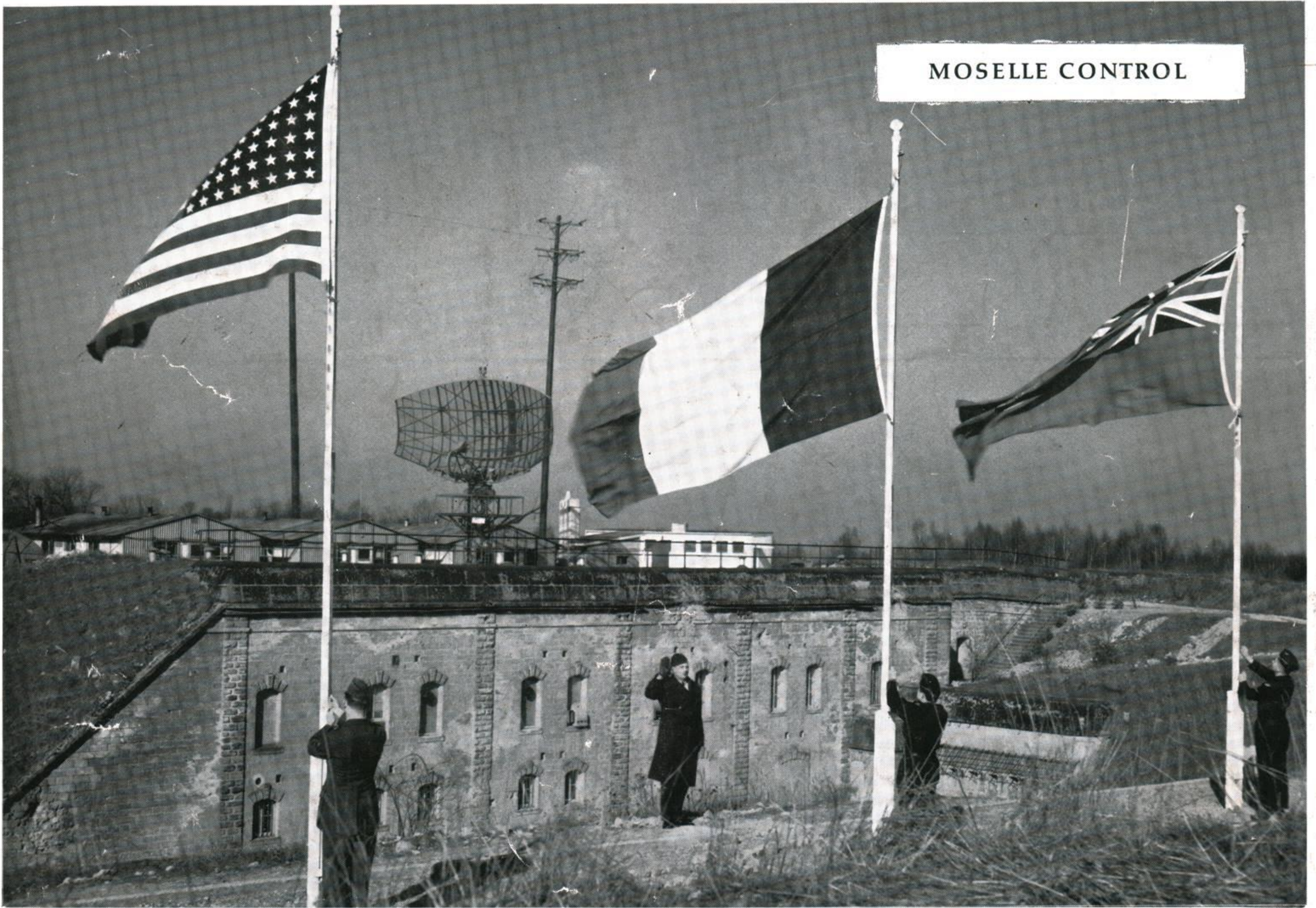


4 (F) WING (RCAF)

# Schwarzwald Flieger

MOSELLE CONTROL



PUBLISHED BY  
4 (F) WING RCAF



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VOLUME VII • JUNE 1960 • NUMBER 6

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# Rhine Valley Park School

## Track & Field Meet

Rhine Valley Park School's own modified version of the 1960 Olympics, the annual high school track and field meet, held Thursday afternoon, May 26th, had the benefit of both favourable weather and enthusiastic competition. This competition was especially obvious in a new event for the meet-hurdles-which the participants must have found exhausting as well as exciting, for it was only after several elimination heats in the senior girl's section, that the final group was narrowed to four people, and of these Shan Gale came over the final hurdle a split second before the others. Mary Ann Yemchuk followed close behind, and ended the day with a point total of twenty-one, the highest in the senior girls' section, and three more than Shan, who in turn had four more than Lorraine Murray.

The big winner among the senior boys was Norman Insley, who outsped his rivals in the mile, relay and hurdles events to gather twenty-eight points. The runners-up were Warren Kane (twenty-three points) and Bob Boucher (twenty-two points).

Similar events in the junior section filled the busy afternoon. The top three junior girls were Leslie Pelton (fourteen points), Penny Lough (twelve points), and Cecilia Gionet (nine points). Close competition among the junior boys is shown in the standing: Wayne Hamm, twenty points; Bill Barnes, fifteen points; and Doug James, fifteen points.



Wayne Hamm putting the shot 20' 9" to place second in the Shot Put competition.



Peter Richer (left) and Terry Card (right) approach the finish line in the 100 Yard Dash.

Surprisingly enough, after all the strenuous exercise, there was little sign of stiff muscles the next day!

During the month of June, two additional track and field meets are planned: a primary meet for pupils of grades one, two and three; and a junior meet for children in grades four, five, and six.



Eileen Dougall going over the bar during the High Jump competition.



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The "Schwarzwald-Flieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C R. W. McNair, DSO, DFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.  
Editor-in-Chief Flight Lieutenant JNL Harrison,  
Associate Editor Flight Lieutenant W. J. Lemmex.  
Advertising Manager Flight Lieutenant S. F. Brickenden  
Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

## Moselle Control

Three flags now fly over 60-year-old Fort Jeanne d'Arc outside Metz, symbolizing the tri-nation operation carried out inside the massive concrete fortress which bears the scars of two world wars. Bulging out of the earth just above ground level the rooftop of the Fort protrudes among parked vehicles and small utility buildings. The entire fort is below the surface with only ventilators and the radar antenna showing above. The one-time military strong point houses Moselle Control, an air traffic control centre operated by American, French and Canadian personnel that co-ordinates and handles much of the military and civil flying in the area of the RCAF's NATO Air Division.

The control centre carries out a complex and important job. At the same time it serves as an outstanding example of how NATO can solve its problems at the working level.

The tri-national unit dates from 1955, when it was brought into being to co-ordinate military flying from the American, French and Canadian NATO fighter bases in a segment of north-eastern France and to prevent traffic conflict with civil air traffic operating through the area.

The unit's area of control is roughly rectangular, about 100 miles long and 60 miles wide and its air space is filled with a great deal of military flying, in addition to the civil traffic through the region. Sorting this out is a complex task.

Purely local flying from the American, French and Canadian NATO fighter bases in the area is handled by the control points at the bases themselves, and appropriate operational radar control points handle intercepts. It's Moselle Control's job, though, to look after instrument flight traffic through and over the area, and to make sure that military and civil flying is sorted out to avoid danger of collision.

Staff of Moselle Control totals about 160, including United States Air Force, French Air Force, French Civil Air Ministry, and RCAF personnel.

Heading the unit is a veteran French Air Force officer Col. Charles de la Salle, a native of Bordeaux.

When Moselle Control came into being it didn't inherit any smoothly operating set of working procedures. These it had to work out itself, and they had to conform to French civil flying regulations, and meet the military flying requirements of the three NATO forces operating fighter wings in the area. The tri-national personnel of Moselle Control are proud of the way in which — working as a group — they've untangled the knotty problems of procedure and overcome the many problems encountered.

One of the obvious difficulties of operating Moselle Control with its French, American and Canadian staff is the language problem. Not all members of Moselle Control are bilingual, but all senior personnel speak English and French and enough of the rest have enough of each others language to make it work.

"The important thing is everyone seems to want to make it work", said Colonel de la Salle. "With this sort of spirit you can usually beat the toughest problems, and I'm proud to say that our little unit has been working out very satisfactorily."

Nerve centre of the unit is the operations room, under one of the main bunkers of the fort. Here is located an array of radar scopes, manned by flying control personnel from the French, United States and Canadian air forces, as well as civilians from the French Civil Air Ministry, the equivalent of the Canadian Department of Transport. Charts show airways through the region and the complicated pattern of ascents and let-downs used by each of the French, American and Canadian bases coming under Moselle Control's jurisdiction. To the uninitiated it's a confusing spot, with the many operators speaking in two languages to numerous bases, military radar control points and aircraft.

During the First World War the fort was manned by German troops and in the Second World War an ammunition manufacturing plant was set up in it. Scars from shellfire of



Colonel Charles de la Salle, a veteran French Air Force Officer, commands Moselle Control

both wars is plainly visible and a mass of tangled barbed wire and sharpened metal stakes surround the fort, pierced only by a couple of narrow roads. Signs announcing the presence of unexploded mines discourage wandering off authorized limits.

Most of the unit's operations are carried out in rooms with yards of reinforced concrete overhead, and narrow passageways connect offices, store rooms, the operations room, and other parts of the unit.

Despite its warlike appearance, though, Moselle Control is an unclassified operation, and not the super-secret unit that its physical surrounding would indicate.

Its location in the old fort is merely a result of the location being available. Under the terms of the tri-national agreement, quarters were provided by the French, equipment by the Americans, and a specified cash amount by the Canadians.

The old fort was there, ready to be used, and its location was good from a viewpoint of radar coverage.



The Nerve Centre of Moselle Control, the operations room, where a tri-nation staff of flying control operators perform the complex task of co-ordinating and handling much of the military and civil flying in this segment of North Eastern France.



# The Wing Infirmary

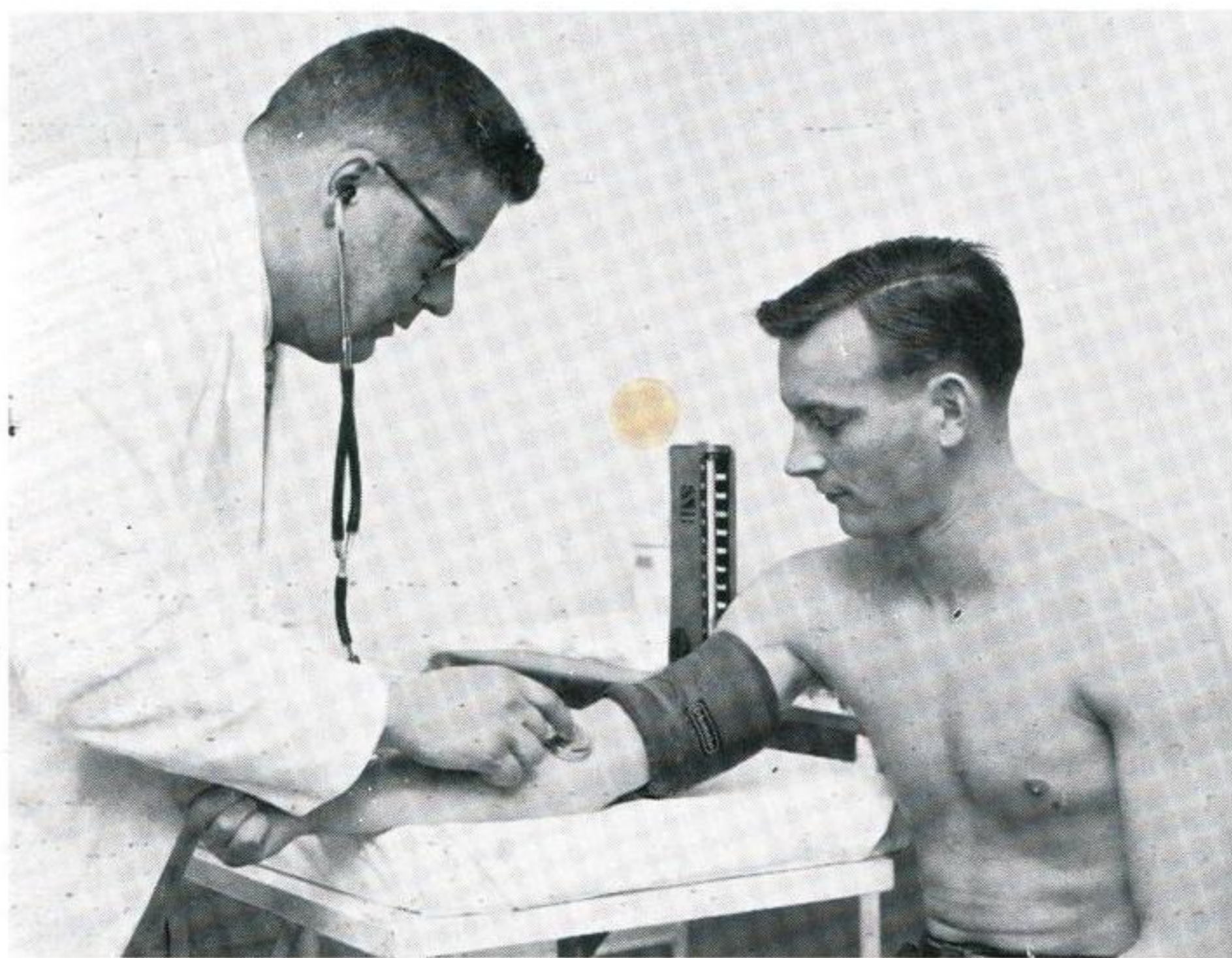
The story of a hospital can be told in so many ways that it is difficult to combine all these into one. One could tell a story of facts and figures that would give numbers of people treated, hospitalized, births and deaths, but this would make very dry reading and would only be of interests to a statistician... One could tell a story dealing exclusively with the dedicated people who work in your infirmary; these people who do not work by a clock but will stay with a patient until he has been cared for. Each department of the Infirmary could produce a full length story by itself. Therefore, we hope that by telling of an average day in the Infirmary, we may not neglect any of the many facets of the overall picture.

First, the word "infirmary" might bear an explanation. RCAF regulations say we are an infirmary, rather than a hospital, because we are not equipped nor staffed to perform major surgery, as we do not have a surgeon nor anaesthetist, and we are not staffed to carry out the more complex X-ray work. (These facilities are available at 3 (F) Wing Hospital and at U.S. military hospitals in the area.)

Secondly, a brief outline of the main purpose of your infirmary might be in order. The prime purpose of any RCAF medical facility is the prevention of injuries and diseases. All who read this, have had a first-hand example of preventive medicine when they lined up for inoculations and vacci-



*Sgt WH Barnes and Cpl L Colette bringing in a stretcher case*



*S/L RF Jackson performing an Aircrew Medical on F/O Fast*

nations. Immunizations, though important, are only one of the many ways of preventing disease from spreading.

Keeping a close physical check on the people who work in snack bars and messes, and domestics who work in your homes with your children, regular physical checks on your children in school, inspections of the messes and snack bar to ensure proper methods are used in the handling of food and the washing of dishes, continuous checks on the swimming pool water to ensure that the water is clean and that agents used to keep the water clean are not harmful, are but a few of the tasks carried out to keep you healthy.

Aircrew members and technical personnel will, perhaps, appreciate more the efforts made to prevent accidents. Every aircrew officer, who has torn himself away from a busy schedule to have an annual medical examination, realizes this is to ensure he is fit to carry out the complex task of flying an aircraft and be ready to withstand the physical stresses of flying. Every technician, who has read the 00-80 section of Engineering Orders, must appreciate the research which has been carried out to provide for his safety on the job.

Although every effort is made to keep people healthy, a few succumb to various conditions and illnesses and the Infirmary's second big task is to give the best possible care



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to these people to get them back on the job or home to their families as healthy individuals again, with the least possible delay.

This is where you, the patient, come into personal contact with the medical staff and subsequently form opinions about them. A brief pause here might help determine the type of opinions you form.

When someone comes into the infirmary, he is, as a rule, ill. When a person is ill, he is easily irritated, by what he might consider to be, unnecessary delay in being seen, not being able to see some particular doctor or by being given advice which conflicts with his own ideas as to what should be done. Although the medical staff realize the patient is ill and treat him with as much consideration as possible, there will always be minor annoyances over which they have no control. It is hoped that when the patient is well again, he will see these things in a different light and realize that everything that was done was in his own best interest. He may understand that while he was waiting to be seen, the doctor was busy caring for someone who, perhaps, needed him more.



F/O LAS MacVicar dressing and comforting Rose Marie Gauthier, daughter of Sgt Gauthier of Bagotville, who was visiting friends in Hugelshheim.

The Infirmary is staffed by four medical officers, eight nurses, a pharmacist, a medical secretarial officer, sixteen medical assistants, a radiographer, a laboratory technician, four clerks, three cooks, food services assistants and cleaning personnel. These forty-seven people are distributed throughout various departments of the infirmary and as was mentioned previously, the best way to tell their story is to describe a typical day in each department.

The Medical Inspection Room (MIR) is the patient's first contact with the Infirmary. He is met by a Medical Assistant who directs him to any one of the four medical officers. As well as keeping track of each doctor's patient, this MedA arranges for medical examinations, sets up the pre-natal and post-natal clinics and keeps track of out-patient records on every person on the Wing.

The medical officer may refer the patient to the Treatment Room. This department is staffed by a nurse and a MedA, who handle all out-patient treatments. They are equipped to apply dressings, administer heat therapy, drugs and antibiotics as prescribed by the doctor. This is also where Well-Baby Clinics are held and, every Friday, immunizations are given to service personnel and their families. The MIR cares for an average of 43 patients per day.

Should the patient require X-rays, he is seen by Sgt "Bill" Barnes. The X-ray picture, as you probably know, is extremely important to the doctor to help him, not only to see bone fractures, but also to see when some mechanism of the body is not functioning as it should or is in need of repair. With the end of the hockey season, Sgt Barnes should be able to catch his breath and prepare himself for the baseball and football season. An average day in the X-ray Department would be 8 patients totalling 24 X-ray pictures.

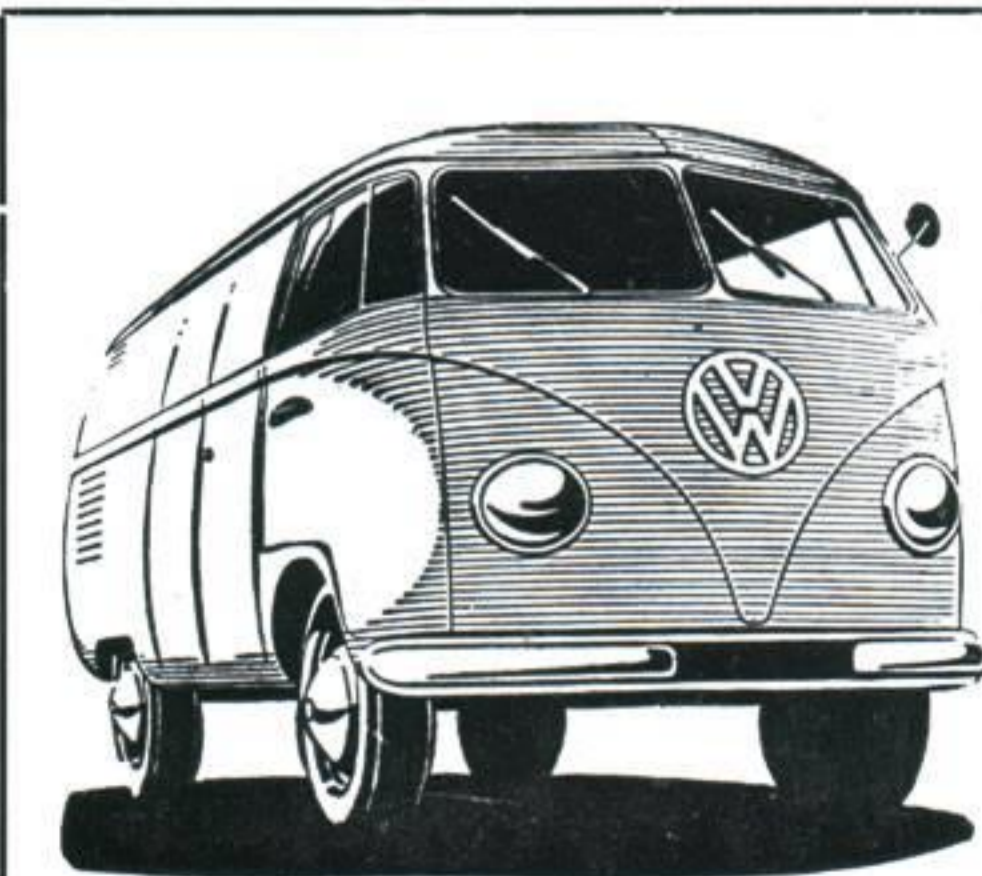
Perhaps the medical officer will require various laboratory tests to assist him in diagnosing a case. In this event, Flight Sergeant "Ron" Sellen is on hand to carry them out. Since, in most cases, the information is required in a hurry, the laboratory is a very busy place. Because accuracy is of prime importance in lab work, don't be surprised if you should speak to Flight Sellen and get no answer. He probably has his eyes glued to a microscope counting blood cells or "bugs" and doesn't want to lose track of the count. On an average FS Sellen will perform thirty-six tests per day or one every fifteen minutes.

FS Sellen appears to be jack-of-all-trades because if the doctor would like you to have an Electrocardiogram he's the man to see. With his newly acquired direct-writing machine, he is able to complete an electrocardiogram in less than an hour.

In a well-stocked pharmacy, we find Flight Lieutenant WA Curtis, surrounded by multi-coloured bottles and countless different pills and capsules.

The work of the doctors and technicians in determining the cause of the illness would be all in vain if the proper medicines were not available to cure the condition. For this reason, we must not underrate the importance of the pharmacy.

The work involved in keeping supplies of drugs and medicines available and keeping records of all dispensed items

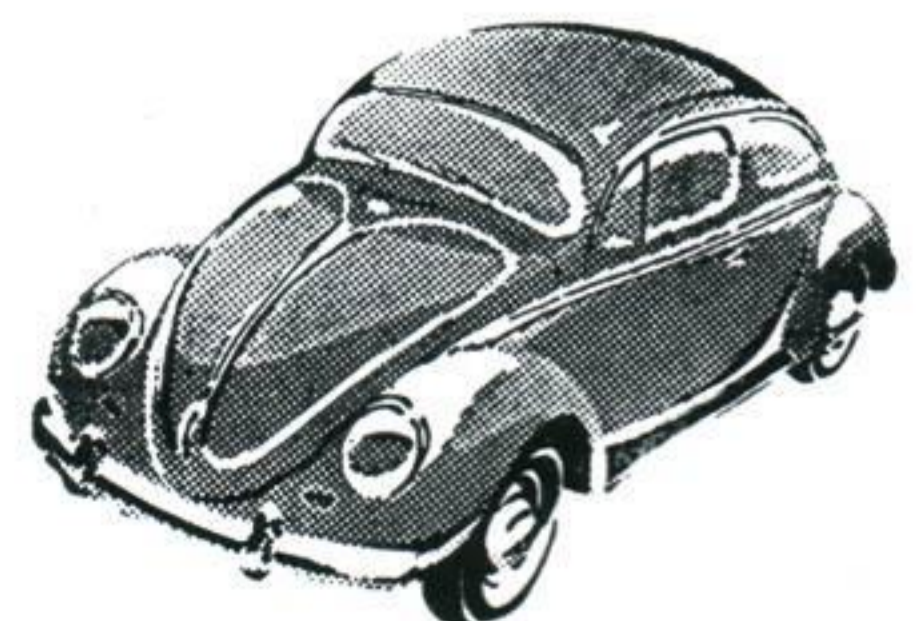


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is a full-time job in itself, but over and above this, an average of ninety prescriptions per day are issued. Since each prescription must be issued with care, this involves a great deal of time.

In some cases, the patient's condition is one that requires specialist treatment which is not available at our Infirmary. In these cases, the facilities of 3 (F) Wing Hospital and the medical services of the US Forces are made available to them.

Appointments with other units are arranged through your Infirmary Orderly Room. This office, staffed by Sgt King, Cpl MacDonald and Miss Ellen Heipel, working under the direction of F/L Richer, is responsible for maintaining records on all service personnel and their families, arranging for patients to be seen by specialists, keeping admission and discharge records and processing invoices for out-patient and hospital charges. In addition, there are the usual statistics to be compiled.

This Infirmary is established with fifty beds; the usual set-up comprises 45 beds, eight bassinets and seven cribs. The daily average in-patients would be fifteen with as many as thirty-four patients being hospitalized at one time.



LAW Cunningham giving Mrs. Lindstein a first look at her new baby.

The "Stork" is a fairly regular visitor and his arrival is always a highlight of the day (or night) for the medical staff, not to mention the anxious parents.

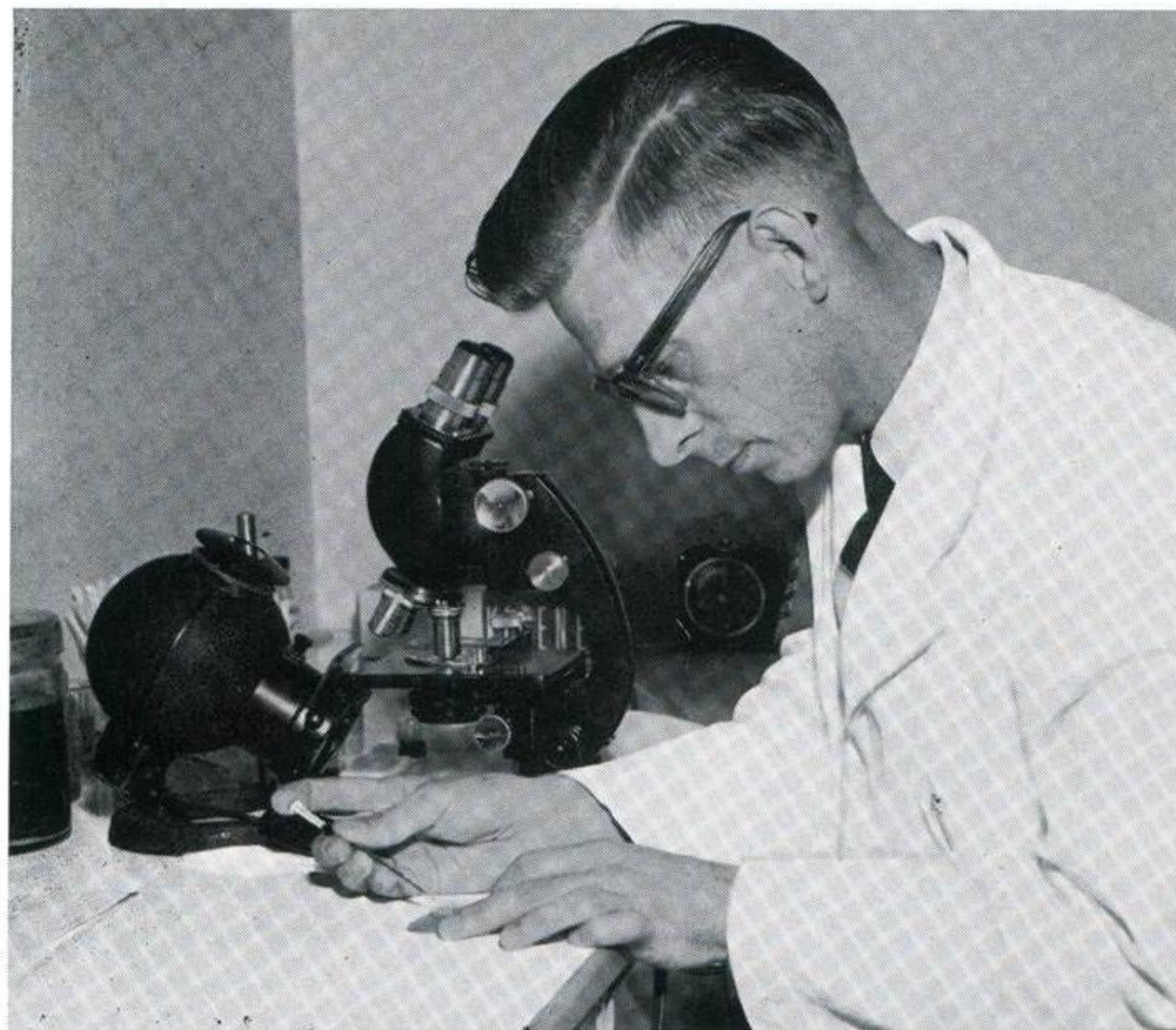
The fact that there are so many storks in the area might account for his one hundred and seventy-six visits to our Infirmary last year.

A medical officer, Nurses and Medical Assistants work around the clock on the wards, not only to care for the patients but also to be available in the event of an emergency arising during the night.

Any reputable restaurant is proud of its "cuisine" and the same can be said of our Infirmary. Sgt Ludlow and his staff are justly proud of the end product of their many hours of planning, preparing and cooking the meals for the patients. They realize that the preparation of nourishing food in a form that is not only appealing to the palate but also appealing to the eye is as much a part of the patient's care as the nursing care they receive on the wards. Proof of the fact that they succeed in this endeavour, are the many notes and cards of appreciation sent by ex-patients when they return home.

In case there are questions in your mind regarding the fees charged by your infirmary, it might be well to outline them for you.

Keep in mind that these fees prescribed by the Minister of National Defence, are very reasonable by Canadian standards and apply to dependents and civilians only. Fees are not col-



FS RC Sellen doing a "White Blood Count"

lected at the Infirmary but are as a rule deducted from the sponsor's pay account.

**Office Visit** — For the first visit \$ 3.00, however, a subsequent visit or visits for the same condition would be \$ 2.50 per visit. Nights, week-end and emergency visits are \$ 3.50. Patients covered by the Hospital Insurance (Outside Canada) Plan are entitled to out-patient care when used for emergency diagnosis and treatment within 24 hours after an accident. In such a case, personnel should report to the Infirmary Orderly Room to sign necessary invoices for payment of out-patient treatment.

**Treatment Visits** — Should the doctor prescribe treatments for a patient, a charge of \$ 1.50 per visit is made.

**Radiology** — For X-rays, \$5.00 is charged for each procedure, however, should additional X-rays be necessary on the same area, a charge of \$ 2.50 is made.

**Other Procedures and Services** — For Laboratory work, Electrocardiograms, Audiograms and others too numerous to list, charges are based on 90 % of the Ontario Medical Association Schedule of Fees.

You should now have reached the conclusion that the "raison d'être" of your Infirmary is to provide services. Most of these services are going on every minute of the day without your being aware of them. Others are available to you should you require them, although it is sincerely hoped you may never find it necessary to use them.





## Dear Son and Heir

Happy Dominion Day, Elmer — now that summer's here we can get cracking and clean up the barnyard. Horace was out with the spreader in the field the other day when he remarked that you must be getting awful lonesome for the good old sights of home.

Well Son, we almost lost your Ma last week. She was all set to leave home and me for good, when fate in the form of your pet cow, Bessie, stepped in and saved the day. It all started when your Ma got new readin' glassed and started to read the big city newspaper. You remember in the back section of the Ottawa paper there is a column written specially for the lovelorn by a gal named Mary Brotworst — this Lady Frankenstein has got one sole aim in life and that is, to place us fellers at the bottom of life's totem pole. I'll swear that she rises out of bed every morning singing "Women of the world, Unite" to the tune that's at the top of the Russian hit parade (and I don't mean that new Volga song "U2 Are My Sunshine").

Well anyway, Ma got to readin' this column every day before she would even look at "Peanuts". As the days went by I noticed that she was looking at me kinda funny-like until finally I figured I needed a bath or some other darn crazy thing like that. One day last week she threw the paper at me and started for the door with her bonnet on. It seems she had read Brotworst's column in which she had listed some of the ways that men should treat their womenfolk. The darn thing ran something like this:

1 "Thou shalt remember her with a small gift regularly". Holy Cow, Elmer, your Ma always gets the best of everything — a new wash board last Spring, a new pitchfork with pink handle six weeks ago, and a large bottle of linament shortly thereafter. Besides I explained to her that money is kinda short right now since we sent you that money order so you could buy shares in Huegey's "Green Trees" (hope those trees of yours soon bear fruit like you said).

2 "Thou shalt remark on how nice she looks every day". I did that once 40 years ago but I'm no good at that sort of thing. I think if I remember correctly instead of calling her a "vision" I called her a "sight". Never again!

3 "Thou shalt help her a little bit each day". I don't know what more your Ma wants. Me and Horace are the greatest little helpers in the world — we don't do much, only as little as possible. We love your Ma the same as you do your bald-headed Flight Sergeant — the one who appealed your case at the Traffic Board (and lost).

It sure took a lot a fancy talking to get her calmed down and that's where Bessie came in handy. I told her that without her loving care of your pet, old Bessie might just up and die before you came home from the battlefields of Huegelsheim and that it would break your heart. In other words, it would be a crime to pull anything on Bessie before you got home.

Everything's O.K. now Elmer — right at this moment she's pitching hay.

'Bye for now,  
Your Pa.

## Dear Folks

Greetings once again from the land of the noisy toilets.

Well we just finished another busy month with visitors flocking in from all over the place. Even the Paving Company sent their representatives to visit us. They liked it so well here, they managed to stretch two days work into two weeks. The roads aren't any smoother now than they were before, but at least the bumps are up higher, which is sure a big help. The kids enjoyed having them around, even if no one else did, and I think all but one youngster got checked-out on the steam roller.

Then there was Friends's Day. Coo what a lark! It rained so hard in the morning it would have been easier for the Navy to put on a display, but it cleared up a bit after lunch and hundreds of inhabitants of the towns around here descended on the place like a full scale invasion.

Most of them headed for the refreshment stands where free beer and hot dogs were being served. The hot dogs were a big hit with our friends. Some of them mistook them for bananas though, and were carting them away in bunches. But it was a great day for everybody — except one poor chap from Hugelsheim. I guess he couldn't get his honeywagon started or something and had to come on foot. He ran all the way and when he got here he was puffing like a steam engine. The SP's at the gate noticed that his breath was coming in short pants so naturally with the strict dress regulations at 4 Wing they couldn't take a chance on letting him in, and he had to watch the show through the barbed wire fence.

Well folks I'll have to close now if I want to get this letter on the next barge. So-long for this time.

Your Son and heir,  
Elmer

### CLIMATOLOGICAL SUMMARY FOR THE MONTH OF MAY 1960

TEMPERATURES:	1960	1959
Mean Max	71	71
Mean Min	47	46
Monthly Mean	59	59
Highest	82	80
Lowest	28	35

Precipitation:	1960	1959
Total precipitation	2.87	1.32
Greatest amount for one day	1.05 (18th)	.60 (30th)

### Notices

#### —Invitation To Art=Lovers

All art-interested persons may obtain invitations to lectures or openings of art-exhibitions at the Staatliche Kunsthalle, Baden-Baden if they inform the Secretariat of the Kunsthalle, Baden-Baden, Lichtentaler Allee 8a, about their address.



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# Friends Day



Local inhabitants view a static display at 4 Wing

A crowd of more than 3,000 enthusiastic German civilian visitors turned up at 4 Wing on Sunday 22 May for "Friends' Day".

The afternoon's programme for the visitors included a flying display, static exhibits, a band concert, and other attractions. The visitors included burgomeisters and other civil officials from towns and villages in the area, German families individually invited by Canadian friends, and German civilians employed on the base who were invited with their families.

Similar Friends' Day are to be held throughout the summer by the other three fighter wings, and by the Air Materiel Base at Langar.

A special feature, which drew much applause, was a concert by the visiting RCAF Band from Canada, on a month-long tour of Air Division bases.

## More About Trailers



The enthusiastic response to our article on Trailers in last month's *Flieger* was most gratifying. Already many new disciples of "Highway Rock and Roll" have been recruited. Pictured above is one proud owner with the trailer of his choice about to leave for an extended vacation in Hügelsheim. Good luck friend.

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# VENICE

VENICE QUEEN  
OF THE  
ADRIATIC

by G.K. Webster

The great Roman Empire began to crumble as invading armies from the North nibbled at its fringes. While the onslaught of these armies penetrated Italy the inhabitants of the plains took refuge in the sandy marshes of the Adriatic where tiny islands were formed by four large rivers which emptied into the sea. Thus Venice, among other centres, was founded in the year 451.

The centres in the Venetian lagoon gradually strengthened themselves and formed a government under the control of a representative of the Emperor of Byzantium. The growing threat from those settled on dry land around them forced the Venetians to greater strength. In 697 a military magistrate was introduced who took the title of duke or "Doge". This man was Pauluccio Anafesto the first of 120 Venetian Doges.

An attempt by the Franks in 809 to take possession of the lagoon failed and it was then that the long climb to riches and power began. More and more Venetian ships sailed farther and farther, spreading her trade over east and west and finally winning independence from Byzantium.

It was during this time, about the year 830, that St. Mark the Evangelist was appointed the patron saint of the city. His body was carried here from Alexandria by two Venetian merchants and laid to rest in a shrine built near the Doge's Palace.

By the year 1000 merchants of Venice were fanning out on business ventures from the German Empire to the Orient. Money poured into the city until it swelled to the bursting point with power and riches. One of the first examples of this wealth was the magnificent Basilica of St. Mark erected on the site of the old shrine around the year 1095. Like reaching greedy fingers the city's ships touched at more and more ports peeling away untold wealth. For the Fourth Crusade, ships and provisions were supplied by Venice and for her share she received large parts of the Byzantium Empire and a quarter of the city of Constantinople.

Owing to the enormous income from her fleets and land possessions, Venice was transformed into a splendid city of marble palaces, shops and factories. She gloried in great fetes and pageants, and revelled in the splendour of her painting, sculpture and architecture. It is here that Oriental art met that of Europe; the two were united but the city did not succumb to the different styles. Instead it adapted them to its particular ideals creating an atmosphere above all "Venetian".

Still unsatisfied with what she had, the city turned toward the land at her back and by conquest or treaty she brought many cities and districts under her canopy of power. Even Genoa, after a struggle of over one hundred years, was defeated when her ships were destroyed in the battle of Chioggia in 1380.

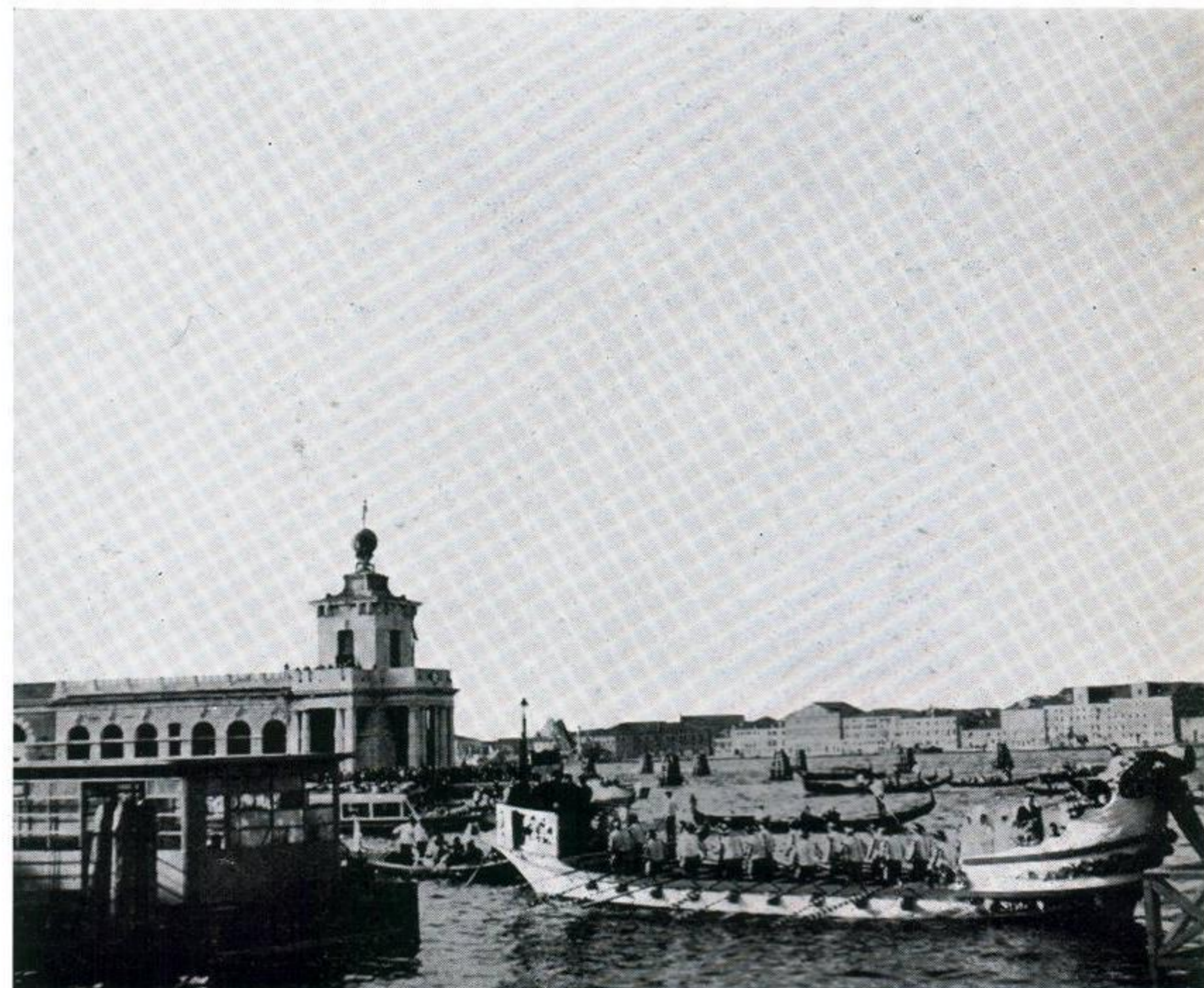
Venetian possessions continued to increase until 1450 but by this time the many battles she had won began to take their toll. She began to weaken and her coffers were nearly empty. In 1453 Constantinople fell to the Turks and trade

to the East was interrupted by the Turkish threat. Although she fought bitterly more and more territories were lost. After a period of peace Turks landed on Crete, the last foothold of Venice in the Mediterranean. For twenty-five years the battle for this small island raged but like her other possessions, it too was lost.

Finally the city that once represented an empire lay weak and wasted and she had to bow under the pressure of Napoleon who in 1797 handed her over to Austria. Sixty nine years later, in 1866, the city became a part of the united Kingdom of Italy.

The city of Venice today is built on more than one hundred islands separated by 150 canals and connected by 400 bridges. To reach it by car you drive over a three mile causeway, and reach it is all you can do. At the end of this causeway is a large 2,000 car garage where all vehicles are parked until their occupants are ready to leave the city. From here water transportation; by vaporetto or bus, a large boat taking a number of passengers; a motorscafo, or taxi, a small fast boat; and last but not least a gondola.

After leaving the car in good hands you can hire a gondola to take you on a leisurely cruise down the main street, The Grand Canal. This high road of the city is more than two miles long and winds like an inverted "S" through the whole of Venice. Three bridges arch over this busy waterway and some 200 ancient palaces line its banks. It is noticeable that

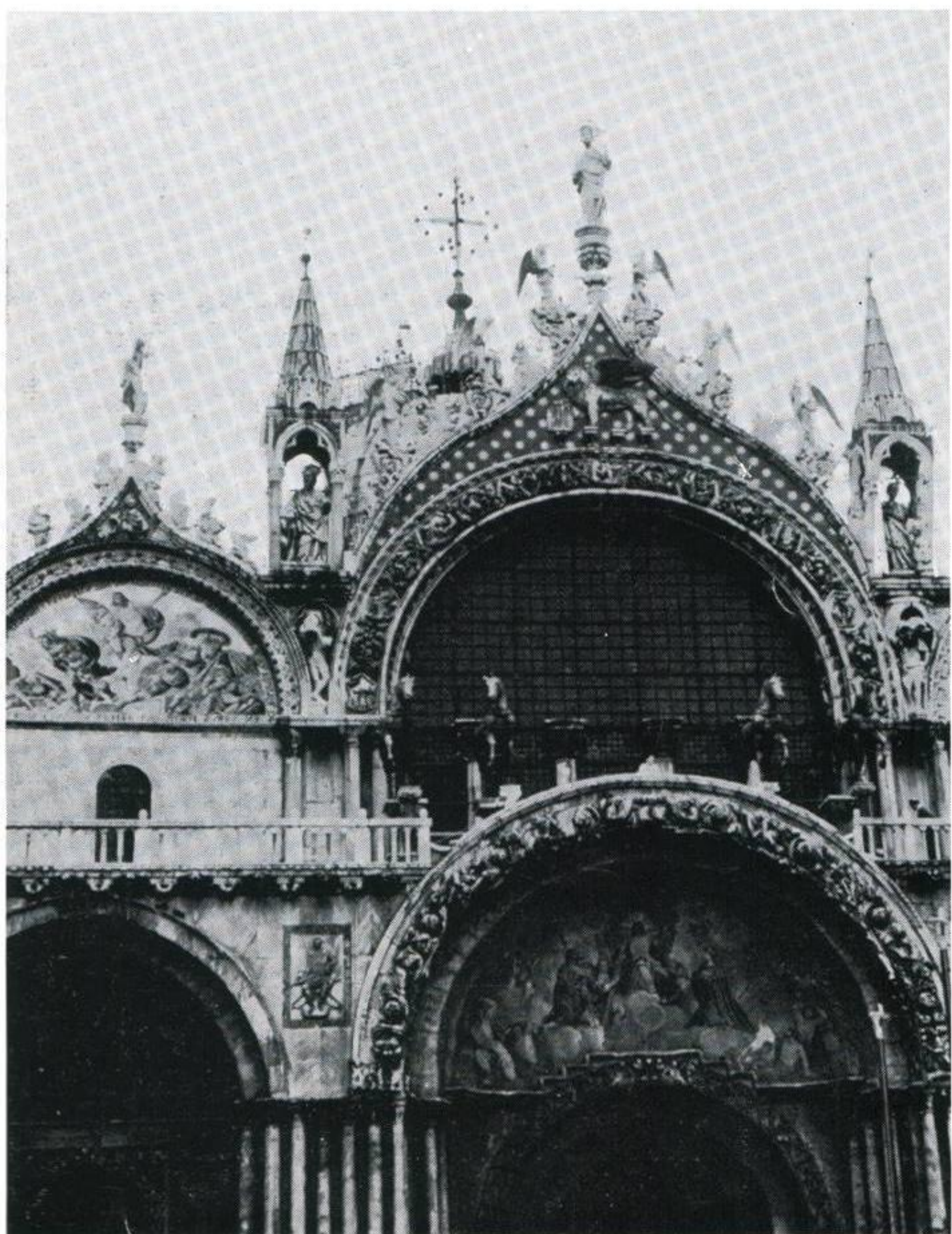


On the Grand Canal

there is no rigidity of styles or symmetric regularity of proportions to the buildings along the way. The view is often a continuous succession of facades seemingly without depth and at times gives an impression of being painted in the air rather than built. The crowning point is where the Grand Canal widens into a majestic basin and the glorious vision of St. Marks and the Doge's Palace stands before you as your gondola bumps gently against the dock.

This is the heart of Venice. On dry land with your back to the waters of St. Marks Basin you face the Piazzetta (Little Square) San Marco with the old library on your left and the Palazzo Ducale (Palace of the Doges) on your right. The opposite end of the square gives entry into the Piazza San Marco, an immense square of story and legend. It is bordered on three sides by two storey arcades and faced with the Basilica of St. Mark on the other. Walk through the swooping flocks of hundreds of pigeons to stand in front of the great basilica. It is originally Roman in structure and enlarged in Byzantium style to rival the splendour of the churches admired in Constantinople. The result: five columned doorways with semicircular arches, topped by a high terrace and over all five oriental domes, like rounded turrets of some imperial castle. On the second storey are four horses of gilded copper which once adorned the Hippodrome of Constantinople. In 1207, during the Fourth Crusade, conquering Venetians brought them home as a symbol of their triumph and the march of Venice towards its imperial destiny. Walk inside the Basilica and the incredible richness is something you will not easily forget. It is second only to that of the Basilica of St. Peter's in Rome. The whole interior is faced with rare marble below, and mosaics on a glittering gold background above. Wherever you turn, panels, colored mosaics, chapels, entirely painted ceilings and a golden altar offer the supremacy of masterpieces in beauty and skill.

Returning outside and walking to the left you come to the Doge's Palace, — the purest expression of Venetian prosperity and power in the fifteenth century. The Palace, built in three great wings with the fourth side blocked off as part of the Basilica, is a Gothic-Renaissance fantasy in pink and white marble. Entry is made through the Porta della Carta, a gate-



*Basilica of St. Mark*



*Bridge of Sighs*

way between the basilica and the palace, and it opens into a great court-yard hemmed in by the palace wings. This is the home of the Doges of Venice. Here political business and justice were carried out in rooms that contains enormous riches in art, sculpture and relics. To begin to describe the beauty of these rooms and halls is beyond this writer's ability. Their full value can only be absorbed by a leisurely tour with a guide. From the east wing a slender bridge spans a narrow canal and gives entry into the Pozzi Prison. The bridge is called the Bridge of Sighs because prisoners tried and convicted in the Palace caught their last glimpse of freedom as they crossed it to spend days and years in the dark, dank cells on the other side. It is well worth wandering through these cells and the gloomy dungeons below, where once were held many patriots who rebelled against the Austrian occupation in the late 1700's.

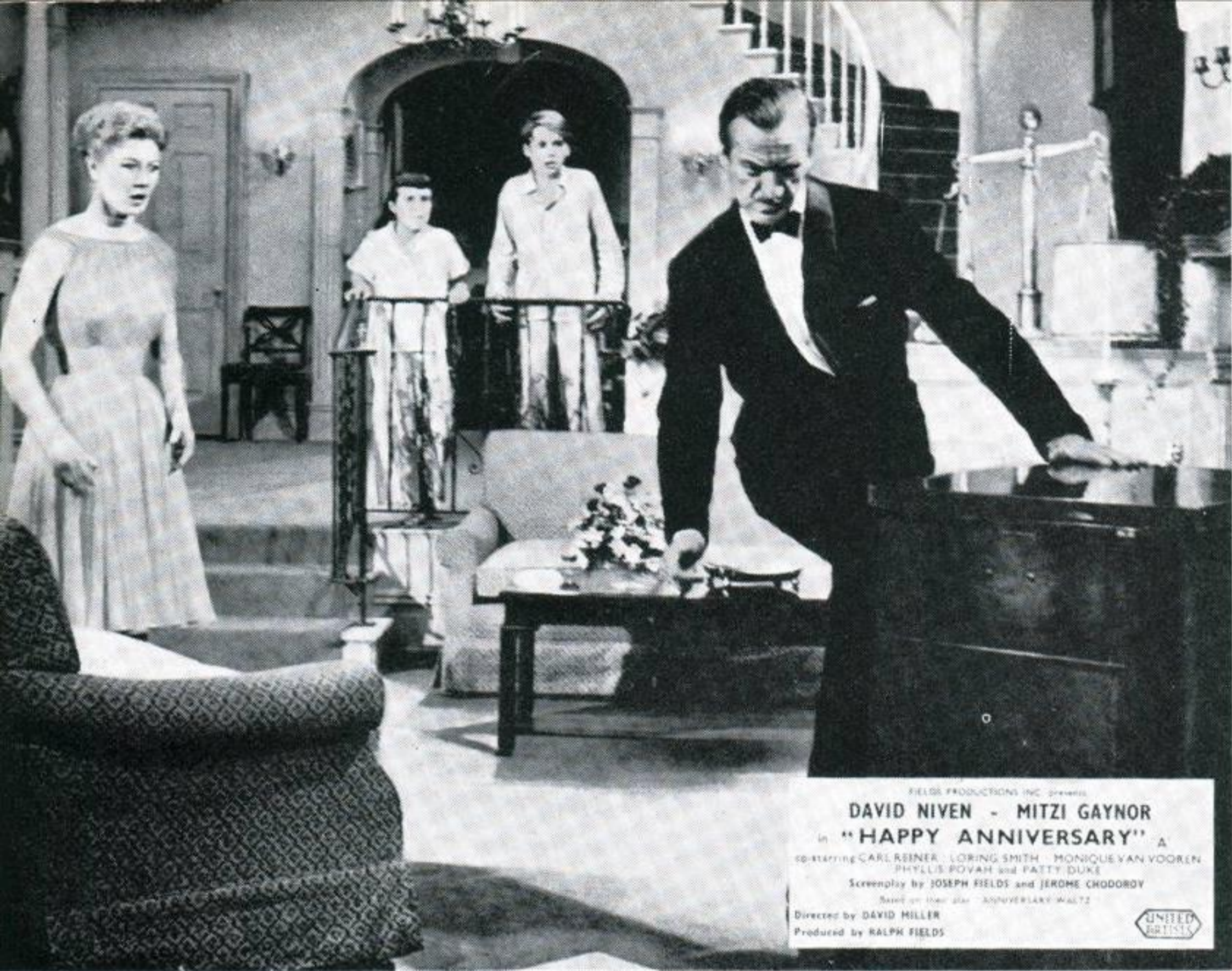
Once outside again you can head toward the centre of the city through a maze of shops, alleys, palaces, tiny squares, bridges, old churches and dark waterways so much alike that you can't tell one from the other. Coming upon the Grand Canal again, about half way down its length you will find the Rialto Bridge, noted for the small but expensive shops that line both sides of it.

If you wish to spend some time on the beach the Lido is the place to go. A fifteen minute boat trip across the lagoon will bring you to the world's best known sea-side playground. Here you may dine at the next table to an Indian Prince or sunbathe next to a Hollywood movie star.

Another short trip will take you to the small island of Murano which has won world wide fame for its one industry, — glass blowing. Here are many glass blowing establishments that have handed the art down from the father to the son for generations. Visitors are heartily welcome and a trip through one of these places should prove very interesting.

One more island of interest is Burano, the centre of the Venetian lace industry. You can see how the skilled workers accomplish the beautiful work that is displayed throughout the world.

It is impossible to convey all the wonders of this fabulous city in one article nor is it possible to see these wonders in one short visit, but whether you see them all or just a few, what you do see will live long in your memory after you bid Venice a fond farewell.



FIELD PRODUCTIONS INC. PRESENTS  
**DAVID NIVEN - MITZI GAYNOR**  
 in **"HAPPY ANNIVERSARY"** A  
 CO-STARRING CARL REINER, LORING SMITH, MONIQUE VAN VOOREN,  
 PHYLLIS FOWLER and PATTY DUKAKIS  
 Screenplay by JOSEPH FIELDS and JEROME CHODOROV  
 Based on the play ANNIVERSARY WALTZ  
 Directed by DAVID MILLER  
 Produced by RALPH FIELDS

The "ASTRA" Cinema presents:

"HAPPY ANNIVERSARY"

"Happy Anniversary" is a comedy, adapted from the Broadway stage success, "Anniversary Waltz". It's about a lawyer who, while celebrating his thirteenth wedding day shocks his wife's folk by disclosing that he and his spouse had pre-marital relations, but finds it difficult to ride the storm in a teacup. The plot is decidedly blue, enthusiastically supported by a couple of energetic if precocious, youngsters, keep its mattress humour within bounds.

JUNE, JULY ATTRACTIONS

Sun. 19th. & Mon. 20th. "HAPPY ANNIVERSARY" starring David Niven, Mitzi Gaynor and Carl Reiner is a domestic comedy and is described above. (A)

Tues. 21st. & Wed. 22nd. "THE WHITE TRAP" starring Lee Paterson, Conrad Phillips and Yvette Wyatt is a crime melodrama concerning an escaped convict who breaks a stout police cordon to be near his wife during her confinement. Supported by a second feature "WRONG NUMBER" a similar type film inspired by recent headlines and concerns a prim spinster who imposes her will on Scotland Yard and helps in the capture of some mail bag thieves and stars Lisa Gastoni, Peter Reynolds and Olive Sloane. (U)

Thur. 23rd. & Fri. 24th. "EDGE OF ETERNITY" starring Cornel Wilde, Victoria Shaw and Mickey Shaughnessy is a CinemaScope and Eastman Color crime melodrama unfolded in and over the Grand Canyon. (U)

Sat. 25th. Children's Matinee. "ELEPHANTS NEVER FORGET" plus "TAXIS FOR TWO" 1 1/4 hour of selected films for children of all ages.

Sun. 26th. & Mon. 27th. "THE REMARKABLE Mr. PENNY-PACKER" starring Clifton Webb, Dorothy McGuire and Charles Coburn a CinemaScope and Eastman Color domestic comedy drama dealing with "gay nineties" industrialist who keeps two prolific families, but runs into trouble when the truth comes out. (U)

Tues. 28th. & Wed. 29th. "THE STRANGLERS OF BOMBAY" starring Guy Rolfe, Alan Cuthbertson and Jan Holden is an exuberant Megascope period adventure melo-

drama vividly illustrating British East India Trading Company officer's one-man war on fanatical strangers. (A)

Thur. 30th. & Fri. 1st. July. "CONSPIRACY OF HEARTS" starring Lilli Palmer, Sylvia Syms and Ronald Lewis in a World War II melodrama set in Northern Italy, and concerns a Mother Superior who defies the Nazis and converts her convent into a clearing house for Jewish refugee children. (U)

Sat. 2nd. Children's Matinee. "CORSIKAN BROTHERS" and "WHAT A BOZO" 1 1/4 hours of selected films for children of all ages.

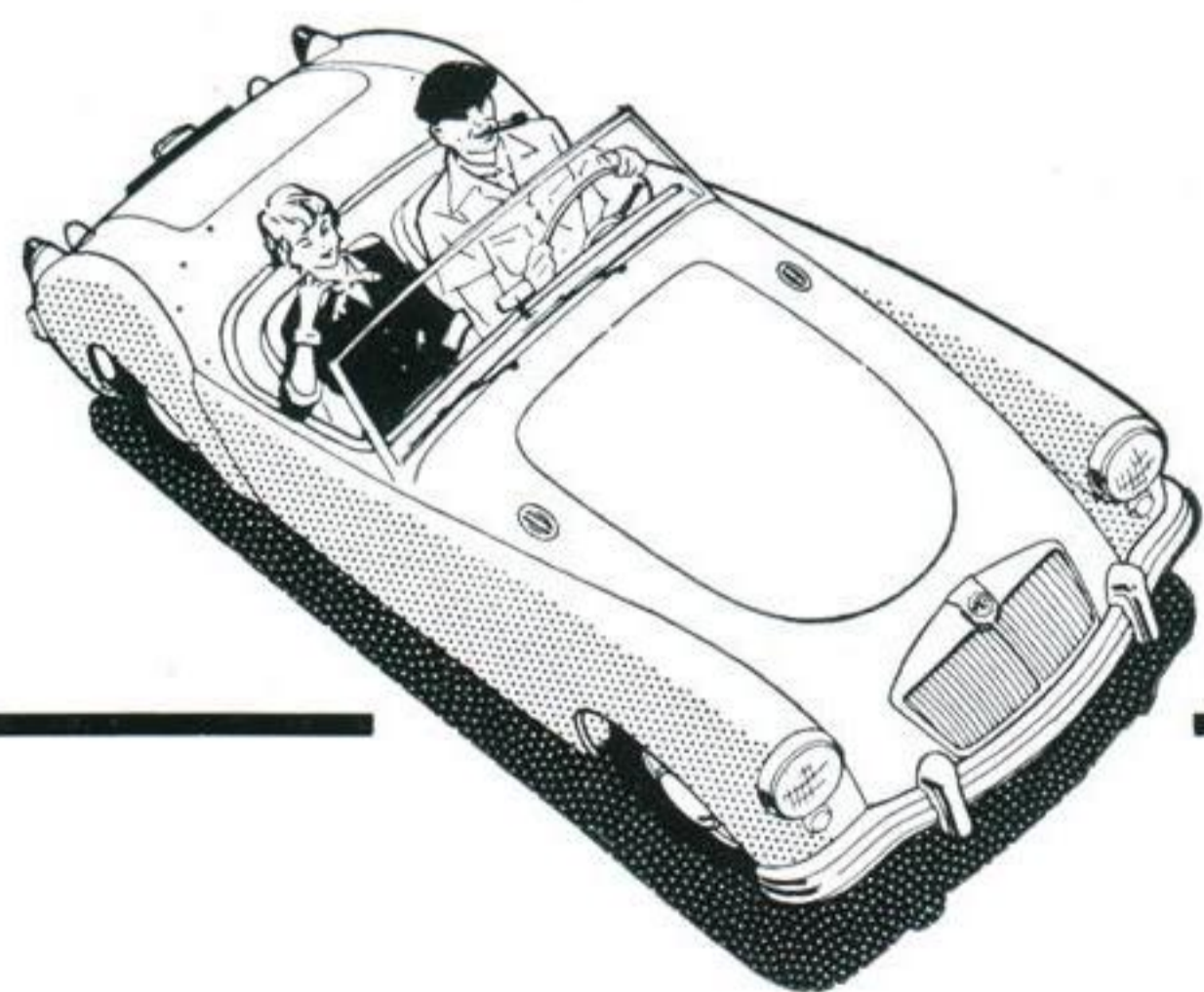
Sun. 3rd. & Mon. 4th. "YELLOWSTONE KELLY" starring Clint (Cheyenne) Walker, Andra Martin and Edward Byrnes is a Technicolor western about a hefty fur-trapper who falls foul of Indians and Cavalry, but survives and wins a beautiful bride. (U)

Tues. 5th. & Wed. 6th. "ONCE MORE WITH FEELING" starring Kay Kendall, Yul Brynner and Gregory Ratoff is a sophisticated comedy photographed in Technicolor about temperamental conductor and a gay effervescent harpist who, trapped by circumstances, make their "Marriage" legal. (A)

Thur. 7th. & Fri. 8th. "BATTLE OF THE SEXES" starring Peter Sellers, Constance Cummings and Robert Morley is a satirical comedy, suggested by James Thurber's short story, "The Catbird Seat", describing the head-on clash between a staid Scottish accountant and an American efficiency expert. (U)

Sat. 9th. Children's Matinee. "UNCONQUERED BANDIT" starring Tom Tyler plus "THICKER THAN WATER" a Stan Laurel and Oliver Hardy comedy.

Sun. 10th. & Mon. 11th. "ROOTS OF HEAVEN" starring Juliette Greco, Trevor Howard and Errol Flynn is a CinemaScope and Eastman Color adventure melodrama, suggested by Romain Gary's best-seller concerning an Englishman's crusade against the destruction of elephants in French Equatorial Africa. (A)



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“GIRL OF THE MONTH”



*Angie Dickinson*

*Glamorous Angie Dickinson — the girl with the loveliest legs in Hollywood — co-stars beside Richard Burton in Warner Pathe's Technicolor drama „THE BRAMBLE BUSH“. In this provocative and outspoken story of small-town intrigue and passion she portrays a nurse with two men in her life.*

# RCAF

# News

## CANADA'S ROYAL WEDDING GIFT

Prime Minister Diefenbaker announced recently, through his office in Ottawa, that the Canadian wedding present to Princess Margaret would consist of six pieces of early Canadian pine furniture, a piece of Eskimo sculpture, two colored prints of early Canadian scenes and an engraved map of Canada dated 1755. The Government chose these gifts in the hope that they might form the nucleus of a "Canadian room" in Princess Margaret's country home.

## TCA JETS TAKE TO THE AIR

On April 30, Trans-Canada Air Lines completed its first full month of trans-continental jet operation, establishing new records in speed, comfort and service to Canadian airtravellers. The airline's two Douglas DC-8 jetliners missed only two return flights during the 30 days of operation, both owing to minor mechanical difficulties. These flights, between Toronto and Vancouver, were replaced by "Super Constellation" services. Average speeds between Montreal and Vancouver during the month were 495 miles an hour.

## NOBODY'S REALLY TRYING TO SALVAGE THE BOMARC

There's no sign yet of any big Senate or administration drive to save Bomarc. The Senate Armed Services Committee has issued a plea for a new review of North American air defence, and especially Bomarc. But the plea was cautiously and hesitantly worded. The administration itself has thus far made only halfhearted efforts before the Senate Committees involved to try to prevent the decapitation of Bomarc. The House already has overwhelmingly passed its military appropriations bill which provides only enough money for a good wake for Bomarc.

## RUSSIA BLAMED FOR COLLAPSE

President Eisenhower's NATO Allies lined up solidly behind him in blaming Soviet Premier Khrushchev for collapse of the Summit talks. The NATO permanent council announced this decision after an emergency session and thus punctured Khrushchev's hopes of splitting the Western camp. Before flying to Portugal on his way home today, Eisenhower expressed confidence the conference failure has brought the Western Allies "even closer than before" in pursuing permanent world peace.

## WON'T GROUND AIR FORCE

Defence Minister Pearkes flatly denied he had made any suggestions that the RCAF would become, essentially, a ground force. It was reported that his testimony before the special committee on defence expenditures indicated the CF-100, only interceptor with Canada's nine home defence squadrons, would be grounded and not replaced.

## SPY FLIGHTS

Air "reconnaissance" flights were described here by a West German Air Force official as a practice in which both eastern and western bloc powers have indulged for a long time. General Adolf Heusinger, chief of the West German Armed Forces said on arrival for a brief visit in Canada that such flights are made regularly by both Russian and Western planes and the recent spy plane incident should not be regarded with too much concern. "Everyone knows that the Soviets are flying over western territory", he said in an airport interview, "and it came as no surprise especially to us in Germany."

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# Girl Guide News



Shown above are the four Guides who have been selected to attend an International Girl Guide Camp at Funen, Denmark, 5-14 July, from this Wing. Rear row, L to R: Jacklyn Campbell, Commissioner Brasnett, Maryanne Yemchuck; Front: Lorraine Murray and Anne Flynn. The flag which these Guides are holding is the World Flag, composed of the golden World Trefoil on a bright blue field. Designed by Froken Kari Aas of Norway it was adopted by the World Movement in 1930. This flag is used at all World Centres, at all World and International Guide Conferences and Gatherings, and is carried by all Troops and Companies in addition to their National flag. Jacklyn Campbell has been presented with the "All Round Cord" by her Commissioner Mrs. F. J. Brasnett. This is the second highest award in the Canadian Girl Guides. Jacklyn is the daughter of WO2 J. M. Campbell.

## Ladies and Gentlemen!

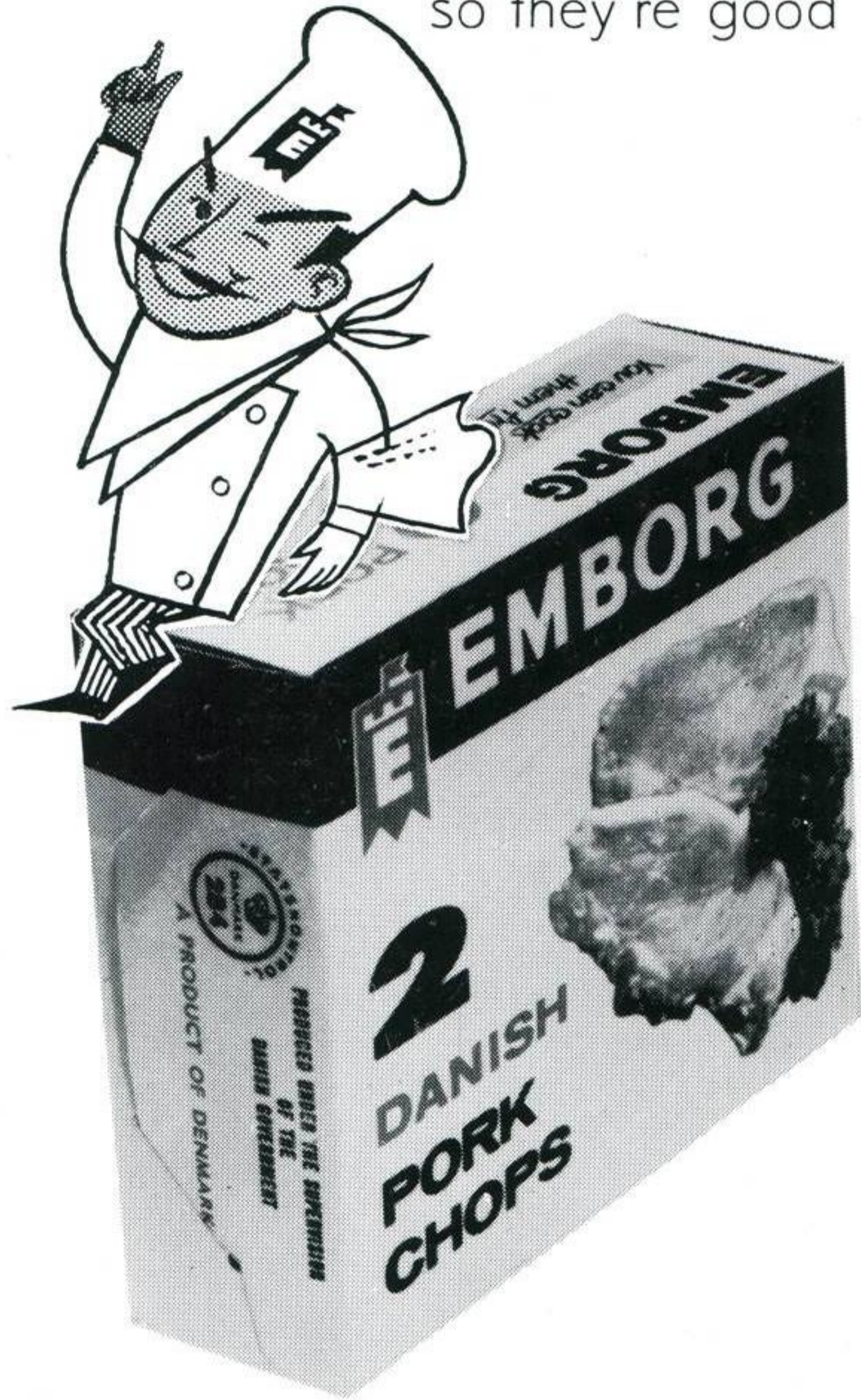
Do you know your Beauty Parlour and Barber Shop on the base, located close to the Station Hospital?

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

Opening Days: Monday to Friday from 0900 to 1800 hrs  
Saturday . . . . from 0900 to 1500 hrs

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# EMBORG

## AALBORG DENMARK

# Sports and RECREATION

The king of sports today is archery. According to some of the nations sports dealers, it is also the fastest growing sport in the nation. Those of you who've already had the thrill of releasing an arrow to watch it speed with terrific force deep into a target will understand the reason for such popularity. Others among you, who have not yet had this experience will also get the "bug" the moment you lift your first bow for sighting. At this moment let us look in retrospect and see how archery became the sport it is today.

The history of archery in North America goes back to 1828 when a group of young men founded the United Bowmen of Philadelphia, and to that organization, still strongly active, North America owes its modern interest in archery. The sport went through a series of ups and downs for nearly a century. A solid core of archers kept it alive through war and depressions but it remained for the exploits of Dr Saxton Pope — who killed seventeen African lions with a long bow — to really ignite the imagination of the public.

We have always been a nation of hunters, both by inheritance and by inclination. And while a few of us are averse to hunting with a gun, even the most avid riflemen will admit an ungrudging respect for a man who faces a full grown charging lion with only a long bow and the "cloth yard shaft" for protection. Today we're privileged in having another great hunting archer — Howard Hill — whose exploits have also converted many a new devotee.

A second factor in archery's growth is the universal appeal of the sport. Women may not pull as heavy bows as their mates but that hasn't stopped them from knocking down just as much game, or scoring just as high on the targets.



Left to Right LAC Matte, D Munroe, LAC Turner



Mrs. Jarvis  
instructing  
Miss Lawson



Left to Right D Smillie, Mrs. Tweed, LAC Halbert, LAC Rideout

In fact archery is an ideal sport, one in which every member can participate and compete. Age is no bar in archery.

Now for some local news on the sport. All members are now shooting with an aim to getting into a class no matter how high. The classes or grades are similar to those in effect in rifle shooting, the lowest Tryo, then Yeoman followed by Archer, Bowman and the highest being Expert Bowman. It

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Straight Airmattresses	DM 29.70 up
Convertible Airmattresses	DM 34.50 to 49.80
Convertible Airmattresses coloured	DM 33.75 to DM 45.00
Camping Tables	DM 19.80 to DM 58.50
Large Variety of Cots	
Stools	DM 4.40 to DM 9.30

Chairs	DM 15.90 to DM 19.80
Armchairs	DM 21.75 to DM 39.00
Sets of Camping Pots	DM 8.60 up
"Enders" Stoves (Gasoline)	DM 21.85 up

will be the aim of each individual to attain the highest possible class. The purpose of the classes is to ensure that the better archers are not competing with those of a lower calibre thus allowing all the chance to win.

The club is now in possession of new equipment and more will be coming shortly so it is anticipated that equipment will present no problem to those who wish to come out and shoot.

The club rule is that all those who think that they might like to join are invited to come out and shoot with no obligations, this invitation is for two nites of shooting after which it is felt that by this time the individual should have arrived at a decision as to whether he/she likes the sport or not. After two evenings of shooting it is expected that the person concerned will join the club if they come out again.

Meetings are held the first Tuesday of each month at 1900 hrs in the old Rec Centre. The next meeting to be held on July 5.

An invitation is again extended to all.

## Tennis Club

By now, it must be fairly obvious to all concerned, that we have a newly formed Tennis Club on the Wing. Many suggestions for a name of our Club have been forthcoming, from "Poor Man's Wimbledon" to "Schwarzwald Tennis Club", but so far nothing has been decided upon. Our Club at the first General Meeting has duly elected the following personnel;

President — Sgt Heinitz  
 Vice-President — LAC Payton  
 Secretary — Mrs. Luxton  
 Tournament — F/O Thomas  
 Social Activities — Mrs Olga Vanier — Mrs Vera Stratton

The new club has been given permission to use the courts next to the Swimming pool exclusively. The aim of the club is to play as much Tennis as possible, and to improve the standard of play on the Wing. Entrance fee to the Club is \$ 2.00 each or \$ 3.00 for married couples. This money will be used mainly for trophies and social gatherings. For Tournament play, balls will be issued free and upon the completion of the tournament play, members may buy these balls at half price. A ladder system has been devised, so that members can more or less tell how they compare with fellow members. A glass case has been hung on the courts, in which members can see their position in the club. The right hand ladder is for the ladies, and on the left are the men. Members may challenge up to three positions above them. If they win, they reverse their tabs in the glass case. A member must accept the challenge. If that member is available at the courts and does not accept the challenge for reasons other than, the courts are too crowded, or it is getting too dark, or any legitimate excuse, he will then take the challenger's place on the ladder.

The original ladder positions were drawn, and it is up to you to improve your positions. The ladder is only for Singles. Monday and Friday nights have priority for ladder play. The club will hold a Men's and Ladies Tournament in June, and a Singles Tournament in August.

## Nato Soccer Tournament

The Air Division Soccer team entered a Tournament that was held in Pruen, German on the week-end of 14-18 April inclusive.

Three players from 4 (F) Wing participated and they were: LAC Dougall, LAC Erbs and LAC Nichols.

Four nations entered the tournament thus the team had to play four games in three days. The German Air Force team won the tournament by a single point over England, and only a point behind England's team was our own Air Division team who finally wound up in third place.

The results of the tournament which finished Sunday 18th Fri 15 Canada - 10 U.S. - 1 Sat 16 Canada 0, England 0 Sun 17 Canada - 1 Germany - 3 Sun 18 Canada - 4 Pruen - 0.

## Air Division Playoffs

4 (F) Wing met 1 (F) Wing in the first game of the play-offs and walked off the winners with the score reading 5 - 2. LAC Dougall, Cpl Nugent, LAC Gallagher, Sgt Gale and Cpl Rogers were the scorers for 4 Wing. At this time all the players on the team would like to thank WO1 Yates for his support and help throughout the past season, and also to thank the Coach, Nick Nichols for his devotion to the 4 (F) Wing Soccer team.



(Kneeling) Fast, Rodgers, Todd, Dougall, Gallagher, Hunter. (Standing) Nugent, Hall, Erbs, Nichols (Coach) Gale, Turner, Hockley, Rolfe, Nedd. (Missing) Wrather.

The Station Soccer team played host to Hugelsheim Football team on Friends day, and although the game was clean and well played the Hugelsheim team came out on top of a 4-1 score. Jim Dougall garnered the only 4 Wing goal.



**Trock'ne Kehle PARKBRÄU wähle!**

# Fastball

## Men's Station Fastball Team

The Raiders got off to a rather bad start this year by dropping the first game against Air Division by a score of 7-3. They got a bit mad about this, pulled up their socks and showed that they can play ball, defeating 2 Wing by a score of 4-2.

Again this year, the Raiders are entered in two leagues, namely the Air Division League and the American League. In the American League they have only played two games so far due mainly to all the "Liquid Sunshine" that has been pouring down here of late. The first game they won easily by defeating their opponents 12-7, but in the second game, they really had to get out and hustle to walk off with the victory of 6-5. Both these games were played against Gersheim, and the second at 4 Wing on the 23 May.

Last year as most of you know, 4 Wing team walked off with the Air Division Championship, and since most of the players from last year are still with us, plus a good crop of new players, it is confidently expected that the team will repeat last years performance.

This year the team is being coached by Cyril (Smitty) Smith, the manager is Robert V Yates (Uncle Bob) so we are all set in that department. The players are as follows: Norm Hanye, "Tex Cheese", Al Gogan, Don Fischer, Jim Sommens, Sam Renaud, Bert Routhier, "Whitey" Meyer, Bob Clackson, Jerry Lappiere, Moe Hunt, Ron Dumbrell, Al Shand, Ken Addis, Bill Gadde, Dave Finley, Jerry Fleet, Bob Quinlan and Claude Racicot.

For your information, notice boards have been placed in the Airmen's Mess and in the lobby of the PX giving dates, and times of home games, and of course appears weekly in the Recreation Bulletin. Let's all get out and cheer our team, the Raiders, on to victory and another Air Division Championship. In the administration staff we have Frank Jervis (the coach of the girls team) handling the Equipment Manager's job and Frank Dupeyron our able receptionist handling the duties of welcoming committee.

## Ladies Station Fastball Team

This year, the 4 (F) Wing Raiderettes started the ball season off with a bang, by handing the Air Division team a 9-3 beating here at 4 Wing on the 15th of May. Last year the team was a bit bashful about getting going, but after the initial set back by a score of 17-16, they wound up in fine style, but if the girls continue as at present, they should really go to town this year.

Just to show that the first win wasn't a fluke, they tangled 2 (F) Wing on Sunday 22 May and made a fine showing, like the Champions they are, defeating them by a score of 6-4 here at 4 Wing. By the time the Fleiger is in your hands, the girls will have played about five to seven games and then we will know just how good these girls really are.

Now, just a little recap of last years team. Last year, the League scheduled 8 games with the semifinals and finals consisting of the best two-out-of-three. The Raiderettes won 6 games in the League and lost two, winding up the year in first place. They then moved into the Semi-Finals against 3 (F) Wing and our girls took it easily by a score of 8-3, and then really went to town on them in the second game, coming out at the end with a nice score of 16-3. In the finals

though, they met some really tough opposition in the form of Air Division team, but the Raiderettes took the first game 5-3, and in the second and final game they managed to squeeze by with a score of 9-8 and thus walked off with the Air Division Championship and the Trophy for 4 (F) Wing.

This years team has 16 games to play in the regular season, with possibly six more games to play if they wind up in the Finals. This year, we have practically a completely new team, as we only have four girls left from last year, namely; May McKay, Loretta MacLeod, Marilyn MacIntyre, and Bea Weekes. Bea isn't with us yet, but after she completes her present obligations, she hopes to be with us again, in the latter part of the season.

Popular May McKay was unanimously elected Captain of the team a few weeks ago while Loretta MacLeod and Marilyn Mac Intyre were appointed A/Captains by the same popular vote.

Frank Jervis is again coaching the team in his inimitable manner, and if he has anything to do with it, the girls will again walk off with the honours, at least it won't be for the lack of trying and coaching skill. Frank thinks that with the latent power in the batting department, the girls should be able to make a good showing and really expects to bring the Championship to 4 (F) Wing again this year. This years team consists of the following members;

May McKay, Loretta MacLeod, Marilyn MacIntyre, Bea Weekes, Shirley Morken, Mary-Ellen Clark, Marge Philcox, Betty Luxford, Marge Pardoe, Joyce Snell, Eleanor Taft, Shirley MacLaughlin, Jo Ann Couture, Betty Cross, Lucy Trudelle, Joyce Jensen, Marie Lyka, Irene Starkey, Edith Prime, Eva MacKinnon, Lee Fraser, Thelma Brennan, Lilly Barraud, Penny Hannah, Doreen Bacon, Gwyn Warren, Maine McNamara and last but not least Mickey Deloughery.

## Inter-Section Fastball

The new season has started, and on 19 April an election was held to appoint a new committee with the following results;

Sgt George McCabe was elected President, with LAC Norm Haney being elected Vice-President. Cpl. MacGillivray will handle the paper work as Secretary.

In the following two meetings, the League was drawn up, and will consist of Fifteen teams as follows, with their representatives.

422 (O)	F/O Fischer	128
422 (A)	LAC Turner	125
Tech Services	Cpl Michaud	157
Wing Telecom	LAC Don	9
AS/Sec	Cpl Machos	250
Training Flight	LAC MacIntyre	265
419	LAC MacKay	159
444	Cpl Alton	136
Firehall	Cpl Bowden	203
M. E.	Cpl Luxford	8
Cpl's Club	Cpl Proud	149
Sgt's Mess	FS Cottrell	203
601 Sqdn	LAC McPhie	99
Wing Armt	LAC Quinlan	220
Wing Maint	LAC Walker	151

All games will be played under the eagle eye of LAC Witty, the League Umpire — in — Chief, and the following assistants: Cpl Travis, Cpl Ferris, Cpl Webley, LAC Bulmer, LAC Dumbrell, LAC Quinlan, LAC Finley, LAC Poechman, Sgt McCabe and Cpl Addis.

League games started on the 16th of May, but due to the large amount of rain, the start was not too good, but we are praying for a fair share of sunshine, and if they are answered, the League can be nothing else but successful.

# CHAMPIONS ALL

## LITTLE LEAGUE HOCKEY

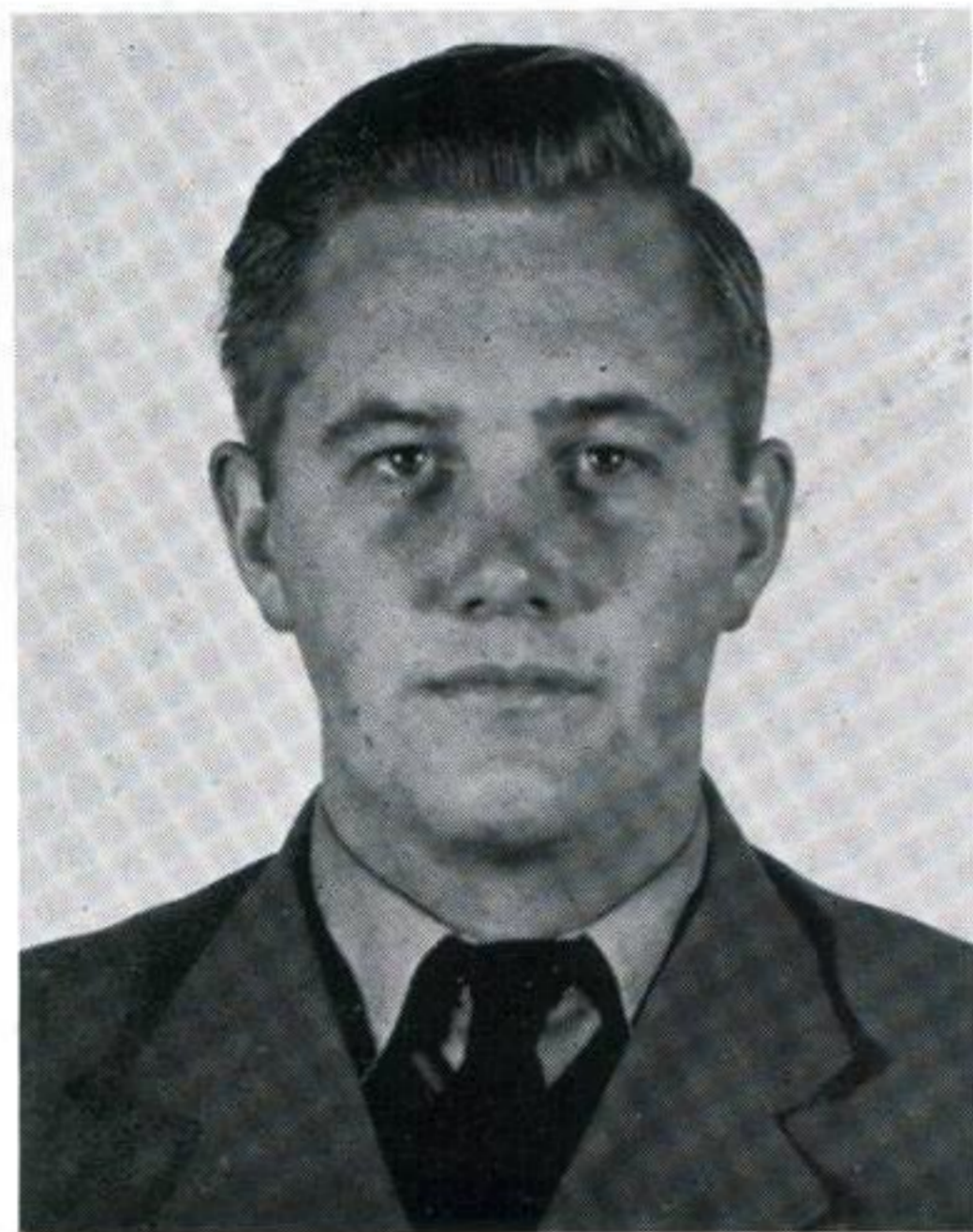
### 1 Air Division Champions



"Penguins" — Pee Wee Hockey — 2 Apr 60

Back Row: Sgt Ron Hewitt, FS Harry Glover, John Noble, Dwayne Brennan, Doug Boucher, David Simpson, Nigel Markham, Philip Martin, Martin Thomson, Dick Campbell, LAC Larry Poehman  
Front Row: Bill Glover, Richard James, Barry Collett, Bob Walker, Ross Webley, Ashley Bevan, Robert Fulton, Mike McKay

## Thanks



LAC Frank Jervis

### Metzgeri Wild · Huegelsheim

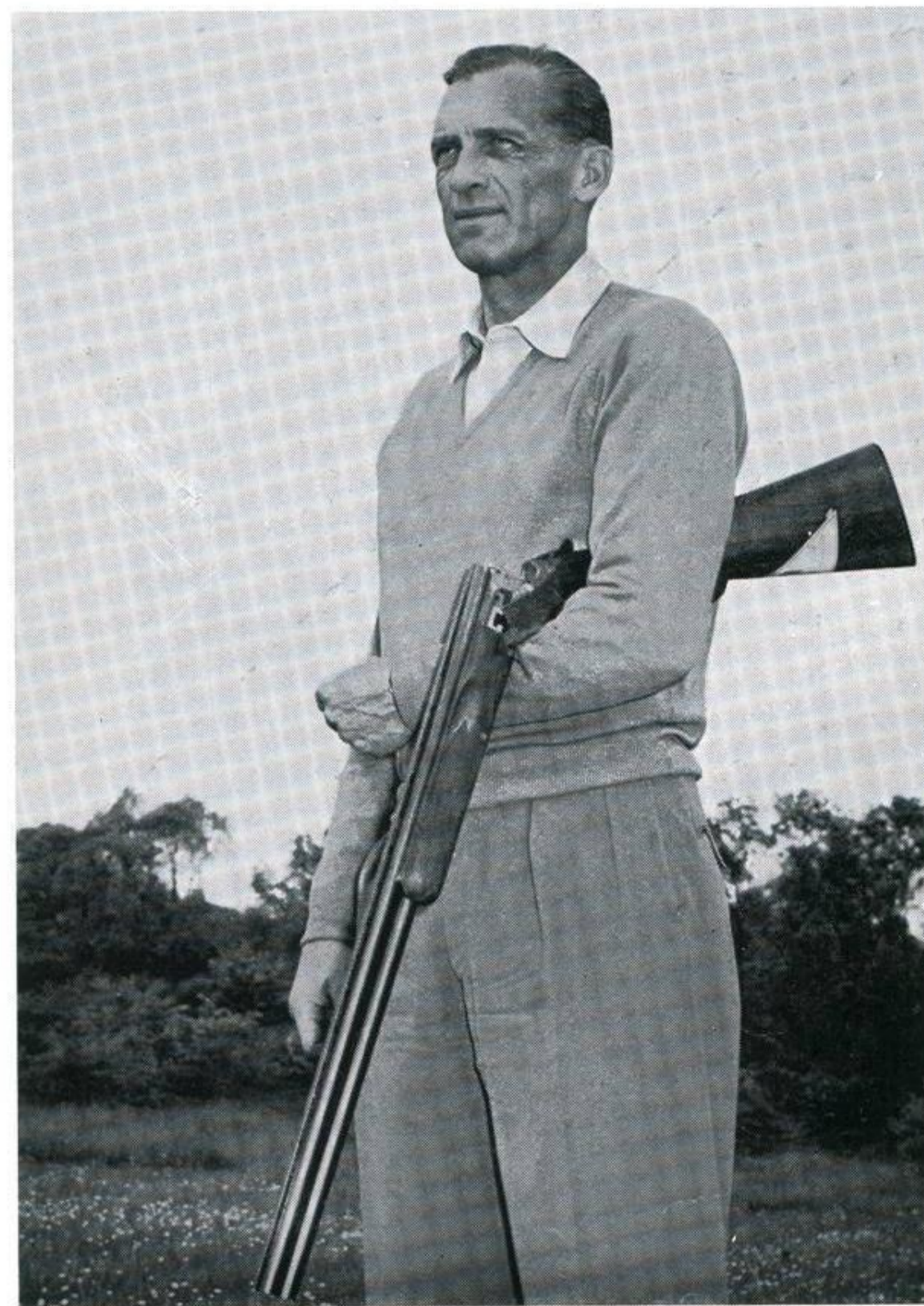
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First Quality in Meats and Sausages

Delivery to the Officer's Mess and other Institutes

An RCAF Station without people is a cold impersonal piece of real estate filled with machines, vehicles, tools, and incidentally, lots of paper. With technicians and tradesman a station can fulfill its basic role but still it is cold and impersonal. But with lads and lassies who are willing to give a little more than is laid down in their "Statement of Duties" a unit becomes a pleasant place in which to live and work.

One such lad who has given a "little more" is LAC Frank Jervis of the Control Tower who is returning to Canada in July. He can leave here knowing that his volunteer services in the recreation field have been most appreciated by those who participated in and those responsible for our sports programmes. He has been active in a variety of sports including fastball, football, basketball, volleyball, hockey and bowling. Since arriving at 4 (F) Wing in 1957 his participation has included that of player, captain, coach, umpire and manager.



Air Commodore Peter Gilchrist

RCAF Photo

Air Commodore Peter Gilchrist, Chief of Staff of the RCAF's European based NATO Air Division at Metz, France, is seen holding the gun that won for him the European skeet-shooting championship as well as the Grand Prix de France, in a two day shoot in Paris. Air Commodore Gilchrist won the title by outshooting 65 other competitors from seven countries. He broke 148 out of 150 clay targets at the Grosbois Skeet Range to take the European singles title. His score of 99 out of the first 100 birds also gave him the Grand Prix de France.



# Protestant Guild

## THE LIGHT OF THE WORLD

This picture by Holman Hunt is a replica made by the artist himself of the original now in Keble College Chapel.

Ruskin wrote in 1854 the legend beneath it. Behold I stand at the door and knock, if any man hear my voice and open the door I will come in to him and will sup with him and he with me — Rev. iii. 20.



*The copy of this picture is in St. Paul's Cathedral, London, England*

On the left hand side of the picture is seen the door of the human soul. It is fast barred: its beam and nails are rusting; it is knotted and bound by its staunchion of creeping tendrils of ivy showing that it has never been opened. Christ approaches it in the night time, in the everlasting offices of Prophet, Priest and King. He wears the white robes representing the power of the Spirit upon Him; the jewelled robe and heart plate, representing the sacerdotal investiture; the rayed crown of gold, interwoven with the crown of thorns, but bearing soft leaves for the healing of nations. He bears with him a two-fold light, first, the light of conscience, which displays past sin, and afterwards the light of peace and the light of salvation.

William Holman Hunt was born in Wood Street, in the City of London, and only a few hundred yards from St. Paul's Cathedral, on 2nd April, 1827. While studying art he worked under DG Rosetti, with whom he and a third friend, (Sir) John Millais, founded the Pre-Raphaelite Brotherhood, in 1848. This group resisted existing conventions in art, and tried to return to the forms which they believed to exist before Raphael. Their painting was characterised by elaborate attention to detail.

„The Light of the World“ was begun when Hunt and Millais were staying at Worcester Park Farm in Surrey, in 1851. Hunt described his idea, and proposed to paint in the background from the farm orchard, by moonlight. Millais proposed to paint a companion picture, showing the door opened and the sinner falling at Christ's feet, but Hunt, who was a much slower worker than Millais dissuaded him, as he felt that to show the sequel before the original would destroy the effectiveness of his symbolism. He began to paint in the late autumn, before all the leaves had left the trees, and had an amusing experience when the local policeman came to investigate the light of the candle by which he was working. He worked from 9 p. m. to 5 a. m., with a hurdle sentry box and his feet in a sack to protect him from the cold.

In 1854 the finished picture was exhibited at the Royal Academy, and was disparagingly received. Hunt was in the Near East, and Ruskin wrote a long and detailed defence of the work in a letter to "The Times". It is from this letter that the description is taken which hangs opposite the St. Paul's picture.

Many engravings and reproductions have been made of the picture (generally of the original version), which is regarded as one of the most famous in the world.

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# Touring our Flugplatz



419



SQN

by F/O Erik Neilson

While our return from Deci wasn't quite the triumph we had hoped for, it must come as a surprise to no one to hear that the Moosemen have copped the laurels in the rocket competition again with an average score over the past two camps some seven per cent better than the closest competitor. The only thing that marred an otherwise brilliant effort was a shaky start on trophy day, not altogether the fault of our squadron personnel we may hasten to add. Due to Bristol trouble, most of our personnel and equipment didn't arrive until after things were locked up tight at the weapons unit. Under the direction of our erstwhile armament officer, Bob Talbot, some of the boys liberated enough gear to make some kind of start the next day. While the shoot could have been postponed a day, it was decided to press on in the best 419 tradition. Needless to say, we didn't get the co-operation of Dame Fortune as things were hectic right down to the wire, and after all was said and done, 419 was nosed out by a jubilant bunch of 2 Wingers who had come on some lean years before this camp. To the Moosemen who had developed a habit of placing first in all things, this was a bitter pill to swallow, even though our overall score was good enough to take the trophy. At the same time Bruce set some records, that will probably stand till the next time 419 takes to the Sardinian skies, including the overall rocket average and the number of sorties flown. Still another mark was the number of rockets fired and it's said the staff at Deci were glad to see us go as they had trouble scaring up enough rockets to keep us in business. Of course these records just go to show that we have by far the best ground support in Air Division — the main reason for the squadron's success this camp as well as in camps past.

It's obvious that the new short camp is as popular with the boys as it is with their wives who keep the home fires burning. Spirits were at a high ebb throughout, and none of the "brown baggers" were out from under the watchful eyes of their wives for long enough to get into any serious trouble.



F/O Jim Dale

Lew Reynolds did have a nasty tussle with an octopus, but managed to "throw" it alright.

With Jim Dale's departure this June, the end of an era approaches for 419 Squadron as Jim is the last of the original post-war Moosemen who came over with the squadron from North Bay. Jim is one of the few thousand hour "clunk" navigators, and even when flying the adjutant's desk, he got more time in than most of the crewed-up types. His absence will be keenly felt in 4 Wing golfing circles, and there should be a lot more golf balls available for the rest of us at the driving range when he's gone. We would like to wish Jim the very best of luck in whatever the future holds for him.

Well the skein was finally broken at six consecutive baby boys, the last being a son born to Mr. & Mrs. Jack Hicks after a hectic race with the stork. Since then the Kirbys and the Kendricks announced the arrival of baby daughters — congratulations to the proud parents.

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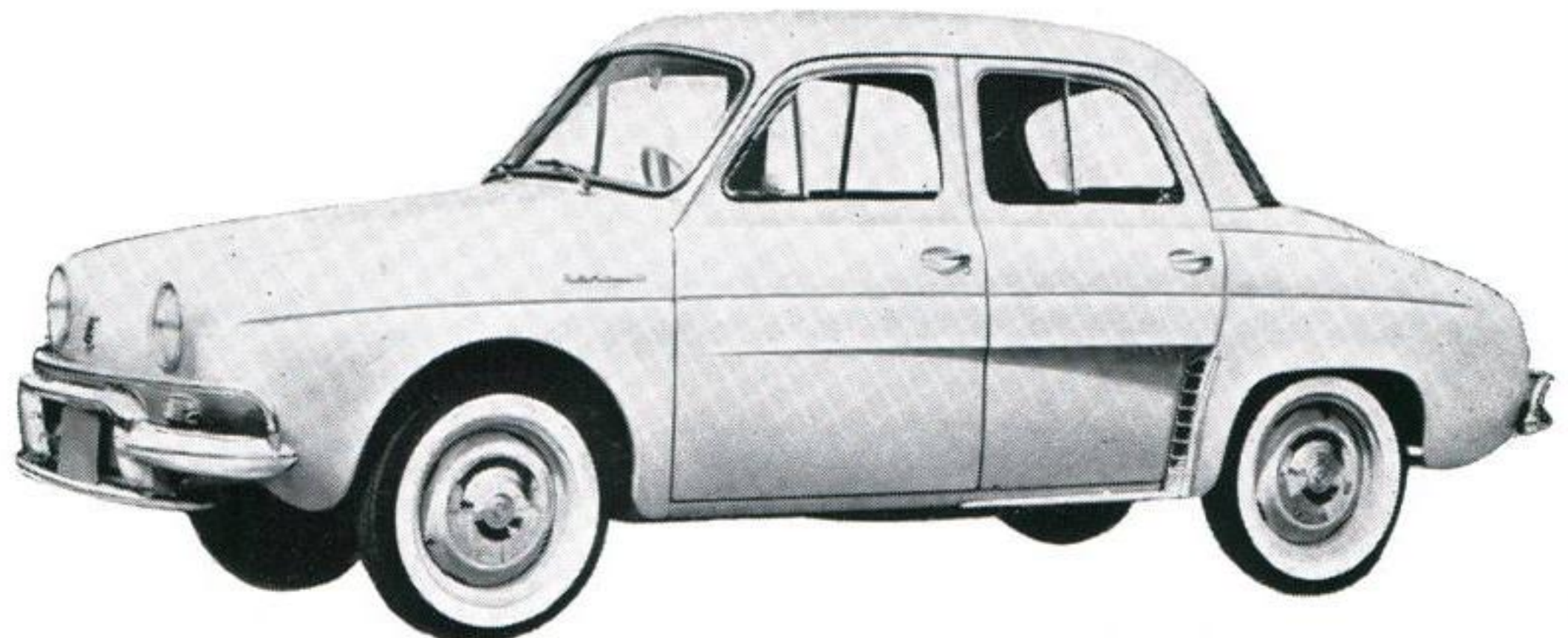
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## "Moose's Views"

MOOSE'S VIEWS by LAC Bob Sleight

Here we are once again with another bit of news and views from Moose's Maintenance. With the coming of June comes the nicest part of the year. Most of the personnel on the station pack their suitcases and dig out the tenting equipment and are off on vacations.

Speaking of vacations, we see that WO2 "Jesse" James is back from his tour of northern Germany. We welcome him back and hope his short stay in Geilenkirchen was a pleasant one. But he didn't stay with us too long for he was off on another vacation, this time to sunny Sardinia.

Also with the coming of June, there has been a lot of happy faces around the hangar. Quite a few have received their stations in Canada. To those leaving for the land of round door-knobs in June, we wish a fond Auf Wiedersehen and hope your suitcases are full of happy European memories. Those departing for their new stations are: Sgt Marshall, Sgt Muckelstone and LAC Burbridge to Namao, Cpl. Young, LAC Patterson, LAC Giguere, LAC Callacott to Trenton, LAC Hewey to Greenwood, LAC Landry, LAC MacKay, and LAC Gilbert to Cold Lake, LAC Hawkins and Cpl Semeniuk to Uplands.

We now have another technician to join the steel helmet club to protect heads against bromide panels. Our latest member is Gord Forbes who had a few rounds with one of them. Forbes required stitches in the head and the panel came out a winner again!

Last month with all the extra work load preparing for the Moose's tour of Sardinia; Maintenance had to bow down for help and call a crew from Servicing to give us a hand. But it seems that Servicing couldn't handle the absence of these boys and called on us for a crew to be sent down to the line to give them a hand. Quite a mix-up but all those concerned are back at their original jobs and are no longer mis-employed.

"Suds" has acquired a new (old) Ford to take him back and forth from work. No longer will we be able to see his sad face at noon hour and five o'clock saying "Gimme a ride up to the mess hall, will ya???" It seems though that he must be trying to save on gas and wear and tear of the Ford. Jim McGovern tells me that Sud's car is seen parked quite a few nights in P. M. Q.'s. How about that Suds, is there a better view of the moon in P. M. Q.'s?

A few newcomers have come to us from Canada, and we hope your stay at 4 Wing and 419 Squadron is a pleasant and enjoyable one. From Moose Jaw comes Sgt Roberts, AET., I guess there is just too much work for our A. I. D. Inspector, eh Buzz? From Uplands, LAC O'Kell, AFT, and Cold Lake, LAC Rankin AFT, and one electrician, LAC McNeille coming from Stn Winnipeg. Welcome aboard gang!

"Snuffy" Smith joins the clan at Maintenance and has acquired the job as official "Pilot Mast Tester" and has the "Bandage" to prove it.

One of our Electricians, LAC Waters, met with an unfortunate accident last month. So we can't stress enough to drive carefully and avoid these fatal accidents.

Seems in last month's issue the drive for ball players for our squadron team was on. Some had to decide between their respective mess teams or squadron team. In one case, there was much pressure from the individual's mess and Squadron prestige had to give way to the Sgt's Mess team, so we hear that you are playing for the Mess team now Jim, I guess there's more beer in store playing the games over again at the Bar.

It seems that Reg Young couldn't find his way around the hangar so he had some signs made, bearing the names of the

respective offices and he now goes to and fro without further confusion.

The last of the "Brown Baggers", (Definition — one who brings his lunch in a little brown bag and dines at work during lunch hour), have quite a Bridge Club going. Maurice Landry and Clyde Mercer continually try to outbid and out slam Joe Hawkins and Mike Semeniuk. I hear they even beat them one day. Oh well, what I was going to say was that most of us wish they would time their final hand a little sooner so that us onlookers wouldn't be late for roll call anymore.

We still have no flights for our darts as yet, I guess the little dig last month wasn't enough so I thought I'd mention it again! By the time they are purchased everyone in the hangar will have bought their own darts and they won't have to be used.

Vern Brown, our AFT crewman, will be leaving for Canada shortly on a 13 week course. Bon voyage Vern, hope you enjoy your little stay. We'll miss you and your "Cash Pot".

Well I guess that's enough for this month, see you all at the Squadron party to take place later in the month. In closing, any volunteers for honor guard, contact WO2 James at Local 118.

---

## Hail and farewell



Mr. H. H. Robertson



Mr. O. F. Hunt

Herbert H. Robertson, formerly accountant at a Bank of Montreal branch in Walkerville, Ont., has been appointed manager of the Baden Soellingen B of M, the bank has announced. He succeeds Orme F Hunt, manager of the branch for the past two years, who is returning to Canada.

Born at Smith Falls, Ont., Mr. Robertson was educated there and at Queen's University, Kingston. He joined the B of M at Kingston in 1952, and later served at Oshawa before becoming assistant accountant at Aylmer in 1956. He was appointed to his Walkerville post in June 1958.

Interested in community activities, Mr. Robertson also plays golf and curls. He is married and has one son and two daughters.

Mr. Hunt, the departing manager, is a keen sportsman and took an interest in the Wing Home and School Association. During his two-year stay in Baden Soellingen, he travelled extensively on the continent. He plans to sail for Canada in mid-July, while his wife and daughter will fly home about the same time.

Bon Voyage to you and your family Orme and sincere best wishes for your continued success.

422



Sqn

by F/O McQuiggan



Start of 422 Rally

On Easter Sunday, the Tomahawk Squadron held its first Car Rally for 1960, organized by the SMU. The eleven entries, each comprising a driver and a navigator, left the Squadron Dispersal at 1400 hrs and enjoyed a varied 80 KM drive through the Rhine Valley, ending at the Officers' Mess.

The first two places were taken by SMU members. The team of Fast and Wesch. With only one penalty point, earned first place, closely followed by Baxter and Lang with three penalty points. Third and fourth spots were taken by the husband and wife teams of the Danfords and the Batcocks. The remaining seven teams were declared losers and provided the prizes in the form of Free Drinks at a party held that evening. Due to the enthusiasm and interest shown in this the first rally, it is tentatively planned to hold another in the near future, which will encompass more of the Wing and may also arouse some inter-squadron rivalry.

During the past two months, 422 has undergone several changes. In April we bade farewell to Pete (Fatrat) Zinkan, as he left to contemplate the stars as a Scope Dope at Yellowjack.

## The Latest



F/O Ray Stead



F/O Ron McQuiggan



F/O Larry Best

In May, S/L Kercher left us to return to the foothills of the Rockies for a tour at Namao. The squadron presented him with a new rifle, with which it is hoped he will maintain his Skeet Shooting average.

The latest Newies to the squadron are F/O's Ray Stead, Ron McQuiggan and Larry Best. All are members of the Brown Baggers, a blow to the SMU. Ray is an ex-instructor from Portage, Ron is a recent RMC graduate and Larry has come through the Training Command pipeline.

On the grunt and groan side, 422 has entered two softball teams in the intersection league, thus giving the remainder of the teams a more equal chance. In their first game of the year, the Officers trounced Air Services 6-2 behind the steady pitching of S/L Kercher. Long ball hitting was provided by Larry Best, and judging by this outing the team should do well this summer.

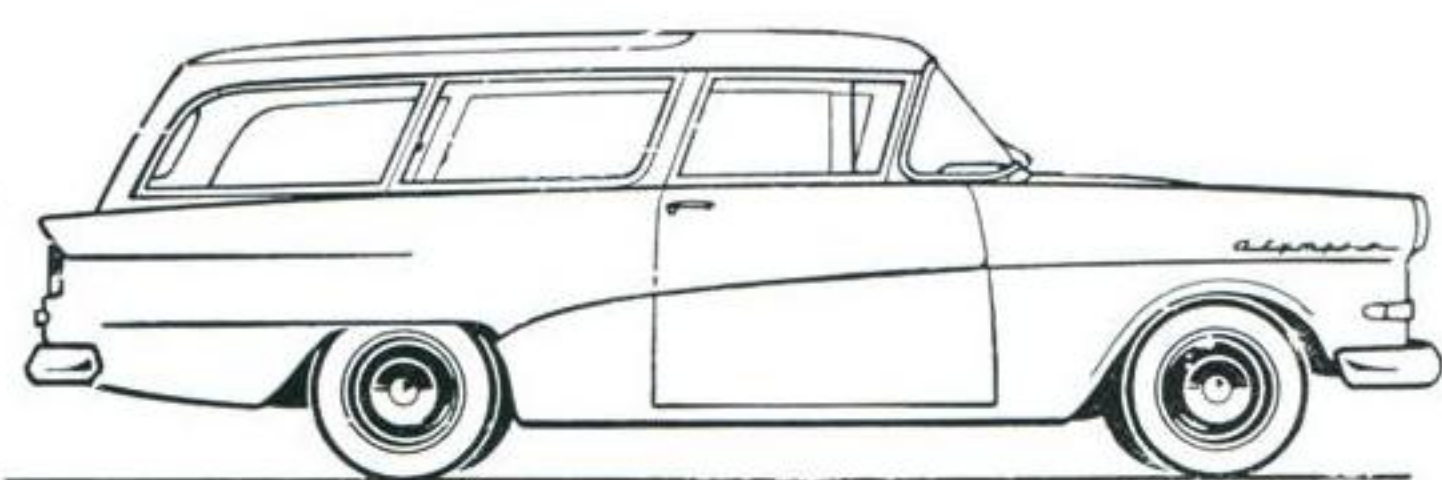
This month our OC, S/L Murray got his first confirmed aircraft. Unfortunately due to a slight unserviceability in his own Sabre, he was forced to return to 4 Wing by the long route. The talk over this event has rivaled even Paul Hayes's telling, complete with imitations, of noises and gestures of Moss' win at Nuerburging.



F/O Thomas at Home

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444



SQN

Since the last article the Cobra squadron has been very busy socially. On the 2nd of May a section of four F86's arrived from the Royal Norwegian Air Force for a week's stay. The Triple Four SMU, notorious barmen in their own right, had to work shifts to keep up with the Norskies on the 10 Pfennings tours. Toward the end of this enjoyable week the Norskies were initiated and granted honorary membership in the squadron.

The following week found a section of four Sabres traveling north to Norway. S/L Garry, F/L McLeod, F/L Regan, and F/O Gallinger seem to agree that the Norwegian artic is a fair tasty place even if they did not get too much solid food.

Now that summer has almost officially arrived the camping gear, travel folders, and road maps are being brought out to be inspected for another season. Already Ron and Bernie Glen have headed south to sunny Spain, while Gord and Pat James have gone to the Netherlands. F/O Ray Baltins, in his 220, has taken off to Scandinavia. The summer season in Europe also provides famous car races. F/O's Wansbrough, Randal, Tann, Kuch, Jenkins and Dargent all saw some stream line body styles at Nuernburg.

Unfortunately for "B" Flight F/L Don Murchie has left us on posting to a Recruiting Centre in Winnipeg. Don's going away party will long be remembered. Once again the best of luck in the future to Don and Helen.



F/O Len Cook

Our latest arrival on the Squadron is F/O Len Cook. Len hails from Turo NS, and is a graduate of RMC. Welcome Len to 444 Squadron.

Congratulations are in order, to ex F/L Jack Regan on his promotion to Squadron Leader.



Norwegians Visit Triple Four  
(L to R) 2/LTN Kopperud 1/LTN Hansen  
2/LTN Waade and 2/LTN Fredrikson

## Wing Maintenance News

First of all a few words from Harvey Brown of the Safety Equipment Section — oft times in Safety Equipment we have to defend ourselves against the barbs of some of the other trades in respect to the type of work we do. These originate usually from people who do not really know or in knowing do not realize the importance of each piece of equipment, whether it be Aero-Engine, Air Frame or equipment from the allied trades.

In working on some item for a while the work seems to be steady routine with little to show for it. Then "SOMETHING" happens and its nice to know that someone appreciates the work done.

Last month we had an unfortunate mid-air collision involving two Sabres. One based at 2 Wing, the other piloted by S/L Murray, the O/C of 422 squadron. Here was the "SOMETHING". Both pilots ejected and after succesful separation from the seat, parachuted to safety. "Ask the man who has tried one".

And now "good old Cal" will comment in a lighter vein.

Well, here it is June already and we can look forward to survival through the hot weather with frequent trips to the Tool Crib to receive our "Salt Pill" ration. Better than a stand-down, any day, eh???

Not much has happened out on the floor except I'd like to mention that the Maintenance Personnel played a big roll in the success (???) of Friends' Day (such as washing beer glasses, serving beer, picking up trash and being nice to our German Friends). Have no fear, it didn't go unnoticed either. The internationally known "Badisches Tagblatt" gave us a big splash.

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By the way, ask Mann how you get to Training Flight.

Cpl. Jack MacLeod will be leaving us soon for Camp Borden on some "Take it easy" course. Picked him, I guess, because he's best suited for it. Anyway, best of luck to you, and we'll all be waiting for your return — at least One Bay will.

Sgt. Hewitt will be leaving us soon for Stn. Trenton and he'll be remembered as the man who kept the word "schnell" alive.

I hear Mason's a pretty heavy boy (DEAD WEIGHT) to carry up a flight of stairs. Is that right, Fitz?

Other than the fact that W O Loud and Sgt. Wiens are on a Sabre Supervisors' course, at the present time, in 3 Wing, that's all from the floor. Here's George and I and E.

According to the old saying "No news is good news". If this holds true I and E is having a swell time. In the Electrical section we have a few scraps of gossip. Sgt. Conn is back from leave in England. He is full of praise for London's subway system and vows he would never drive a car in "the foggy town". "The English all drive on the wrong — on — the — side of the road."

LAC Cormack is on leave. Hope he has a bang-up time.

The most important news as far as I'm concerned is that the wife came through with a 6pound BOY.

Ray Locke has gone on leave. When he comes back he should be all tied down. Good luck Ray — you'll need it.

Hmmm — I wonder what's keeping Stan, cold feet maybe???

In the Instrument section the word for the month is out. Bruder is starting a new travel agency that really has Luft-hansa worried. For a slight monetary consideration his agency will supply you with a beautiful map, 30 inches by 40 inches covered with a new scientific material and manufactured in a new secret process. This map will enable you to hitch-hike anywhere in Europe. It's too bad Cpl Freisen and LAC Griffin couldn't use his system on their way back to 6 R. D.

LAC's Ryan and Elster have come in and we extend a hearty, if a little late, greeting.

"Steve" Stephenson has a new (57) Ford convertible. It's a beautiful car.

Cpl. Praud should get some kind of a distinguished service medal. I hear he's the the only Instrument Cpl. for miles — well a few hundred feet, anyway.

The upshot of the W/M IandE softball game was a resounding defeat for the Electrical "STARS" — whot hoppen fellas? As a result old "strike-em out McCoy" is supposed to be running a dairy service as far as Backstrom is concerned.

Speaking of sticking said foot in said mouth "what brand of cigarettes DO you smoke Don?"

My co-editor is waiting now with a sweaty hand so we'll say goodbye to I and E and to Brubacker and his "iddy biddy you know whats".

## Fire Department News

In the last few months we have held 2 courses for personnel on the unit in basic fire fighting for civil defence, both were quite successful and we hope to hold more of the same in the future. We feel that there cannot be too much emphasis placed on this subject since our survival in the event of war will depend upon our preparedness, to quote from the book "Fire and the Air War". "He who would make his nation strong must look to his fire defences as well as his armed forces" I would like, in this and following articles to point out some of the hazards, and difficulties to be faced and the scope of fires to be expected in the event of an armed attack and how you share, with your fire department the responsibility for fire prevention and fire fighting, if we are to survive.

We have, since World War II, been in a constant state of preparation for our defence and must therefore use the lessons of the last war as a guide for this preparation. Many of these lessons are perfectly plain. They pose some very serious problems however. The solution of many of these problems will mean radical changes in the way we build our cities and operate our fire departments.

You are all familiar with the fire raids on German cities and of the raids upon Japanese cities during the last war, the following is the view from the streets by a fire officer. Much of this material has been taken from the pamphlet "Wartime Fire Fighting".

The heavier attacks on German and Japanese cities is representative of the types of situations which fire departments will face in another conflict. If the A-bomb and H-bomb had never been invented, we would still be discussing great fires as a wartime problem. Before the A-bomb the Royal Air Forces of the British Commonwealth had destroyed at least 54 German cities and the U.S. Army Airforce had destroyed 65 Japanese cities. The fact of fire as a weapon of war had been established and the ruins were there to prove it. To visualize the typical destruction in these cities, take any city with which you are familiar and assume that approximately half the buildings are completely destroyed and that the downtown section is practically wiped out. Of that damage, 75 to 80% would have been the result of fire and not merely destruction by blast of explosive bombs.

Japanese cities were cities of wood buildings and great conflagrations resulted there from thousands of fires started by small incendiary bombs. Japanese fire departments were inadequate for fighting these great fires and the civilian population was unprepared to assist. The combination of large fires, flimsy wooden construction and limited preparation, made effective fire fighting practically impossible. In the



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case of the city of Hachioji, a force of 75 fire trucks was assembled (due to previous warning of the raid) about 54 pumpers per square mile. In spite of this force, 80% of the city was destroyed by fire. This does not mean that fire fighting was not effective. Fire companies were often able to prevent the spread of fire by harrasing it along the flanks, and there were situations where the fire crews were very useful.

The German experience was quite different due mainly to the difference in construction, the typical building in a German city was of relatively small area and seldom more than 5 or 6 stories high with outside walls of solid brick, thicker than American or Japanese type construction. It was not possible, in a German city to have conflagrations like those in Japan, nevertheless great fires were set in German cities.

No fire departments in history ever fought more fires, or bigger ones than the German fire departments. So the observations and opinions of German Fire Chiefs have particular validity. The following is a quote from the book by Chief Officer Hans Rumpf of Konigsberg, "The Bright Red Rooster (Der Hochrote Hahn)".

In the summer of 1943, the era of obliteration bombings had arrived. The first blow of this kind struck Hamburg. It was rather a series of blows which descended upon the city in the hot summer days from 25 July to 3 August 1943. In those 9 days the city was struck 5 times at night and 3 times by day, by a total of 3000 heavy bombers. In the first daylight hours of July 25, the first wave of bombers made an attack with magnesium stick and oil phosphorus bombs against the inner city and harbour, leaving countless fires and a total of 1500 dead. Follow-up attacks were of the harrasing variety until the night 27/28 July when a new attack of about 800 bombers created a situation which showed the fire defences to be pitifully inadequate. Within 1/2 an hour a dense hail of fire bombs turned a large section of the city into a sea of flames. The Chicago and San Francisco fires pale before the size and uniqueness of this Hamburg fire. There were 250,000 dwellings destroyed out of 556,000 and 40,000 people had lost their lives. The burnt city lay like a wasteland full of bricks, rubble, hollow buildings, empty facades of deserted streets of a ghost town - crushed, charred and ruined. Up to this time only nature had been able to unleash such destruction. A description of this inferno, the 20 suffocated persons draped over a bridge railing or the cluster of dead persons who had vainly sought shelter behind a telephone booth from the lethal heat or the charred bodies of mothers with children in their arms, or the corpses stripped naked by the bomb suction, is impossible. It cannot be expressed by all the power of words. Phenomena occured which we had never known. The all conquering force of the fire storm created winds of hurricane proportion, exceeding anything yet known. The sofened asphalt street pavements burst into flame bringing many refugees to a miserable end.

At the edge of the fire storm, the roof of trucks are torn off, people's coats are pulled over their heads, those not standing firmly are knocked down. Small trees fall to earth with splintered trunks, young trees are pressed to the earth like twigs, storm velocities of 75 miles per hour are exceeded. The air seems to glow as the wind whips clouds of ashes through the streets. The yellow red gleam distorts contours, making faces into masks. All kinds of objects sail through

the air as though all the force of gravity had been suspended.

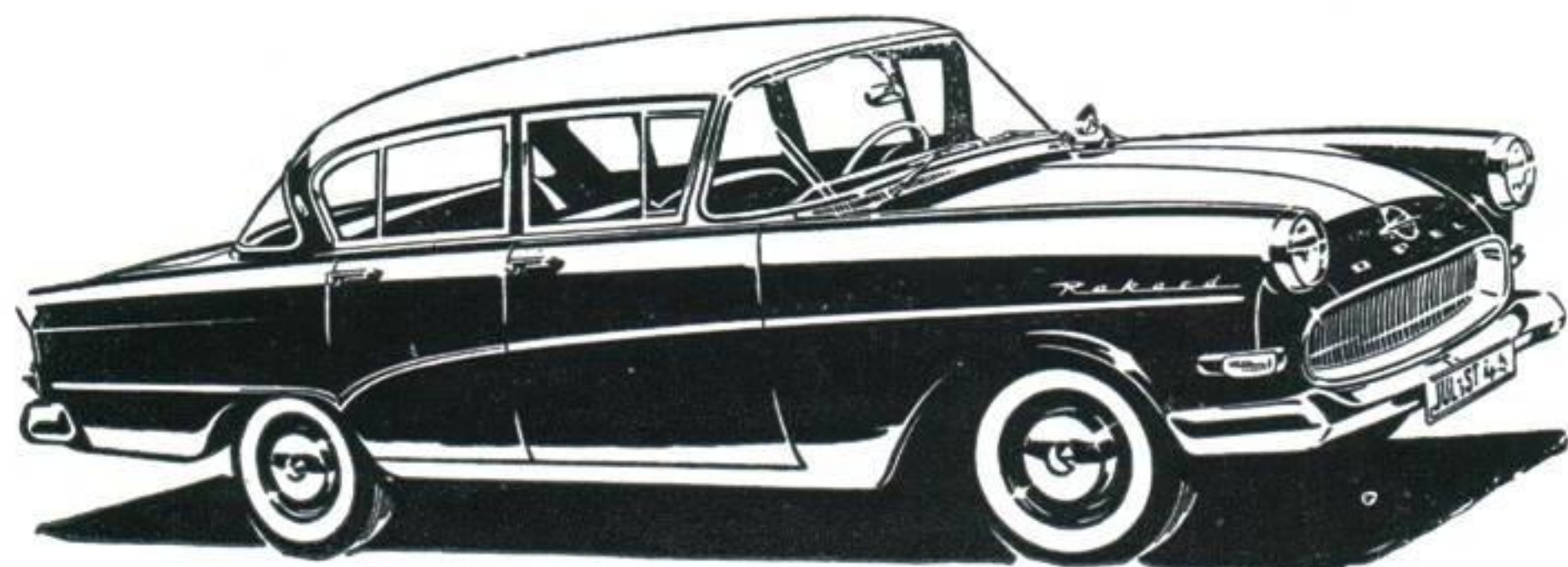
What is the answer? What defence do we have or can we have, for this sort of situation? Civil defence planners and our Armed forces are looking for and finding answers to these questions, but we have partial answers now.

Our large cities in Canada by careful planning and large budgets are building up their resources and the strength of fire departments. Our armed forces have defence plans and the equipment to carry them out; the strength and size of the allied forces act as a deterrent, but you Mr. and Mrs householder must do your part. The support of your local civil defence unit is a first step. Knowledge of fire safety and basic fire fighting follows as a natural second. In Hamburg, according to Chief Schlieman, the fire department extinguished fires in 2,427 buildings and the extension of fire was prevented in 635 others. These figures are of course for fires attacked by the fire department. In an attack with small incendiaries thousands of fires are started and the principal fire fighting must be effected by those people who deal with the individual small fires before they get to a size where public fire fighting service is required. It is estimated that in Hamburg, quite apart from the fire department operations, first aid fire fighting saved some 20,000 houses, including those that had direct hits from incendiary bombs or flying brands. Even in the parts devastated by the fire storm, hundreds of amazing instances of first aid fire fighting were observed, bucket brigades manned by men, women and children carried water for distances up to 1/4 mile, through smoke and heat. Water was often dabbed on patches of fire with rags or brushes or in drops. Windows and doors were blocked with rubble or sheet metal to form fire walls against threatening flames. The few minutes available between the start of many individual fires and the large area fire can only be utilized by those people actually on the spot. Another German fire officer, Chief Brunswig states, "An organization for first aid fire fighting has always been more effective than the best public fire protection that can be provided. It's great advantage is the time factor, action on the spot often makes it possible to quench a fire with a mere thimble full of water." Of these fire fighting crews he also says "However they must be sufficiently trained".

All of the papers published on wartime fire fighting stress also the need for pre-raid fire prevention work and it is pointed out that the work of first aid fire fighters is made easier by the removal of backyard and vacant lot rubbish, and the cleaning up of attics and homes. In peacetime a clean home seldom burns. In war a house full of rubbish, a backyard of trash is seldom saved and your neighbors house may very well go with it. Get rid of all your unnecessary combustibles and make your home fire safe.

We of your fire department are in dual service, in addition to Airforce service we are also in your service. It is our job to protect you from fire and we can only do this with your help. Help us to help you, find out from your fire department how to make your home safe from fire and what to do in case of fire. Call us at 203 or drop by the section, we will be glad to see you and more than happy to give any assistance we can.

Some problems, if ignored long enough, will go away. I wish the same could be said of these. Since they wont, drop in to see us before we meet you again in the Flieger.



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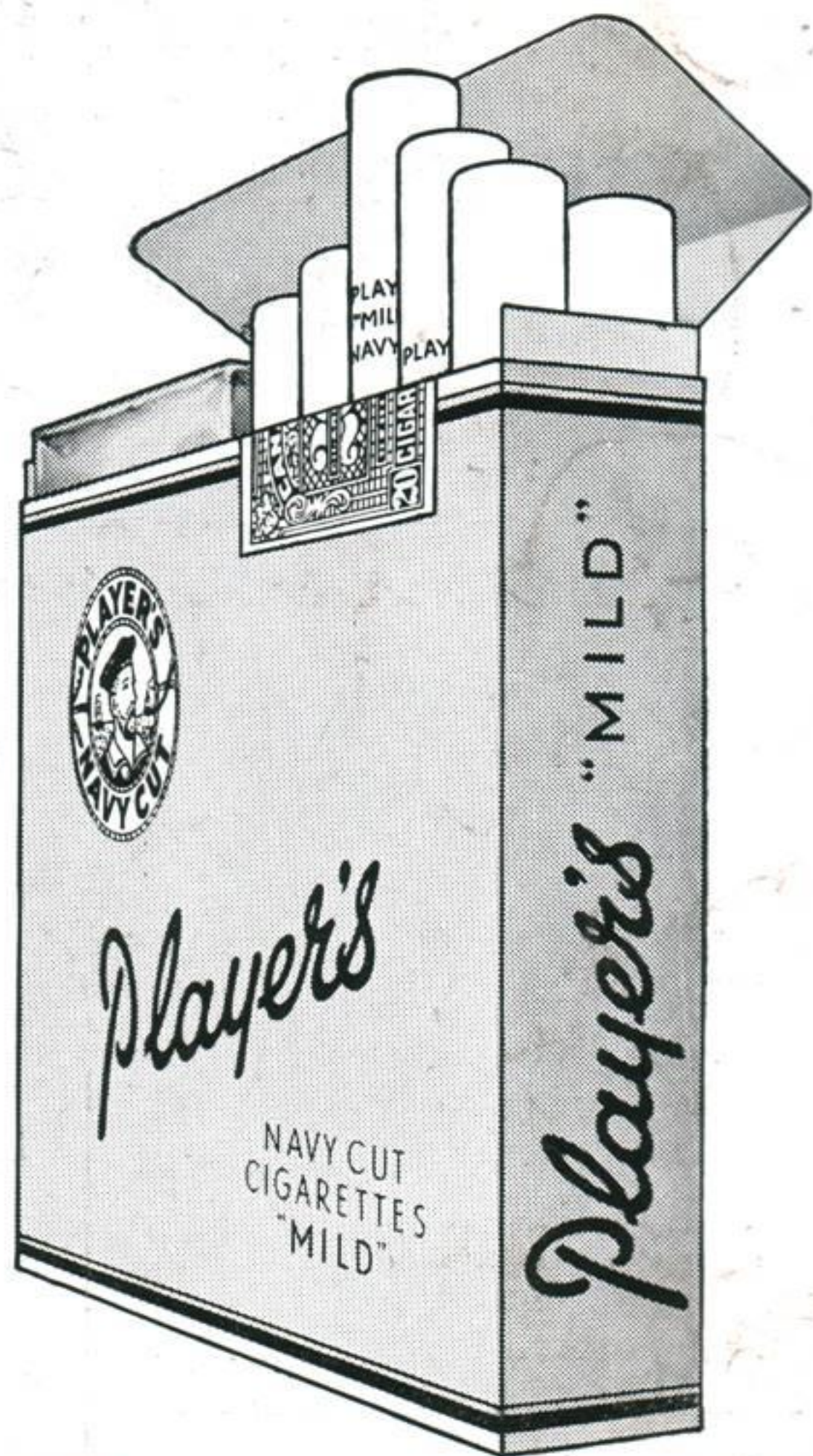
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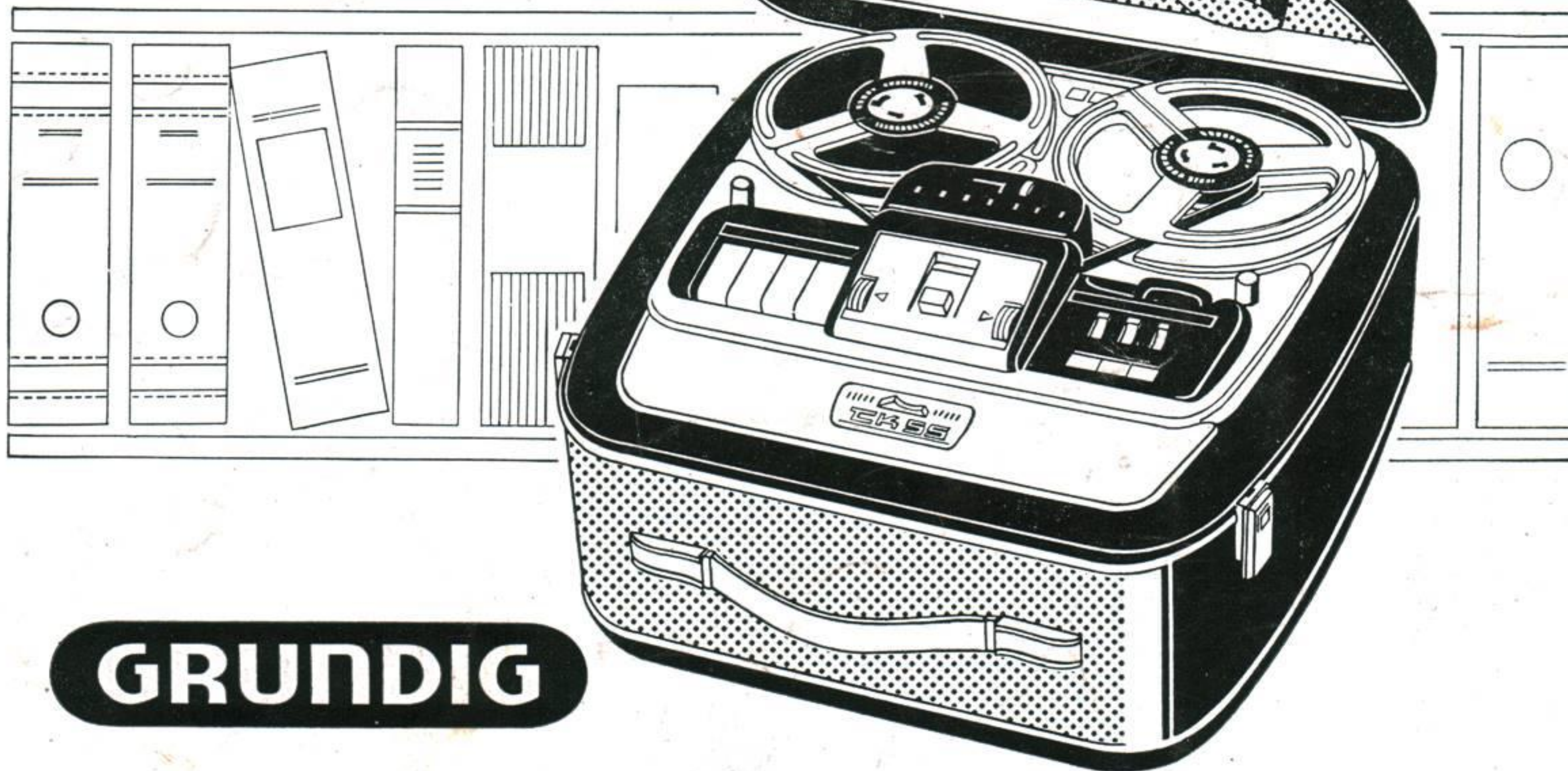


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