-snorting team. The fellows can't do too much though as that spy from 422, FS Bateman, is with us again for a few weeks. When that man goes they should be able to settle down to some hard workouts. There is a red hot flash that just crackled in on the lines: promotions to Cpl Al Knight and Ross Galbraith and "Big" Al Wilson — No Sgts, — to F/S Murray Reid — and to WO2 Frank Rootes.

So long 'till next issue.

Food Services

by Sgt Hughes

Hi Folks . . . Last month a number of our staff were away on leave. Judging by the weather we had here, they must have had nice weather. LAC Barkwell came back off leave, the beginning of the month, having stayed around to get a few hints on the Fasching, also LAC Frost. Cpl Carrigan had leave spending it at his place in Rastatt.

People leaving for more distant parts were F/L Christie who journeyed to Switzerland and Italy, LAW Hughes who spent her vacation in Switzerland and LAC Fournier who had a tour down to Italy.

LACs Hubbard and LePitre took possesion of their new cars this month. They both purchased Mercedes. Congratulations to FS Melanson on his promotion to WO2. This is most of the news from the Food Services Branch this time, so with these few words of wisdom we'll close for now.

We may live without learning,
Live without books,
But civilised man,
Cannot live without Cooks.

Curling Trophy comes to 4 Wing

In the finals of the Air Division Curling Bonspiel held here last weekend, one of the four rinks entered by this unit went through undefeated to take top honours.

In the final game, a nip and tuck battle against the top 3 Wing team produced some tense moments for the gallery, however the home team, skipped by FS Art Doe, came through for a decisive victory.

Other members of the winning team were FS Bob Fortune (third), Sgt Chuck Browning (second), and FS Slim Hargreaves (lead).

The handsome trophy, donated by the Bank of Montreal, was up for competition for the first time. It will be resting in the trophy case in the Administration Building for the next twelve months.

422 Sqn

by F/O H. Jacobs

"Terrace" gen this month is very scarce indeed but a few items are noteworthy and will fill the bill for this issue of the Flieger.

Hockey saw its way through another hectic season with 444 again taking home the trophy. Our sincerest congratulations on this achievement, but let's hope that you don't do it next year.

At a farewell party at Landhaus Fuchs we bid a fond farewell to F/L's Al Adams and Ernie Saunders who have since left for the homeland. The do was a real success and if you don't think so just ask Bill Clare. Incidentally if you have a close call with a Volkswagen bus within the next short while, don't be disturbed as it's only F/L Don MacKinley feeling his way around and trying to adjust himself to the driving system here. Don is the newest addition to the squadron and comes to us with quite an impressive record behind him. Apart from his tour in Canada he was one of the luckier ones who was transfered to Nellis Air Force base in the states. As you know this base is very close to that Stateside money exchange called Las Vegas and one of Don's prouder moments came when — "I saw Danny Thomas (no relation to John) loose 40 thousand bucks in one night there", — what a town. Seriously it's good to welcome Don to the fightin' 422nd and we hope that he and his wife and family have a long and happy stay at 4 Wing.

Ollie Wellon has made his appearance with a snappy new "bomb". It's a '57 Ford Fairlane 500 and quite a wagon, to put it very mildly. Now to stay out of the fender bender club.

Bill Ross and Paul Apperley are back from their holiday in Garmisch and vicinity looking very tanned and healthy. The greatest expense incurred on the excursion was for new slacks for the pair who discovered that the best way to decrease speed while hurtling towards bottom on the hickories was to sit down — Ugghh.

F/O Johnny Taylor has finally returned from the land of the big PX having done quite well on the course at Chatham — congrats John and welcome home to you and Minnie.

Latest member of the Sports Car Club is one F/O Bill Clare who managed to pick up a 54 Healey. Oh well, the first 5 rolls always are the roughest.

Guess that just about sums up this month's activities so we'll see you in the May issue.

414 (F) Sqn

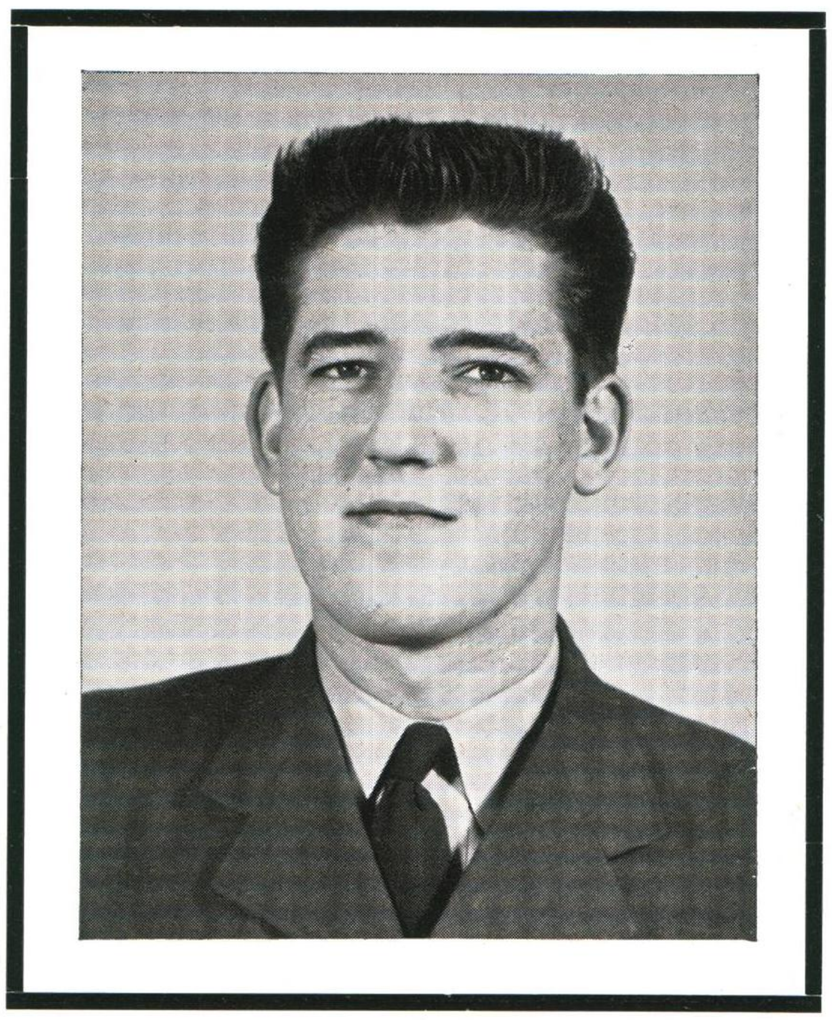
by F/O Fenton

The end of March brought a few changes for the boys at the far end. First of all we no longer have the happy isolated position we have enjoyed since arriving at 4 (F) Wing. Having acquired a couple of laundry huts we have moved northward on to the station.

The end of March also saw the departure of F/O and Mrs Ed Lowery. Ed joined the Sqn in June 1953 and except for a small stint as Station Flight Safety Officer has been with us ever since. We wish Ed lots of luck in his new occupation of fishing for recruits in Newfoundland.

The officers of 414 would like to extend congratulations to WO2 Shermann, Sgt. Adams and all our new Cpls who received promotions on the 1st of April.

Last but not least we would like to welcome F/L "Spark" Wilson back to the Sqn and hope you enjoyed your little jaunt back to Canada.



Ground Crew News

To begin this month the entire squadron wishes to express our deep regret on the death of LAC Ron Dent. Ron was killed in an auto accident on the 8 Feb near Gaggenau. He will be remembered for a long time around 4 Wing as he had many friends.

The 1 Apr brought about a big chance in Sqn routine. With the arrival of the contractors to build hangars on the dispersal buttons we were forced to go live with 444. We are operating out of the south side of their dispersal with our HQ in Bldg 65, the laundry hut next to the post office. Things get a bit crowded at times but we will make out for the 3 months or so that are left.

April Fools Day also brought about a few promotions to the sqn. Nine new Corporals are, Freddy Prouse, Jack Allwright, Al Larson, Armand Bedard, Dick Gaff, Dale Absolon, Floyd Lawler, Ed Pflanz and Jack Bennett. Congratulations boys.

Bill Rutter gets our goodbyes as he is taking off for home on the 1 Apr. Also Marc Lemire who was helping out with the admin duties for a while.

Overheard in the Hawaii Bar:

Who bought Burn (ett) in the Hawaii Bar?
A rolling Stone gathers no Miss.
The Glenn Fenton Story.
We don't supply poles but we sure got a Fish(er).

444 SQN

by F/O DS Miller

So it is with uncertain hand that this scribe doth take up the chisel to record the honours of beloved 444. It was with cheery smile and bright eye that F/O Brian Bell did relinquish said chisel to drag recent bride, named Sylvia, by hair to cave of Moon of Honey somewhere in Spain. The grand event took place in the Protestant Chapel on Saturday Mar 21st, and nearly everyone witnessed the event. The Sqn offers you a most heartfelt welcome, Sylvia.

There are more changes being experienced in the Sqn at present than have occured in the past year. Three Sqn veterans F/Os Jim Wendover, Len Fitzsimmons and Mel Henderson are trying (unsuccessfully) to resign themselves to 40 c. cigarettes and 50 c. gasoline. A cocktail party in the Officers' Mess followed by a grand Sqn party in Kuppenheim, was held in their honour. They shall be sincerely missed and we wish them the best of luck in the land of autos of many colours.

As an ebb is followed by a flow, so then transfers-in follow transfers-out. The Sqn welcomes aboard F/L Barney Marsh and his wife. Mrs. Marsh, presently in England, will be over shortly. We hope your stay here will be a long and happy one.

At time of writing our dispersal is being occupied by forces. This, while everyone is occupied and unable to set up proper defences. The forces by official decree are called friendly and as such we welcome 414 Sqn to share half the dispersal, the small half. It will probably be a bit crowded but the cosier the better.

A number of pilots are presently on leave. F/O Bob Longhouse is in the land of sun in the Balearic Islands. F/O Evan Gill is in Austria allegedly studying the cultural and social habits of South African Nationals. Exactly how he is doing this in Austria, of all places, is not quite clear.

F/L Johnny Ursulak is at 1 Wing preparing for the gunnery meet soon to be held at Bordeaux.

The Hockey season is finally over. As per motto fighting 444 strode quickly and surely through three sets of finals to win for the second consecutive year the intersection championship and the newly organized Air Div Championship.

The semi-finals against 422 saw two quick wins in grand style. Although neither game was ever seriously in doubt both teams drove hard and 422 never gave up trying until the last whistle, giving the fans two performances well worth seeing.

Hockey fans were given an excellent exhibition in the finals with HQ. Again 444 came through in 3 straight wins with the second and third games providing some particularly exciting moments. With a few minutes to go in the third period of the third game and the score 7—6 for 444, HQ pulled their goalie in a last ditch stand. Pentland scored on a breakaway to put the game and championship, on ice. HQ are congratulated for their excellent try.

The Air Div Championship games against 3 Wing HQ for the best 2 out of 3 was quite a different story. The first game played in the 4 Wing Arena saw a hard fought first period with 444 having the edge at 2—0. In the second period 444 drew way out in front and maintained it in the third period to win 11—2. Unfortunately the brand of hockey degenerated to a low standard.

The second game at 3 Wing was much more closely contested with a final score of 6—4, bringing the new Air Div Hockey Cup to 4 Wing.

Both games saw plenty of penalties. It was soon obvious in the first game that sportsmanship was being sacrificed in the desire to win. When the whole thing was finished the 444 players retired to their dressing room relieved — not so much as having won as having survived, more or less in one piece.

The arm of scribe grows weary, so must the chisel be laid down and scribe retires to land of Nod.

Telecom Gen

by Cpl. E. Sherwood

This is a rush job, not even time to get poetic this month, — what with UHF courses, T.A., Orderly Corporal and doing C.E's work on MDF roads one hardly knows what happens in ones own section, does one? I'm not surprised at one or two considering Civvy Street employment, — with these Crib schools, table tennis marathons and going-away parties, it's difficult to find time to wash down the old heap in a working day.

Talking about table tennis reminds me of the time when McInnis and McInnis were having a bash on the tourney table at the Tx site and the Wing Tel. Officer walked past the window, by the time the boss ambled through the Tx door the McInnis's had never been working harder in their lives! — By the way. Rudy, when do you E52 Bauder's auto to your inventory?

All this math. study doesn't seem to have done Turnbull and Eastlake much good in the promotion stakes, they should try Remphrey's beer and bridge course, — it paid off, Congrats Al. Very pleased to see Major Austen around these days, — and F/S Asher too (seems these SNCO promotions go alphabetically now, — take a long time to get to Watkins.) Stew Bourget reached the exalted rank of Cpl., — cheer up Com. Ground men, they've reached the B's.

Wonder what the boys will do with their Group 3 pay? — Gerry Loehr may invest in yet another mo'bike, — Nakade will visit the "Curehouse" (sorry Tony), Bill Compton and Nick Masyk can buy ME6's, and maybe they can subscribe two bits each to buy Marie Vergowen a carton of cigarettes!

Brian Priestley is going to write an article on 30 days annual leave, — he spent his at that delightful Microwave retreat, — Wolfsburg (what an ambition). Must have been around the time that Mageau pranged 366 in Strasbourg (". . . I wasn't even in the vehicle, Sarg . . .")

Ow, my head, last night's promotion party I guess. Can't think of much else. — Oh yes, we hope F/S Johnson likes Clinton; Sgt Kinzel's new Zephyr is beautiful, so is MacLean's Pontiac; we hope Ken Norris's back has recovered from the Klepsch crash, — and we look forward to 100% pass on Telecom Trade Boards this time.

Wiederschnitzel.

From the Ground Defence Section

Out of the long list of April 1st promotions, the Ground Defence Section managed to secure one for "an old timer", congratulations to Flight Sergeant Hargreaves on attaining his second promotion while at 4 Wing.

With the close of the curling season, we can look forward to an easing off on the telephone calls to the Orderly Room, and get Flight Sergeant Fortune and the other stalwarts of the very successful Ground Defence team back into shape again for the summer.

Sgt Acton left by air for England on April 4th, loaded down with money and a list of the Acton family's clothing requirements. Official purpose of the trip was a course at the Nottingham Civil Defence College.

Another absent member is Cpl O'Brien, at present footslogging it around Paris (six days did he say?) as a member of the honour guard for the Queen's visit.

Hidden away in dark corners for weeks, Cpl Pitchford will be able to come out into the open again when his Group 3 exam is over, and forget about studying while enjoying the extra money which Mrs Pitchford is now pulling back as an employee of the Supply Section.

Cpl Wilson and Sgt Acton are joining the motorized fraternity in the next few weeks. Space is being reserved in front of our new building for another Mercedes and a 49 Chev.

Our gardening member, Sgt MacDonald, is finding difficulty getting his vegetables planted in the PMQ garden area. What with part-time jobs in the Theatre and holding up the Section Curling Team in the Bonspiel his time has been filled up lately. He's another with a second source of wealth since Mrs W.K. has been working in the P.X.

LAC Michaud is still waiting patiently for his remuster application to come through, although he has one eye on the calendar as repat day draws nearer. He'll be happy with any posting as long as it's Ottawa.

End of this month should see not only the move into our new building across the road, but the annual Air Division Small Arms Competition, which is being held here again this year. We're hoping the station rifle team will be able to pull off the trophy for the third year running, but will refrain from making any predictions.

The stork is once again circling overhead with an eye on the Ground Defence Orderly Room. Again a little early for accurate forecasts, but he seems to have his targets picked out already. It's the only way to get an extension these days it appears.

Krankenhaus Knews

by Cpl Barny Barnard

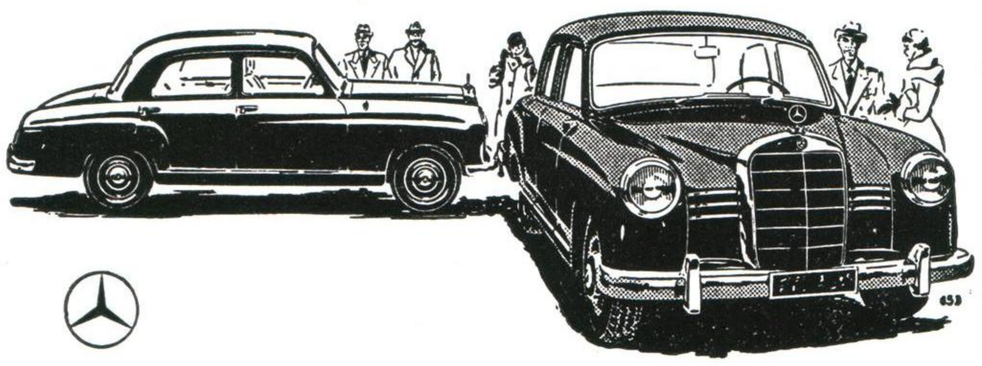
For all you less clever ones who would never guess, I'll say straight out that the writer is new to the Flieger. Oh, he did write an occasional line for the odd station paper during a nearly forgotten skirmish popularly known as WWII. But that was in pre-atomic times and practically no one alive goes back that far. So here I take typewriter in hand to address a new generation. But I warn both my readers, there'll be no rock 'n roll language in this column; it will be comparatively dignified, as befits a man who goes back to the time of the Big Apple and the Lambeth Walk. Our policy will be simple; to give out section news without trying to be deliberately dull about it. It shouldn't be too easy at that. I mean our sick bay doesn't resemble the hospitals in novels and movies and the reason is simple. You see, the novelist or scenario writer or whatever is describing civilian institutions. A service hospital is different. The Staff, to a man, is pretty, how do you say, Dedicated. It's nothing but grim efficiency and high tension the whole time around the wing infirmary. Pretty admirable, you'll admit, but it doesn't make for news in the usual sense. I mean, if someone on the staff feels like saying "Guten morgen" and takes the time to say it, that's NEWS down our way, but if that someone SMILES while saying it, well, that's better than nurse bites patient. Here I'm nearly at the end of my space and still no real news. That's because there isn't much, actually. We're awfully late in welcoming LAW Larrett to the hospital staff but it's not because we aren't glad to have you, Sheila. She came here from Cold Lake and is a replacement for several MedA's we sent there earlier this year. Then the other day one of our civilian RN's, Margaret "Chug-a-Lug" Mercer, the original "I Don't Care Girl", went to CJS (London) and came back a Flight Cadet. Just like that! Nearly all you with a year or more of 4 Wing time will recall Dr John Craig, that very gemutlich Scotsman who is now on the staff of Victoria Hospital, Blackpool, Eng. and every man among us remembers Elisabeth Schuler who operated from a desk in the Medical Orderly Room. She was a sort of Marlene Dietrich, junior grade, and the inevitable happened. On March 9th they were married in Not-So-Merrie-England. Finally, we give the big hello to LAW Warke who is our new supply tech and knows everything about such dull things as E93's and the twin mysteries of transfer and conversion. Honestly, Audrey, how can anyone possibly change a Pannier, metal, empty, plain to a Tray, ophthalmic dressing, Manchester's pattern, just by wangling a lot of paper? But enough of this. Goodbye for now.

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MERCEDES-BENZ



Flashes from Training Flight

by Incognito

Due to the indisposition of an emigrant, alias LAC Jack Ball, I have taken it upon myself to write the contribution to the "Flieger" for this month. Upon the reappearance of one of our a/c from maintenance a strange emblem was discovered painted on the tail section. The $64 question was, "What is it?" Someone claims that it is a Penguin with cold feet, as it is wearing a pair of Oxfords.

F/S Kent and Al Turner at the writing of this article are the only two who have taken any leave. F/S Kent, claiming a good 19 mpg with his Ford, went on a weekend trip to Metz. The remainder of his leave is being used getting ready for the trip back to the land of the round door knobs. Al Turner slipped quietly off, no one knowing where he went. During the absence of F/S Kent, Sgt Patrick tock his place behind the desk to take up the reins of controlling the flight. He did have a pretty tough time at the start — but after quite a few attempts he has finally learned how to make up the flying time sheets without mistakes. You should have brought your daughter up, Pat, and let her do the times for you.

Dick Lasouski alias the "Human Dynamo" is back again with us and are we glad to have him back as he keeps everyone on his toes. Was it possible to lose three or four pair of glasses in the short period of three months? Those wishing an answer to the above question contact LAC Bob Reykdal at training flight canteen. We can give a few possible answers here, but cannot claim them to be true. One is that Bob has struck up a romance with the Fraulein in the Opticans store in Baden-Baden and the other is that Bob likes an odd aftenoon off from his cooking chores. Either way it does turn out pretty expensive. Got any comment, Bob?

Two Cpls and two LACs endeavored to start an a/c without its rumble. Position during the start —, LAC Ball at the controls, LAC Jackson at the energizer and Cpl Bob Playfair & John Lauzon on the wing looking on. A start was made but ended in failure. The three Wheels turned to LAC Jackson and with a look of scorn on their faces exclaimed, "What did you do to the energizer?" "Who me?" said Jackson, "I didn't do anything!" LAC John Pineau came along and took over at the energizer which made a total of five trying to make the start. Jackson then took his place in the rear cockpit. A second start was made which also ended in failure. At the third attempt Jackson heard someone exclaim; "This isn't a Hillman you're starting, don't pump your throttle too much" Success at last but with a bad rumble.

Some folks think that new aircraft have arrived at Soellingen but we fooled them didn't we Mr Smith. F/O Smith made a slight mod on one of the the kites, by getting rid of the objects on the wing tips.

If you happen to see a small guy with sun glasses walking around the dispersal with red balloons in his hand, don't chase him away as he isn't a kid from PMQ. In actual fact it is the electrical genius of training flight Cpl Ron Walker, who with the assistance of his helper LAC Pineau is making the cockpit look like a Christmas tree.

Overheard in the Section: My Opel gives me 41¼ miles to the gallon and I have the figures to prove it. The former owner of the Opel is in a dilemma. He wants to know how Kreutz can claim more mileage than he could out of it. LAC Wilton is the cause of a new song around here sung to the tune of "Cindy oh Cindy" It is "Ginger oh Ginger" What is the story behind it, Walt?

Well folks, that's about it for this month but before we close we want to wish those who are writing the trade board best of luck for a successful pass. Bye for now, folks.

Guardhouse News

by Sgt Art Gauthier

First off this month we all want to extend congratulations to those who were promoted in our section; from Cpl to Sgt included Johnny Johnson, George Laidler, Irv Hoiland, Barry Dawson and your scribe; and from acting to substantive Corporal were Al Boyd, Ron Watkins and WE Bateman who is yet to arrive at our section from Canada. A special congratulation is extended to our former Warrant Officer in charge, WO2 Roy Parkinson, who has been promoted to Flying Officer and subsequently transferred to 1 Air Division. Best of luck in your new position, sir. A section stag party was held in Schiftung the night the promotions came out and from all reports, it was a "smasher".

A section mixed party, in the form of a farewell to ten members of the AFP who will be going back to Canada within the next three months, was successfully carried out under Master of Ceremonies Sgt Win Davis in the Mixed Lounge.

Congratulations are belatedly extended to Cpl and Mrs Murray Titmarsh and Cpl and Mrs Harry Peeke who had recent son additions to their respective families, born in the Wing Hospital.

A rather belated welcome is extended to some of the new arrivals to our section, including WO2 Parkinson from Edmonton; Cpl Ron Bouchard from Lachine and Cpl J. Guris from Edmonton.

Supply Section

by Cpl A.K. Skarbo

First of all we'll say our goodbye to LAC MacKinnon who departs very shortly. No new arrivals as yet, but next month should see a few enter the confines of our section.

The battle of the Gasthaus won over Rome, so we didn't get to hear what the country is really like. A certain officer told us it was very nice but don't get over extravagant with the beer because it costs plenty, a dollar a bottle, I heard him quote. The weather was very nice and they saw the place, but not the Prince and Princess Shapely, most interested in the latter of course.

Tulip time in Holland has been put ahead because of the beautiful weather. The famous "Kuekenhof" near Lisse opened on the 25 March and the Tulips will be at their peak on the Easter weekend. Anyone motoring down will find that the main Tulip fields are between The Hague and Harlem. Do not take the main road, but go about four miles closer to the sea and travel in that area. The tulip fields are all over and anyone missing this sight is missing one of the most colorful sights in Europe.

Promotions in Supply were thick and heavy. Promoted to Sgt were Cpl Hart and Cpl McKenzie. Promoted to Cpl were LAC McPhee, Masse, Moir, Harris, Mooney, McArthur, Henshaw, LAW Barnes and of course your reporter. Congratulations to you all.

TECHNICAL Services

by Cpl. Gray

So, I got stuck with this job right around now, when Tech Services are tied for first place in the Bowling League with the ME Monarchs. I'll likely get blamed if they don't win because I didn't report it right.

Our boss WO2 Barney Phelps took leave and headed for Denmark. He was impressed with Hamelin in Germany of Piedpiper Fame. He took time out after to go on a course at 3 Wing.

Sgt Harry Ruggles had some leave left so he looked after the kinder while friend wife went on leave to England. Did her so much good he didn't recognize her when she got back.

LAC Red Lanphier went all over on leave, so I'm told. Went to Garmisch and got lots of souveniers. Shades of Moe Julien. Now he claims he's going to Amsterdam.

Ground Handling found they didn't have enough leave left, so the weather being so nice they built their own little beach in front of the section.

Sgt Ken Harbour went someplace, but no one seems to know just where. Hope he likes it there.

Cpl Dick Duncan decided he should brush up his English, so what better place to go than Scotland?

Belatedly I should report that LAC Johnny Carswell got Gimli in spite of what he could do in the way of an extension to get married. The bride to be is reported to be following him there.

LAC Tiny Eyland is on a diet to try and live up to his name. Anyone want 60 pounds of his 260?

Workshops claim things are so slow they don't have anything to report.

Smoke House News

by Cpl H.O. Miller

To all and sundry, we of the Fire Hall bid you a hale and hearty hello. We especially hope you are enjoying the beautiful spring weather that has befallen us.

For this month, I would like to mention the very gay and festive stag party which was held by the boys of the section to bid a hearty "adios" to Cpl. Landry and Cpl. Thompson. The mentioned party was held in Sandweier and very true words of appreciation for their work were extended by F/S Steppings on behalf of all the boys in the Hall. We all wish these boys the very best upon their return to Canada. One of the high-lights of the evening happened when "Percy" Purcell opened the main door of the party room and delivered a very perfect imitation of a steam ship entering harbour upon the frustrated and frightened Fraulein serving refreshments. During the evening F/S Steppings led a sing-song with his accompaniment on the old harmonica, and a very complete repertoire of tunes.

By the time this reaches press F/S Fulkerson should have returned from a well earned and we hope extremely interesting sojourn at the French Riviera. They used to say join the Navy and see the world, but I think the good old R.C.A.F. has a lease on sight-seeing also.

Cpl. Miller has just returned from a very interesting tour of Luxembourg, Brussels and then Amsterdam. Both he and his wife believe the painting collection and the zoo at Amsterdam to be worth the trip alone. Of course there are the canals too. For those interested in art, there are Rembrandts and Van Dykes galore at the Amsterdam National Museum, Rembrandts "Night Watch" of course being the focal point of all the great paintings on display.

To our staff has now been added a new member in the name of "Chuck" Savory, who has just arrived from St. Huberts. All the best to you old boy and welcome to our happy little group of fire-dogs. Seems that Chuck has a wee English bride who has stopped off in Blighty for a short visit home.

The last of our news for this month is Cpl. Miller's purchase of a 1957 Volkswagen. He apparently swears by the little bugs.

Well folks, must close for now and see you all next month.

Tales from Wing Maintenance Engine Wreckers

by FLAME-OUT

It is with much pleasure that we congratulate Stan Coates on promotion to the exalted ranks of Junior Non-Commissioned Officers. As this is the first promotion of any sort for AE Techs in No. 1. Hangar in the living memory of the oldest inhabitant it does prove that there is still some hope.

Jim Boyle has recently been brave enough to undergo the "crew-cut" treatment but on his return to the Hangar the small shiny patch was even more noticeable. However, now that he is about to return home all his worries should be little ones and the retarded fluffy growth should once again sprout.

Returning to Canada on the same boat as Jim will be Al and Mary Lobban and family complete with Studebaker. Both these lads have spent their whole tour with Wing Maintenance and we shall all miss their amiable dispositions and capabilities and wish them all the best at their new stations.

With a couple of months tuition in "real English" behind our Poet, Cpl. Lamont this month offers a nostalgic note on how to qualify as a real "Orderly Corporal".

April first was promotion day
And also April Fool
Some lads whooped it up real gay
While others played it cool.

Some lads got their Cpls. "hooks"
And others got their "Sarge".
While some of them got not a thing
Their tears were wet and large.

The Cpls. Club was bright and gay
The Wailing Wall was soaked,
"I shoulda got my third this time"
The sad old Cpl. croaked.

Me? Why these things faze me
And while some yell "Down the hatch"
I give them all the fishy eye
Cause I'm Orderly Cpl.-Natch.

Sports and RECREATION

Hockey

The hockey season is now over and again this year 444 Squadron are the winners. 444 and HQ's played off for the finals. The first game seemed to looked as if 444 was going to take it without any trouble but HQ's surprised them in the second and third game, 444 had to play hard hockey to win it.

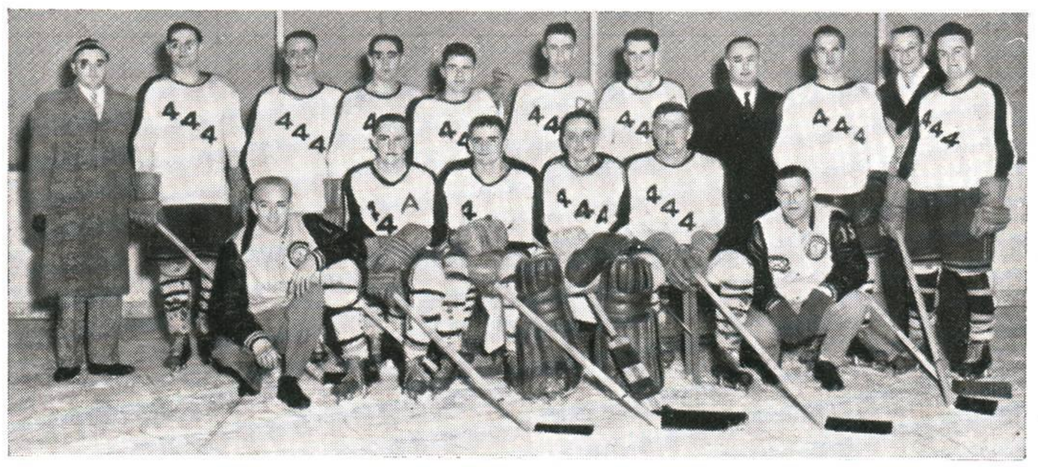
The Bank of Montreal presented a trophy called the "Air Div. Trophy". The Trophy is for the winner of intersection hockey between the wings overseas. Since only three and four wings took part this year, it was a small match.

444 Sqn, being the winner of 4 Wing and HQ's being the winner of 3 Wing, they had to play off for the trophy. The first game was played at 4 Wing with 444 being the winner by a score of 11—2. It was a rough game but very good. The second game was played at 3 Wing with a much better score . . . . 6—4. but 444 were still the victors.

Well the hockey season is over for another year and it seem's that a good time was had by all. We are already looking forward to next year . . . . 444 again???



4 (F) Wing's Barbara Anne Scott — 18 month old Mary Noelle Lukacs, daughter of Cpl Lou Lukacs Sports Palace



444 Sqn — Winners of Intersection Hockey for '57 and the Air Div. Trophy

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ODE TO M.E. HOCKEY TOURNAMENT

by Hank

On March the 9th at Three Fighter Wing
The arena loudly with cheers did ring
To which the M.E. Sections did journey
For the first RCAF M.E. Hockey tourney.

One Fighter Wing played Two Fighter Wing
And what a score
Is a wonder Two Wing didn't score anymore
Three Wing played Four Wing and to their surprise
They nearly got beat before they got wise.

Two Wing and Three Wing played the final game
Two Wing won the trophy, Fie for shame,
To be beat by a team that has no ice
We old men should take up rolling dice.

Then off to the party at the Gaststatte Hall
They all gathered to have a big ball
First we had Cognac, beer and wine
Then down the stairs we went to dine.

We had a choice of Schnitzel or Steak
Some couldn't think of which to take
Then came the dancing to music so sweet
By now there were several who couldn't keep their feet.

There were prizes for spot dances
(Thanks to LAC Campbell)
Four Wing won once among all the chances
Thanks to LAC Jory and our VMEO
For their combined efforts for such a fine show.

At 1 o'clock they closed the place down
So many decided to tour the town
But all the places were dark and most had a load
Except for two Sergeants who were six hours on the road.

Thus ended the tourney, the first in Air Div's life
Which was won by Two Wing who has no ice
Congratulations are in order, to all who participated
For this tourney was organized much better than anticipated.

Badminton News

The annual Air Div Badminton tournament held on Saturday 23rd of March here at 4 Wing turned out a huge success with 1 Wing once again the victors.

Our own club did very well for themselves tying with 2 wing for second place.

Top honours go to S/L Steene who came out top in the Men's Singles and then again with the help of his "better half", Mrs Steene, took the mixed doubles. Congratulations go to both of them.

After winding up the tournament and the presentation of the trophies all the competitors went to the mixed lounge for dinner and an evening of informal dancing.

Thanks again to everyone who helped to make the day such a big success.

Swimming Pool

Once again the swiming pool is in operation and the small fry are having a real hay-day terrorizing the life guard.

Business hours are as usual.

Mon-Fri 1600—1900
Sat-Sun 1300—1900



Mrs Steene accepts the Mixed Doubles trophy from W/C McLeod, the acting C. O.

Baseball

The station baseball team is beginning to shape up. In a meeting held in the Sports Palace it was decided that Frank McNeil would act as coach until someone else volunteers, (hint.). F/L Reimer has consented to manage. With such a capable manager our team should be in the finals this year. Practices will be held nightly at 1800 at the baseball diamond.

Softball

With the warm weather here, our thoughts turn to softball. Most of the girls have been loosening up the arms for the coming season.

LAC Slaghts (444) has consented to coach the team. With the departure of last years players, the vacancies will be filled with new talent.

Please contact the Sports Palace if youre a keen ball player.



The Team

Back Row L to R.

Sid Phillips (Referee), Stan Bell, Andy Moir, Harry Rice, Harry Stone, Jim Cretney, Bert Vince, Joe Daigle.

Front L to R.

Pat Harding, Jack Allwright, Bill Smith, Davile Gilmour, Johnny Hancocks, Bob Wraither.

Soccer News

by LAC Phillips

Once again your scribe is reporting after a three month lay off.

The soccer club has had mixed features since the last report, but who hasn't. We had a change around in the committee and now the secretary is Jim Creteney taking over from Ken Weston, who has gone to the land of the round door knobs, in the vicinity of Trenton, to try his luck there. Sid Phillips has relinquished his hold on the Treasury funds, and passed them on to Bert Vince. Johnny Hancocks "The Tailor" took over the Captaincy, and is doing a good job on the field.

On Saturday March 23rd, the team played the French Paratroopers from Kehl, and gave the agile Frenchmen a good game, but were the losers by the odd goal in seven, 4 to 3. The game was refereed by LAC Phillips and good fun was had by all. A get together was held at the Zum Hirsh Gasthouse in Hugelshiem. Dont forget, you soccer minded people, come out and practice on Wednesdays in the morning on the Sports Field at 10 o-clock, we need some more willing players.



W/C McLeod presents the Men's Singles trophy to the Steene children on behalf of their injured father

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