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Schwarzwald Flieger



WELLINGTON MK II



VOLUME IX · MAY 1962 · NUMBER 5

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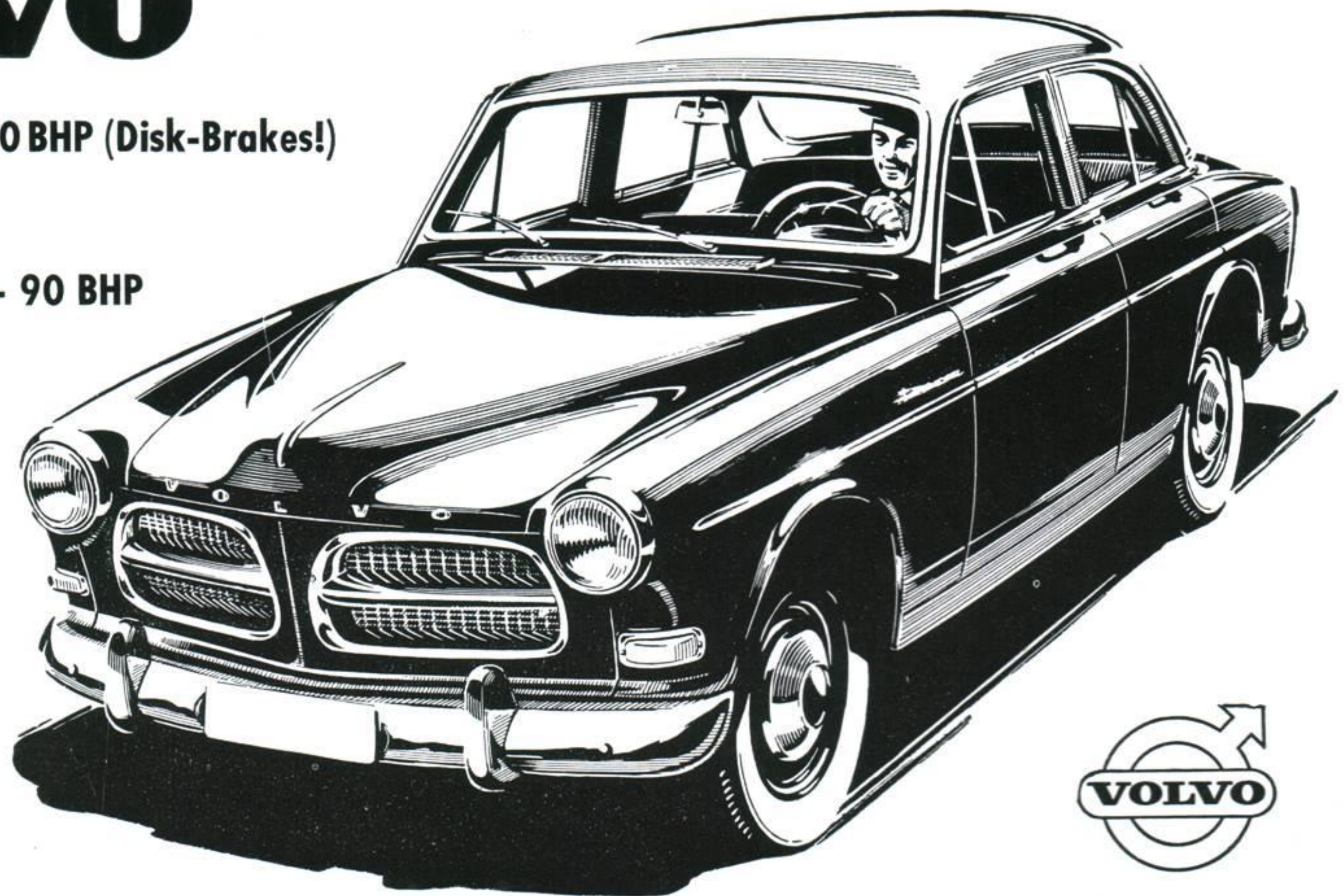
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ENGLISH SPOKEN! ON PARLE FRANÇAIS!

## Editorial

Probably one of the most valuable and rewarding experiences in your Air Force career will be your three to four year stay in the Air Division. If approached with the wrong attitude, however, it could leave you with less gained than a stint on the DEW line.

To the average Canadian civilian, and in fact to most service personnel, a trip to Europe is an intangible idea, often dreamed about but never actually brought into the realm of reality. At the most, with diligent planning and considerable expense, it could develop into twenty-one day excursion including a brief look at Buckingham Palace, a trip up the Eiffel Tower and two rolls of colour slides. Pleasant, yes, but they didn't see Europe.

Examine your own situation. Here you are stationed at the most beautiful Wing in the Air Division, situated in the heart of the Black Forest resort area, a location which makes any part of Europe easily accessible even on a three day weekend. You have Europe at your finger tips, and best of all you have three years to do something about it. What have you done about it?

To the slightly lazy individual, and humans are generally lazy by nature, it would be very easy to nestle into the protective confines of the Wing and spend the next three years quite contentedly circulating between the cinema, the rec hall and the PMQs with a two week break every six months to patronize the better known English speaking tourist traps and eating that typical European cuisine, ordered from American menus, and designed to suit the taste buds of the American tourist.

To really see Europe you must first learn to live with Europeans and the first step in this direction is to gain an understanding of the language.

Your Wing Education Office offers both day and night courses in conversational German and self taught courses including records are available both from the Education office and the PX.

German is a very easy language for English speaking people and with only a few hours a week you will find a whole new world opening up to you.

As a Canadian, and as Canada's representative abroad, it is your responsibility to learn to know and understand your NATO partners.

Remember, you never get something for nothing. In this case the investment is small but the dividends are a wealth of knowledge, comprehension and the art of appreciation. They will be yours for life.

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## Words

The editors of the Flieger saw fit to reprint the following article written by FS LF Hopton of the Department of Public Relations AFHQ. This article merited FS Hopton first prize in the Newspaper Institute of America newswriting competition.  
Editor

Despite the richness of our language in its clarity, beauty, distinctive and minute differentiation of meanings, there are those writers who continue to use fifty-cent words when nickel words of equal quality would suffice. Simple writings are made complex, and complex writings are puzzling.

The force of correctly chosen words is immense. They are versatile and lively. They gain significance from very insignificant changes of position. They take color, prismatically, from the words which precede and succeed them, and are heightened or lowered in their meanings by the power of melody and inflection.

Words can be made to express every conception of the human mind. It must be the writer's aim to portray vivid descriptions and well-drawn word pictures of things he sees, hears and imagines, so realistically that they are traced, line by line, in the mind of the reader.

Words convey ideas. The reader is not interested in what a word means to an author, but what it means to him. There are words to fit all requirements, so exact in meaning that their echo will emanate from the reader's mind. To be satisfied with "nearly" the right word is unfair to the reader and to the writer's reputation.

Writing calls for the use of dynamic words, words which are graphic, active and pleasant. The hues must be correctly blended; they must be fitting to the subject, the writer and the reader.

Brevity should be practised. To use many words to communicate few thoughts is the unmistakable sign of paucity. A good writer gathers much thought into few words.

"It is sheer laziness, not compressing thought into a reasonable space", said Churchill.

The greatest success in description comes through simplicity in telling about scenes and persons and events so that the reader seems actually to participate in or to know them. Description should not be static, but always active and moving.

A mental reservoir filled with words taken from the streams of the literary world is a priceless thing. The contents will express all the needs, desires and emotions we want them to. They can express sadness, gaiety, friendliness, authority and action.

The choice rests with each writer. He does himself an injustice if he does not select words wisely and imaginatively. He must insure that the written words will be read in the same sense by the reader.

The reader will only respond if the words automatically trigger his interest cells. He will not be, and cannot be, energized into action, physical or mental, if what has been written is timeworn and flat.

The writer's responsibility is to imagine that as he writes, he is actually talking to the reader seated across the desk from him. Only in this manner can the writer be sure that his message has been "received and understood".

"God wove a web of loveliness, of clouds and stars and birds, but made not anything at all so beautiful as words", wrote Anna Hempstead Branch.

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

# THE WELLINGTON

by WO2 TATE

This is a medium heavy bomber aircraft that has had many tales told of its' incredible feats of endurance and tenacity. Never was there another aircraft built that could absorb so much punishment and still fly. It was known affectionately as the "Wimpey". One of the unusual features of this aircraft that gave it such great strength was its geodetic construction of the fuselage. Geodetic construction is a steel lattice-work over the fuselage formers and fabric covered. The wing and tail were aluminum alloy skin-stressed construction.

The Wimpey was designed to Air Ministry Spec B 9/32 issued in September 1932 and the first Wellington K4049 made its maiden flight on 15 June, 1936. At this time it was flitted with a Stranraer (flying boat type) fin and rudder and the Bristol Pegasus X was finally chosen as its two power plants. The first Wellington was shown at the RAF display at Hendon, 1936. This aircraft was destroyed in a crash April 1937. In 1937 the Air Ministry gave Vickers an order for 180 MK-1 aircraft.



WELLINGTON MK 3

The first production Wimpey was L4212 and flew 23 Dec. 1937. This aircraft had the Pegasus X engines. All other MK-1's were engined with Bristol Pegasus MK-18 two-speed superchargers. There were many changes made in this model. The fuselage shape was changed, a new curved tail fin and rudder was installed, the tail wheel retracted, the Vicker turret front and rear were later changed to Nash & Thompson in the MK-1A Wimpey. Further modifications were made on the MK-1C. The main wheels were increased in diameter and they protruded slightly below the nacelle when fully retracted. There were 180 MK-1s, 180 MK-1As and 2,685 MK-1Cs built.

By the time WW II came around, the MK-II was flying with Merlin X, 1145 HP in line liquid cooled engines and the MK-3 was flying with 1375 HP Bristol Hercules 14 cylinder air cooled radial with sleeve valves. There were six Squadrons of Wellingtons operational in the RAF Bomber Command when WW II began. The first RAF Wellingtons attacked Germany on 4 Sep., 1939. There were 14 Wimpeys from 9 and

149 RAF Sqn. The raid was restricted to bombing shipyards. Two aircraft were lost and the operation was unsuccessful. Bomber command was under the impression that a tight formation of Wimpeys flying in daylight could take care of themselves with their nose and rear gun turrets. This theory was soon washed out as enemy fighters attacked from the side and devastation followed in a very larger number of aircraft being destroyed and not much bombing done. From then on they became night bombers.

About this time it seems appropriate to write a bit about the Canadian "Wimp" Squadrons. Some of these were: 420, 424, 425, 427, 428 and 429 Squadrons. The following Canadian Squadrons went to Africa May 1943: 424 Tiger Sqn, 425 Alouette Sqn and 420 Sqn. All of these Squadrons were part of 6 Bomber Group "Canadian". When these Squadrons arrived in Algiers they moved by railroad from Algiers to Tunis. This took five days due to the fact the prisoner of war movements and snipers had things literally bogged down. From Tunis they moved by convoy to Kairrouan (a holy city for the Moslems). Operations were started in a few days after arrival in the desert surrounding Kairrouan.

What was it like there? The Canadians say horrible; sand in engines, sand in beds and sand in the food. The rations were hard tack and corned beef three times a day. This was washed down with lukewarm tea or coffee. Each man had one jug full of water each day for washing, drinking and shaving. Their wash basin was their own steel helmet. For company they had snakes, cactus and black scorpions scattered profusely throughout the mess hall bread boxes. The diet could be supplemented by buying watermelon, almond nuts, dates and tangerines from the Arabs.



WELLINGTON T-10

Servicing of aircraft was quite a problem in the desert. The engines were equipped with Vokes desert air filters that had to be cleaned once a day. Another problem was caused by bombs left a ready condition in front of aircraft exploding during the heat of the day. The theory was that the reason



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these bombs blew was because the desert heat warmed them up internally and then about twenty minutes after the bombs were installed in the bomb bay and the bomb began to contract it would sometimes blow. 424 Squadron lost four men in one day due to this happening. Three different aircraft, 3 men dead and one with an arm lost. After this, bombs were installed immediately after they came from the dump. Then another problem came from rats burrowing holes under the runway. A fully loaded "Wimpey" would begin its take-off run and just about the time it was ready to be airborne, one wheel would drop through the runway. The undercarriage would collapse and the aircraft would explode with the crew then on their way with Heaven Next Stop. One of my ex-pilot Engineering Officers was taking off in a fully loaded Wimpey and one engine conked out as the wheels were retracted. There was no alternative and he crashed on to the field. The



WELLINGTON I-C

pilot and the tail gunner lived but received bad internal injuries. The navigator and wireless operator were both killed. The pilot of the aircraft is still in the RCAF as a Wing Commander CTSO.

The main purpose of the Canadian Bomber Squadrons in Africa was to fill the gap between the American and RAF Bomber Squadrons in bombing the Italian Malta (Pantellarici Island which was heavily fortified) and the bombing of Sicily and Italy up to Rome. These squadrons returned to England to be converted to Halifax MK-3s, October 1943. These squadrons were classed as the most efficient bomber squadrons operating out of the African area.



WELLINGTON I-C (CRASH)

In October 1943, all Wellington Squadrons were phased out as first-line bombers. They had dropped 42,440 tons of bombs since the beginning of the war.

There were many other models of Wellingtons. The MK-8 was a reconnaissance version. The MK-X was the last of the bomber types. This model was modified into a T-10 or flying classroom and continued in service until 1953 at the RAF Navigation Schools. There was a total of 11,461 Wimpeys built. It is one of the greats in the bomber aircraft hall of fame and it is noteworthy that the Wimpey could carry a larger bomb load and with only half the personnel for each complete

operation in relation to the four-engine American heavy bombers. The other unusual feature of the early Wellington bombers was the fact that in any bank over 35° the rear turret would auto rotate and come completely loose from the aircraft. This sometimes was very disconcerting for the rear gunner as he would be unable to open the turret exit door with the turret cart wheeling in the air. One squadron, 428, lost three gunners this way in one month. The Wellington was easy to fly and had lots of reserve power, in general, it could be classed as an excellent aircraft in all respects.

#### Technical Data

#### Vickers Wellington MK-1C

|                                  |                |
|----------------------------------|----------------|
| Long range night bomber          | crew 6         |
| Metal geodetic structure         | fabric covered |
| Power plant - 2 Pegasus MK-18    | 1000 BHP       |
| Power plant MK3 - 2 Hercules MXI | 1500 BHP       |

Span - MK-1C - 86 ft; Length: 64 ft 7 in; Height: 17 ft  
 Span - MK-3 - 86 ft 2 in; Length: 60 ft; Height: 17 ft  
 Weight: MK-1C - Empty: 18,556 lbs; Loaded: 28,500 lbs  
 Weight: MK-3 - Empty: 18,556 lbs; Loaded: 29,500 lbs

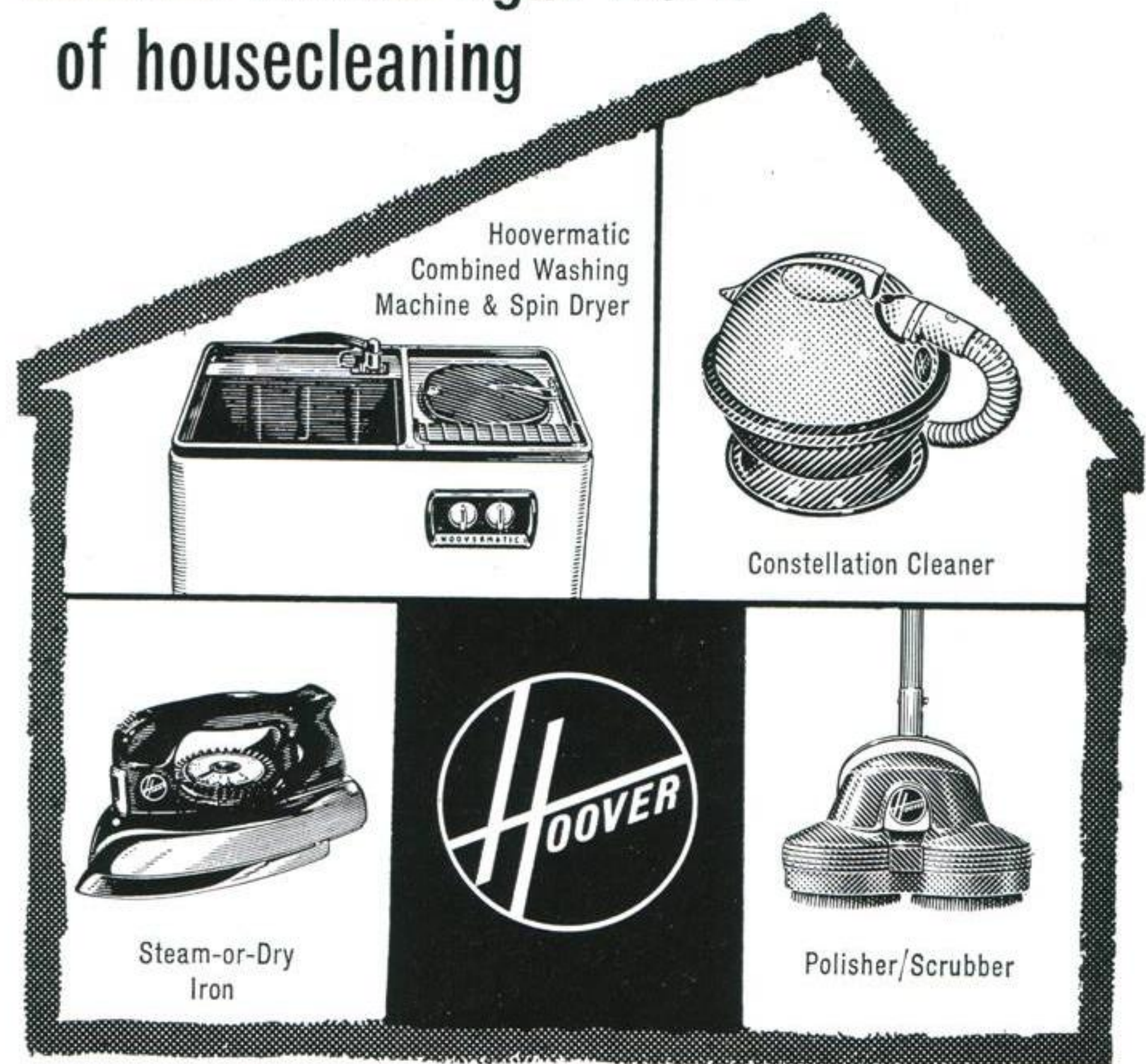
**Performance:** MK-1C - 235 at 15,500; Range: 1200 miles with 4500 lbs of bombs or 2,550 with 1000 lbs of bombs.

MK-3 - 255 at 12,500, 1540 miles; 4500 bomb load or 2200 with 1500 bomb load.

**Armament:** MK-1C - Two .303 nose and tail turret, two .303 in. manually operated beam position.

MK-3 - Two .303 in nose turret; four .303 in. tail and two manually operated .303 in. beam positions.

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# NÜRNBERG

by Michael Winch

Since the beginning of the last century Nuremberg has developed two distinct and widely different characters. It has become one of the largest industrial towns in South Germany, and a shrine, or symbol of national culture. The industrial quarters grew up round a very large medieval town, defined by magnificent walls and gate towers, which from the fifteenth to the late eighteenth century was one of the most important centers, first of German painting and scientific inventions, then of handicrafts of every sort.

Today Nuremberg represents above all the spirit and achievements of the High Gothic and Renaissance periods. It does so in a special way for it was always independent of the fortunes and tastes of a local reigning family or the influence of a regional style. Its inherent importance has, too, been greatly enhanced by the presence of the German Museum



The Albrecht-Dürer-House where the famous German artist lived from 1509 until his death in 1528.

which is destined to give a picture of German cultural achievement as a whole.

Nuremberg, which has had a long and brilliant history, has always been closely connected with the Emperors. It seems to have been founded by the Emperor Henry III about the year 1040, and in 1192 was granted as an imperial fief to Count Friedrich of Hohenzollern, an ancestor of the Kings of Prussia. The stronghold of the Hohenzollerns was the castle on the hill. Under its protecting walls a large trading settlement soon sprang up, and in 1219 this was given the privileges of an Imperial City to provide a counterweight to the power of the Hohenzollerns. The settlement spread southward to the river Pegnitz and the citizens soon surrounded it with a wall.

Meanwhile, on the opposite bank of the river, between it and the present railway station, another trading settlement sprang up, and this too was surrounded by a wall. In the early fourteenth century the walls were united and in 1356 the Emperor Charles IV granted the new, combined town a special honor. The first Diet of each reign was to be held in the Emperor's lodging on the castle hill. Then in 1417 the Hohenzollerns succeeded to the Margravate of Brandenburg. They sold the castle to the town, and the citizens of Nuremberg, which had been ruled from the earliest times by the patrician families, became complete masters in their own house.

From that moment Nuremberg began a second, rapid development which soon made it one of the greatest trading centers in Europe, and from the cultural point of view a northern equivalent of Florence. Between 1436 and 1533, a period of scarcely one hundred years, some of the finest German craftsmen and artists, and some of the greatest intellectuals were born and died there.

## Center of Art and Trade

Among them were Willibald Pirckheimer, one of the leading German humanists; Veit Stoss, one of the greatest wood-carvers of all time; Adam Kraft, the stone-carver, and the three Vischers, who worked in metal, Peter the Elder, Peter the Younger and his brother Hermann. Where as Stoss and Kraft followed exclusively the Gothic tradition, the Vischers, whose work you can see in the churches, began to be influenced by the spirit of the Renaissance.

Then there were the painters, many with unknown names but all on high level. The greatest was Durer (1471-1528), whose home and studio you can still see. This artistic flowering, great though it was, did not by any means represent all Nuremberg's achievement. Hand in hand with it went an extraordinary scientific inventiveness. Regiomontanus (1436-1476) invented nautical tables used by Columbus; Behaim (1459-1507) made the first globe; others the first pocket watch and airgun.

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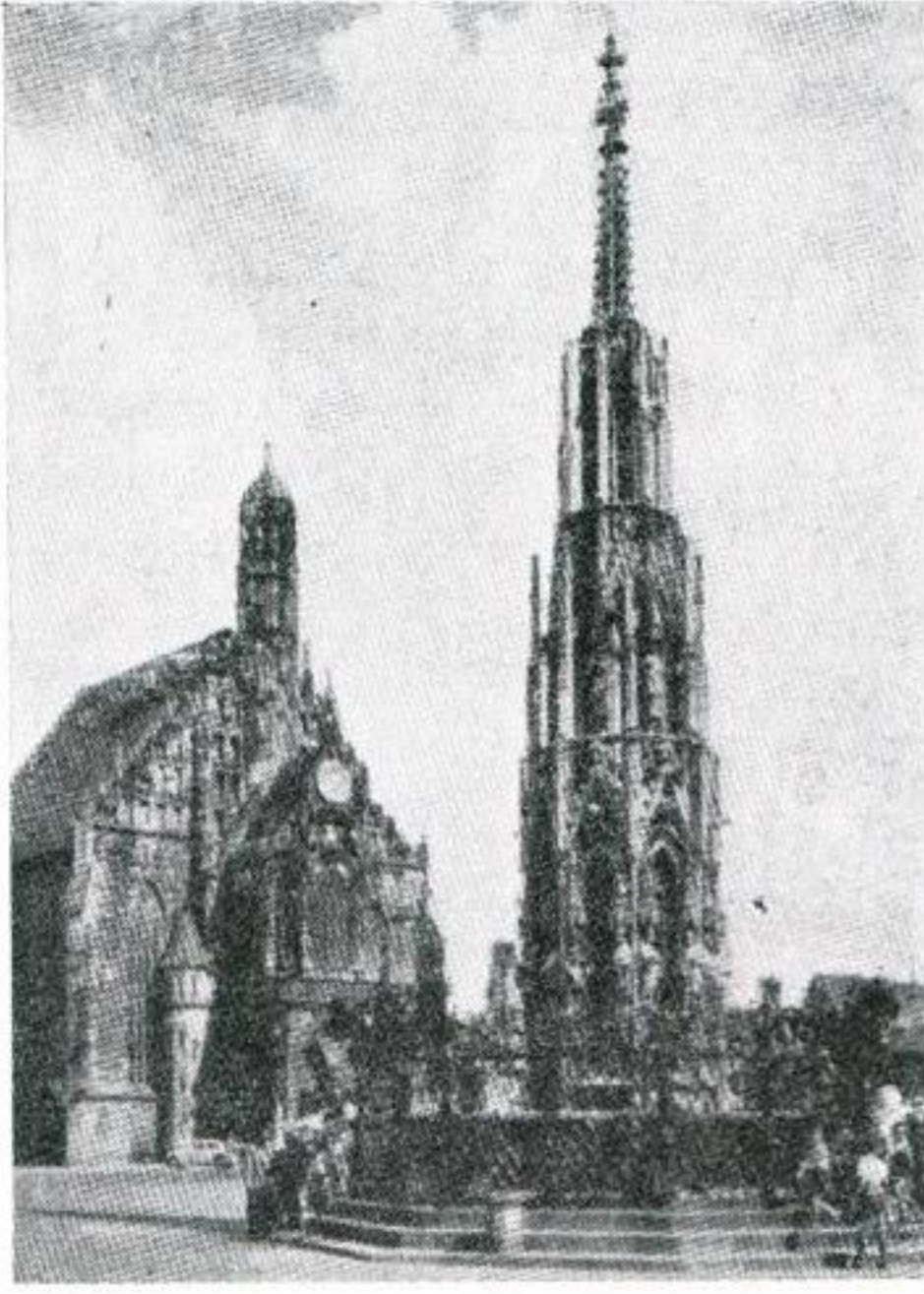
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## Reconstruction



*A close-up of the Frauenkirche and the lovely fountain.*

In the middle of the sixteenth century the school of painting faded out, and the spirit of invention died. But as a center of crafts Nuremberg retained its importance until well into the eighteenth century. Its armorers and cabinet makers, its workers in pewter, gold and precious metals, its jewelers and workers in enamel, its printers and illustrators, turned parts of the town into an enormous workshop. Their productions, as the museum will show you, were of a beauty rarely found elsewhere in Europe. In the last century the descendants of these craftsmen again set the tone and Nuremberg became famous as a center of the precision industry.

Then in the Second World War nearly forty percent of the buildings, many of which reflected the great and glorious past, were totally destroyed by bombing. The old town was worst hit, and most of the damage was done in two raids early in 1945. Nearly seven thousand people were killed, and when peace came the authorities had the task of moving fifteen million cubic yards of rubble.

The first time I went to Nuremberg after the war was early in 1947, when the train in which I was traveling made a long halt at the station in the early evening. I decided to try and walk as far as the castle, which stands on a hill at the other end of the town and dominates any view. In the gathering darkness I picked my way down the Koenigstraße, the main street of Nuremberg, climbing over heaps of debris and avoiding great twisted girders. Most of the buildings on either side had been reduced to ruins and here and there tufts of grass were already sprouting from crumbling walls. Occasionally an elderly man or woman crawled from a cellar dwelling, or crept down a rickety staircase from a top floor flat which, unlike those below, had miraculously escaped destruction. Most of the windows were blocked with cardboard but in others flickering candles were beginning to appear. I crossed the river Pegnitz by a narrow plank bridge, passed two lonely stalls, at which a woman was selling a few swedes and turnips, and a man tobacco made of rhubarb leaves, and climbed the slope to the castle hill. There, too, everything was in ruins. As I looked back over the town I heard no sound, and saw no lights except three tall arc lamps before the station.

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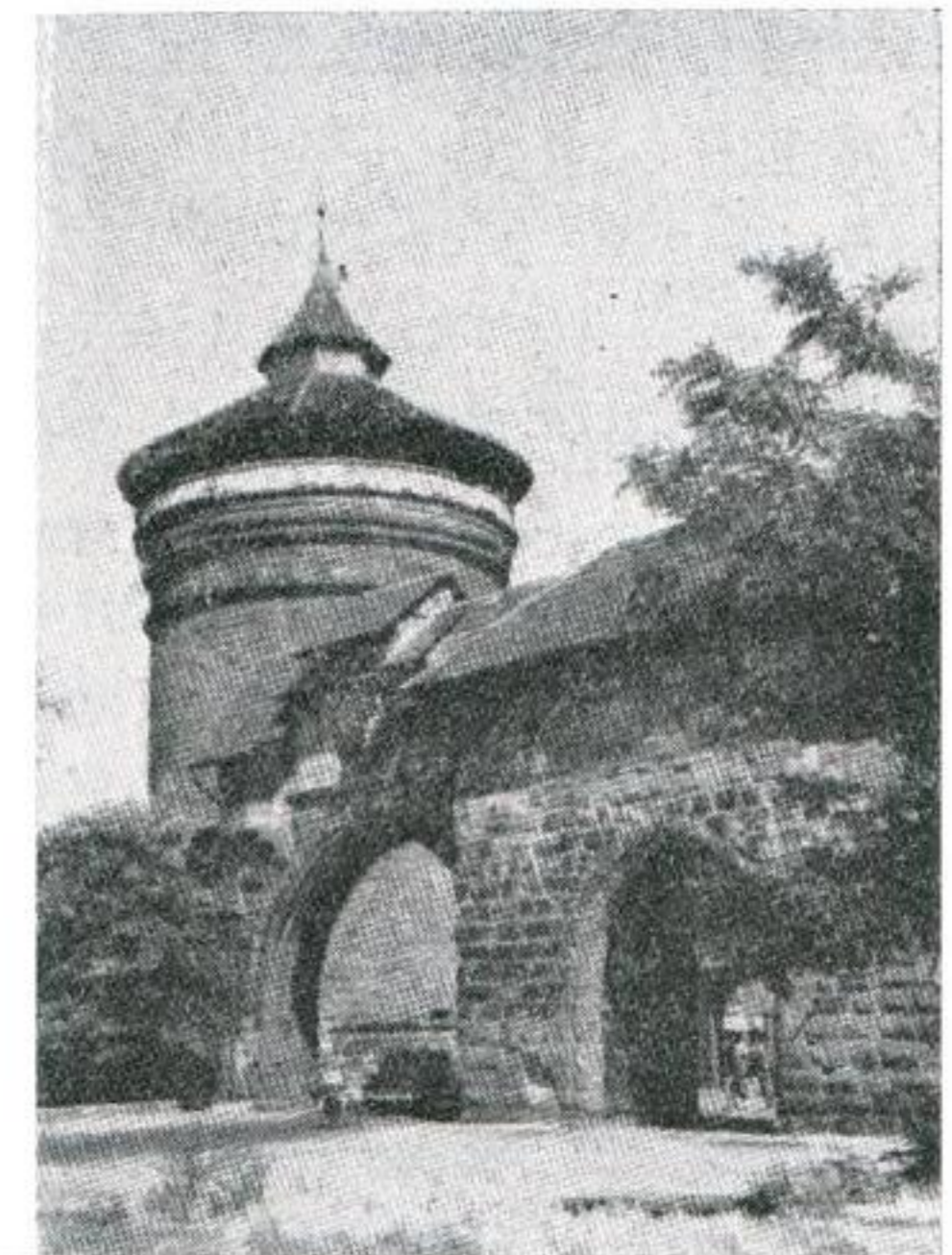
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Today Nuremberg looks very different. As you come out of the station you will find yourself in a busy square. Opposite you is the Grand Hotel. Its lounge and bars are again as orderly and luxurious as in the days of the Nuremberg Rallies when Hitler stayed there. The Frauentor, one of the great gates of the town, has been restored, and so has the double line of walls, built in the fourteenth century when Nuremberg was approaching its greatest period, had to be strengthened in the sixteenth and again in the seventeenth century to meet the new danger from cannon fire. They extend the whole way round the town and provide one of the most complete examples of medieval fortifications on the grand scale that I had seen anywhere. The Frauentor received its present massive shape in 1556, and its walls, twenty feet thick, were designed partly as an emplacement from which cannon could reply to those of the invaders.

Beyond the Frauentor is the Konigstrasse. Both this and the side streets have been entirely rebuilt, and on the pavement before the shops and beer-halls you will find a bustling crowd.

In the beer-halls special sausages are served. If you are with a friend who orders you "three pairs" you must not be



*The Spittler Gate*

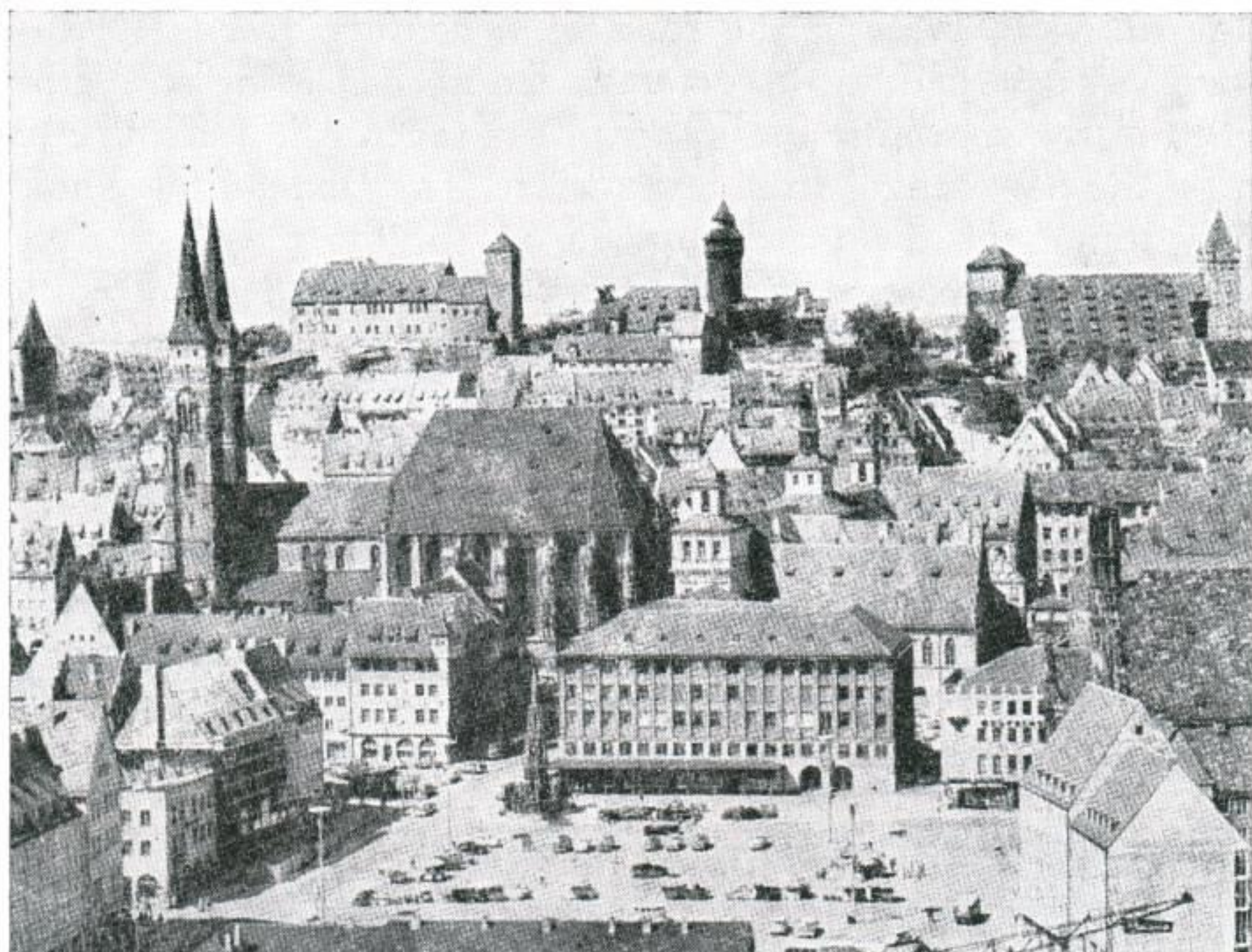
surprised, for the Nuremberg sausages, made two together, are scarcely larger than the little finger. None of the streets appear exactly as they were before 1939, but sufficient of the buildings have been reconstructed in the old way for this part of the town to have something of its former character. Outstanding among them are the great granary, built in 1502 in pale sandstone, and the Lorenz Kirche. This church not only has lovely late Gothic vaulting but contains examples of the work of two of the Nuremberg master craftsmen. In the chancel is the beautiful Angelic Salutation, a carving by Veit Stoss completed in 1518, and near it is a tall delicate tabernacle, the work of Adam Kraft, finished in 1500. The crouching figures which support the tabernacle are said to be those of Kraft and two of his apprentices. Both carvings represent the last superb flowering of German Gothic. They were walled up throughout the war, and to this they owe their survival. Nearby is the Martha Kirche in which at the end of the sixteenth century Hans Sachs trained his Master Singers, the most famous in all Germany.

### Medieval Castle

When I last visited Nuremberg the castle had already been sufficiently restored for it to have recovered its striking and entirely medieval silhouette.

On the top of the castle mound you will find three distinct groups of buildings. On the right are the former Imperial stables, now a Youth Hostel. Because of the particular

importance attached to Nuremberg this hostel is the largest in Germany. In the center is the former dwelling of the Hohenzollerns, now in ruins. Damage to this was begun by a fire in 1420 and completed by bombing in 1945. At the western end of the hill is the Emperor's lodging. When I was 1st there work had already been admirably completed on two splendid halls dating originally from the sixteenth century, in the



A view of the Hauptmarkt square, together with the new town hall, the beautiful fountain, the Frauenkirche, St. Sebald and the Kaiserburg.

lower of which the Diet was held. Each had fine timberwork, some of the beams being almost a whole tree. Beside them is a small Romanesque chapel with unusually slender pillars, begun in the twelfth century by Frederick Barbarossa.

Below the castle and just within the massive Tiergartnertor is the so-called Durer House, in which Durer lived. The front was blown in by a bomb in 1945, but no irreparable damage was caused. It was built in 1420 and the stout central post round which it was constructed, the beams and low doors, designed for people much shorter than ourselves, are typical of the time. Durer lived there from 1509, immediately after his return from Italy, until his death in 1528, and the house then remained in the possession of his family for several generations. The little square outside the house has retained its former pattern, and it is one of the few complete pieces of street architecture that was not harmed in the last war. The view from Durer's small, dark, panelled workroom, therefore, must be similar to that which he enjoyed.

Between the Durer House and the Sebaldus Kirche, which you will have passed on the way up to the castle, are still a number of old, stone, patrician houses in their original form. Here, as so often happens in Germany, is an architectural eccentricity special to the town; the little oriels, or "spy" windows, often of wood, on the first floor. One of the houses, the Fembo-Haus, has been turned into a Museum of

Nuremberg Antiquities. This illustrates clearly the development of the town. Like many others in Germany it was so depopulated by the Thirty Years War that there was room within its walls for a further increase in population until right up to the nineteenth century.

### Fine Craftsmanship

Nearby is the Sebaldus Kirche. Its superb unobstructed east choir in the form of a hall church was built in the late fourteenth century by Heinrich Parler of Prague. Whether Parler was a descendent of one of the German masons who went from Regensburg to Prague I do not know; but I always like to think he was, and that he was able to repay the old debt by returning to add fresh beauty to his own country. Here you will also find examples of the work of two Nuremberg craftsmen. The shrine of Saint Sebaldus was made by Peter Vischer, helped by his two sons. It is regarded as a masterpiece of the German brass founders' achievement and is particularly interesting for although it is still Gothic in spirit it provides one of the earliest examples of the use of Renaissance detail. You will see that Vischer has incorporated himself in the decoration, as Kraft did in tabernacle in the Lorenz Kirche. Vischer wears his leather apron and does not look at all unhappy. On a wall of the choir is a crucifixion



The "Weinstadel" (a wine storehouse) built in 1446-48 is one of the most significant and largest examples of half-timbered buildings still standing in Germany. Today it serves as a student dormitory.

group by Veit Stoss. This, too, is beautiful, but not perhaps typical of his work for it seems to lack some of the liveliness that is unusually associated with it, particularly, for example, with the figures in the alterpiece at Creglingen. The nearby Frauenkirche was built in 1360, is almost square and reminded me of the little church in the Romerberg at Frankfurt. Outside it is an early Nuremberg mechanical clock, on which the

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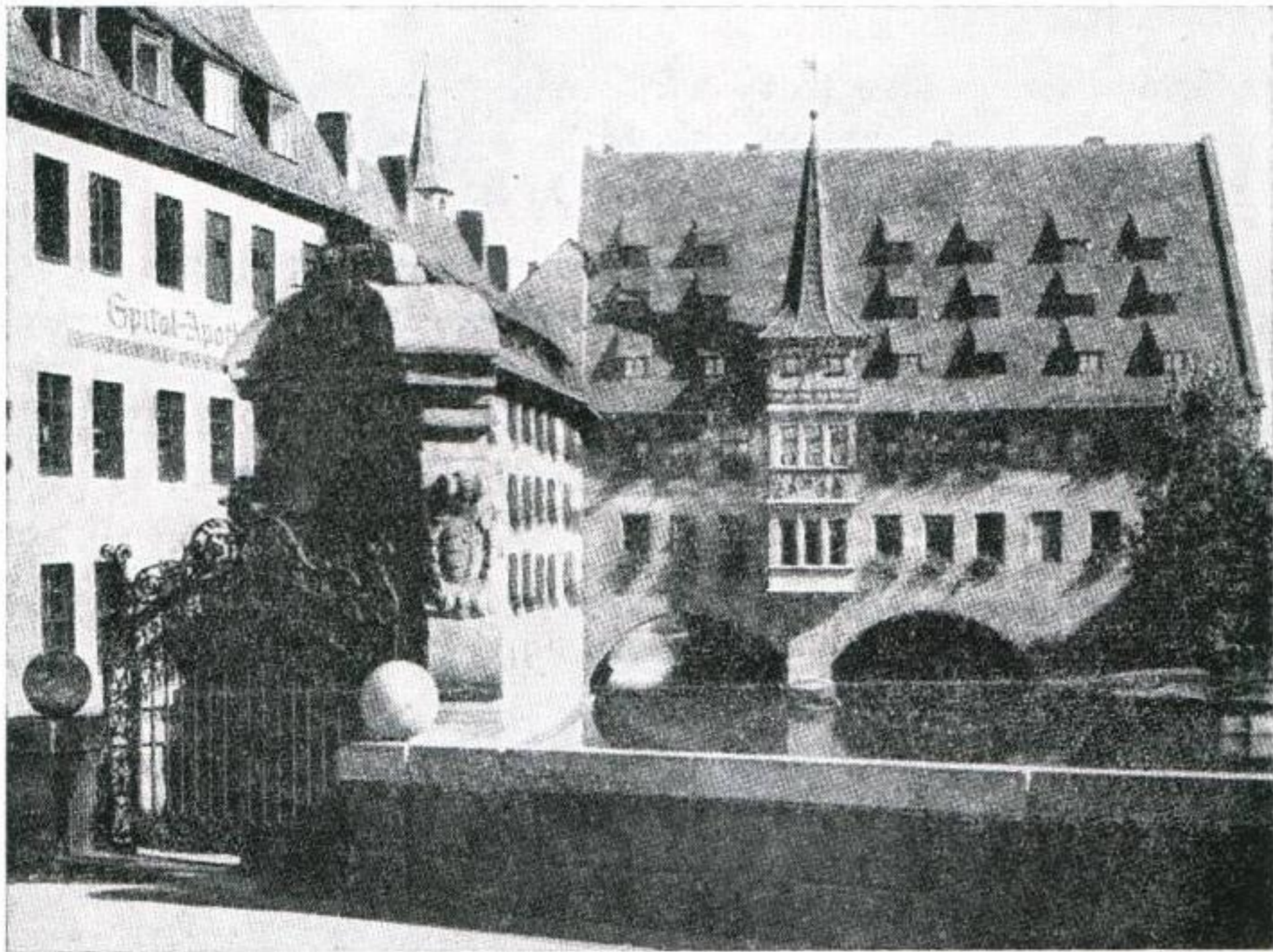


Chrysler

seven Electors run round the Emperor Charles IV. It was put up in memory of the Golden Bull.

There remains only the German Museum, which is almost as large as the Victoria and Albert in London. As I said earlier it is designed to give a picture of German artistic achievement as a whole. Inevitably perhaps, the richest sections are those connected with the achievements of the Nuremberg painters and craftsmen, and here you will find the very best examples of their work. Besides the pictures are collections of armour, furniture, silver and glassware, clocks, watches, domestic objects of every sort and even cradles.

One of the greatest treasures and certainly the one which I enjoyed the most, is the Golden Gospels. These were given by the Emperor Otto in 985 to the monastery at Echternach, on the frontier between Germany and Luxembourg. You will find them quite by themselves in an inside room which opens off a cloister. The covers, which were made at Trier in the time of Archbishop Egbert, are of pure flat gold with borders of enamel and precious stones. They have a rare beauty of a primitive kind. The texts were added to the covers at a later date and were inscribed and illuminated by the monks at Echternach between 1020 and 1030. Each of the one hundred and eighty-odd pages of exquisite gold lettering and each of the sixty-nine illuminated pages is a masterpiece in itself.



The Heilig-Geist Hospital (built in 1331-41), an old people's home for Nuremberg citizens; one of the largest social foundations created during the Middle Ages.

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Baden, Soellingen Branch: H. H. ROBERTSON, Manager

# Canadian Legion

A badly-needed pension to help her raise three fatherless children has been awarded the widow of a peacetime RCAF flight lieutenant as a result of the work of the Royal Canadian Legion's Service Bureau.

The 43-year-old officer died in 1957 some months after he left a desk job, under orders, to aid in searching for a crashed plane in the snows of the Miramichi valley in New Brunswick. He suffered a heart attack during the arduous search and after much treatment over a period of months died of coronary thrombosis.

When his widow applied to the Canadian Pension Commission for a pension she was turned down as his death was ruled as being not attributable to Regular Force service.

The story of the Legion's representations to the Commission on behalf of the widow and her children is contained in the files of the Dominion Service Bureau of the Legion in Ottawa. It is of interest to serving members of all three services because it illustrates the often over-looked fact that the Legion works on behalf of all servicemen, not just war veterans.

The plight of this widow was brought to the attention of the Legion in April, 1959, after she had had two hearings before the Commission and an Appeal Board decision, all with adverse decisions. The Legion's Service Bureau had no easy time persuading the Commission to grant permission to re-open the case.

With the assistance of the medical advisor on the staff of the Service Bureau and with new medical opinions obtained from three outside specialists the Legion was finally able to convince the Commission that the officer's death could have resulted directly from the duties he was commanded to carry out in the search party.

The widow received \$ 2,926 in retroactive payments dating back to the date when the case was taken to the Appeal Board and was subsequently awarded a monthly pension of \$ 264.

The fact that the Canadian Pension Commission's final decision was a favourable one was due mainly to the professional opinions and the way it was presented by the Legion's Service Bureau. This professional help is available free of charge to all Canadian ex-servicemen and their dependents whether they belong to the Legion or not.

In another case, the Royal Canadian Legion helped a young Registered Nurse obtain a 20 percent disability pension for an injury to her right hand, incurred during peacetime service with the RCAF in Germany in 1957.

The nurse cut her hand on a broken jar while on hospital duty. Although she received prompt medical treatment, some vital nerves were damaged, resulting in continual pain and some loss of feeling in her fingers.

After being returned to Canada and discharged in 1960 the nurse sought the Legion's help to present her claim for a pension. On the first hearing the Canadian Pension Commission gave a favourable ruling. She received a retroactive payment of \$ 180 and is now receiving a \$ 36-a-month pension.

The award also enabled her to take advantage of special training available through the Department of Veterans' Affairs for employment suitable to her restricted ability to perform nursing duties.

# THE STEERING COLUMN



## Driving after dark

Darkness calls for a special type of driving. You've got to make sure that you see and that you're seen.

Now how do we make sure that we see?

Watch for the glimmer of lights which will tell you that a vehicle is coming toward you, but is hidden by a dip in the road. Get a fix on the far side of the dip, so you'll know where that road is during the partial blackout following meeting bright lights.

Sometimes you can see better if you let a truck or bus up ahead screen for you while meeting a long stream of vehicles.

Watch the other guy. You may not see why he has to slow down or swerve, but that stoplight, if seen, can save your neck. And that swerve, if seen, may alert you to some sleepy mule ambling on the road or some stalled vehicle without lights. So, at night, watch the vehicle ahead of you, and be ready to duck when it ducks!

Another way to help you see is to keep those headlights clean and also that windshield. You can't see properly through a dirty windshield! Wipe it off!

Borrow a few napkins from the roadside diner. They do wonders for cleaning headlights and windshields. Better yet, chisel a few of those wiping papers from the service stations along the road. They really do a great job! Remember, the dirty windshield may not seem too bad, until lights from an oncoming vehicle highlight the stuff. Then you find that the bugs, or what ever it is, stand out like spots before your eyes!

Dim your instrument panel lights to lessen glare, and to let your eyes adjust to the problem of seeing in the darkness.

When you approach a tunnel entrance, get ready for the same situation which you face when you step from sunshine into a dark theatre — a few moments of near blindness while your eyes try to adjust.

Center your vehicle in its lane before entering the tunnel. Where required by signs, turn on your lights. I find that shading my eyes with my hand and my sunshade when approaching tunnels helps to soften the shock of driving from glare into darkness.

One way to be seen is to make certain that all your lights are working. This means checking them whenever you make a stop to rest or refuel. To make sure that you're seen, put a strip of that reflective tape across the rear of your vehicle. This will offer some protection in case the tail lights fail.

To be seen, signal in advance your intentions to stop or turn. Get your turn lights on early, so they'll have a chance to compete with the blaze of advertising signs along the road.

Before stopping or slowing pump your brake pedal to let those behind you become aware from your stop light that something in addition to the blinking beer sign is up ahead.

Parking lights are not designed for driving. If you want to be seen, use your driving lights. Then you'll be seen, and you'll see, better too.

One of the most important times to be seen is when you are stalled on the pavement after dark. Of course you should make every effort to pull off the pavement, but sometimes the shoulder is not wide or firm enough. Your warning flares or reflectors now become the safeguard to prevent some other vehicle from crashing squarely into yours.

Place them where they can be seen by motorists long before they come to your stalled vehicle, from either direction. They should show that the lane is blocked. Unless local law directs otherwise, place one in the center of the blocked lane about 100 paces to the front. Thus traffic from each direction is warned. Then put that third one 10 to 12 feet behind the stalled vehicle and near the left of the blocked lane, so it will guide traffic around vehicle. Weight them down with rocks or a heavy object so they won't blow over from the wind and passing vehicles.

When you are stalled at night on a fast road, or where hills or curves cut down vision, it may be wise to carry that rear-most flare way back to give early warning to traffic using the blocked lane.

Keep parking lights on, and also clearance lights if your vehicle has them.

Some drivers also carry a big white cloth to fasten to the back end of their vehicles should they get stalled. White cloth can be seen better and it will flap in the breeze.

One driver showed me an old rolled-up beaded glass movie screen which he carries for this purpose. A roll of wide masking tape will quickly fasten it to the rear of any stalled vehicle. The glass beaded material bounces light back like a searchlight, and this should help to alert anyone who has even one eye half open.

Not all drivers will be as attentive to their night driving as you may be. Some will run into a stalled vehicle in broad daylight on a straight road despite red flags and a frantically warning driver. So the situation is even worse at night. The least you can do is make sure you see as well as possible, and make sure that you're seen by others!

**Remember, adjust your speed to the driving conditions. Last year driving at speed too fast for conditions caused 43,8% of Air Division PMC Accidents.**



## Registered Nurses Central Registry

4(F) Wing RCAF, Baden-Soellingen

The Infirmary at this Wing is setting-up and maintaining a Nurses' Registry of all Registered Nurses at 4 (F) Wing.

Any nurse who is interested in practising nursing may make this known when registering. It should be clearly understood that additional nurses are rarely needed at the Wing Infirmary except during emergencies and the work could be either as a private nurse or general nursing and would involve day, evening or night shift.

All Nurses at this Wing are asked to phone the Infirmary Orderly Room at Local 172 and give the following information:

- (1) Name
- (2) Address
- (3) Telephone Number  
(Civilian Phone or Local where husband can be reached.)
- (4) Registration Number — Year
- (5) Province of Registration
- (6) Active or Inactive Registration
- (7) Whether or not you are interested in working.



PLAYER'S



## Fashion Parade

The 4 Wing School gymnasium, transformed by rugs, potted plants and spotlights, formed the setting for the Easter Fashion Parade arranged under the direction of Mrs. Joan Moore, manager of C department. An enthusiastic crowd was in attendance to view the showing of clothing and accessories presently in stock in the PX jewellery department, camera department, Auto Club (camping supplies), C department (children's wear and ladies' clothing) and the Tailor Shop (boys' and mens' wear, shoes, ladies' suits and dresses).

An extra feature was a collection of beautiful furs from Laborde and Co., of Paris. Monsieur Laborde brings his fur display to 4 Wing where orders are taken for the fur of your choice. Included in the display were persian lambs, moutons, minks and so on, in many different styles of full-length coats, jackets and stoles.

A very wide variety of clothing was shown. Little Jo-Ann Faraway, Denise Gervais, Ricky Zilke and Donnie Moore modelled children's wear from playsuits, shorts, pedal pushers, blouses, slacks, shirts, shoes, camping pyjamas, to dainty little dresses and gloves. The teenage fashions through a similar line of sports clothes, skirts, slim jims, sweaters, beachwear, rain wear, dresses, slacks and jackets were shown by Joanne Lagrow and Rick Cottrell.

In the men's department, sports clothes, jackets, suits, shirts, ties, sweaters, shoes and socks, even a cashmere sweater and a tuxedo, were worn by Terry Chenier, Ken Halbert and Tex Cheese.

The lady models in a good variety of shapes, sizes and ages, showed to advantage a number of very beautiful outfits as well as the Parisian furs. These models were: Mrs. Irma Bishop, Mrs. June Carle, Mrs. Doris Cottrell, Mrs. Heidi Davey, Mrs. Margo Gervais, Mrs. Mary Ing and Mrs. Dorothy Patching. There were street dresses, cocktail dresses, suits, coats, shoes and gloves, handbags, rain wear, and a negligee. The German suits and dresses may be ordered made-to-measure through the tailor shop.

A very effective part of the program was the beach scene with the whole group of models wearing bathing suits and beach wear. This scene was completed by camp chairs and picnic accessories from the Auto Club.

At the close of the program, Mr. John English (manager of the Tailor Shop) supervised the drawing of door prizes. Five-dollar gift certificates were won by Mrs. Debbie Best and LAC Faraway.

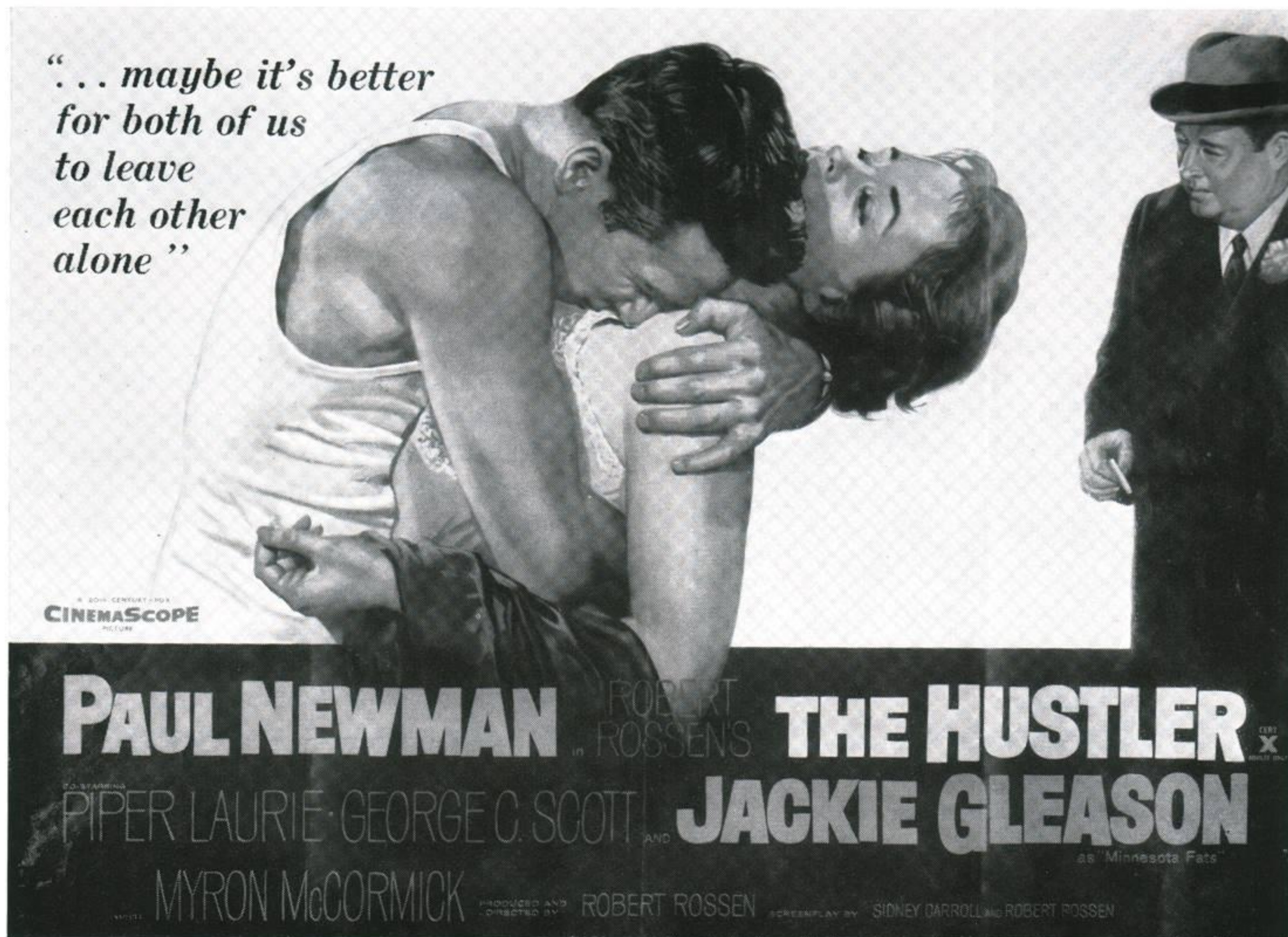
F/L J. M. Sabey, WServO, presented small gifts to each of the models; and flowers to Mrs. Zilke who acted as commentator, and to Mrs. Joan Moore, Mrs. Doris Tuele, Mrs. June Lagrow and Mrs. Doris Cottrell who looked after the work behind the scenes.

A special thank you is given to everyone who participated in this production in any way, helping us to realize what a pleasant experience (with excellent results) may be had by shopping at our local 4 Wing PX.



*Speed Kills*

*Slow Down*



A marathon seamy side melodrama photographed in CinemaScope. It concerns a talented professional pool player who triumphs while under the wing of a ruthless gambler, but wins hollow victory. (X) Adults only.

**Tues. 15th "THE LAST VOYAGE"** starring Robert Stack, Dorothy Malone and George Sanders is a Metrocolor-Metrocolor maritime melodrama woven from the reactions of officers, crew and passengers in a doomed luxury liner. (A)

**Wed. 16th & Thur. 17th "THE HUSTLER"** A gripping drama of a man's blind obsession to reach the top is the recommended adult film of the month. (X)

**Fri. 18th "THE DAY THEY ROBBED THE BANK OF ENGLAND"** starring Aldo Ray, Elizabeth Sellars and Peter O'Toole is a turn of the century crime melodrama adapted from John Brophy's novel concerning an attempt by an Irish political group to rob the Bank of England. (U)

**Sat. 19th Childrens Matinee. "HERCULES UNCHAINED"** starring Steve Reeves, Sylvia Koscina and Primo Carnera is a large-scale Dyaliscope and Eastman Color spectacle covering the further adventures of the famed Greek muscle-man. (U)

**Sat. 19th "HIS AND HERS"** starring Terry Thomas, Janette Scott and Wilfred Hyde-White is a farcial comedy unfolded in literary circles, about an author who tries to impose the Arab way of life on his pretty suburban wife. (U)

**Sun. 20th & Mon. 21st "SAIL A CROOKED SHIP"** starring Robert Wagner, Dolores Hart and Ernie Kovacs is a lively nautical comedy with gangster overtones, about a youth and a girl who find themselves aboard a vessel commandeered by bank robbers. (U)

**Tues. 22nd "CIRCUS OF HORRORS"** is a Eastman Color thriller starring Anton Diffring, Erika Remberg and Yvonne Monlaur. It tells how a brilliant though barmy

plastic surgeon meets his doom while running a travelling show. (X) Adults only.

**Wed. 23rd & Thur. 24th "A MATTER OF WHO"** starring Terry Thomas, Sonja Ziemann and Alex Nicol is a crime comedy melodrama with clinical overtones, telling how a bowler-hatted British health officer and an American oil man prevents a smallpox epidemic. (A)

**Fri. 25th & Sat. 26th "THE NEW ADVENTURES OF TOM AND JERRY"** A full length programme of cartoons and selected short subjects in glorious Technicolor.

**Sat. 26th Childrens Matinee. "VISIT TO A SMALL PLANET"** starring Jerry Lewis, Joan Blackman and Fred Clark is a supernatural comedy concerning a whacky spaceman whose brief visit to this earth is at once hectic and salutary. (U)

**Sun. 27th & Mon. 28th "THE GIANT OF MARATHON"** starring Steve Reeves, Mylene Demongeot and Sergio Fantoni is an Italian made Dyaliscope and Eastman Color spectacle with English dialogue, telling how Philippides, the Athenian runner, defends his country against the Persians. (U)

**Tues. 29th "PORTRAIT IN BLACK"** starring Lana Turner, Anthony Quinn and Sandra Dee is a crime melodrama photographed in Eastman Color. Its plot concerns a beautiful young married woman and a doctor whose unholy alliance embroils them in murder. (A)

**Wed. 30th & Thur. 31st "THE PIT AND THE PENDULUM"** starring Vincent Price, John Kerr and Barbara Steele is a Panavision and Technicolor period thriller based on Edgar Allan Poe's creepy classic, concerning grisly shenanigans in a 16th-century Spanish castle. Adults only. (X)



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*Yvonne Buckingham*



# Touring our Flugplatz



419



SQN

It happened again. 419 Sqn went to Sardinia and as was expected, topped their own previous record of 90.59.

The story of 419 and the Sardinian Salvo is old hat, however, there was something new added this year. The pride of 4 Wing had a three flight system: A and B Flights flying CFs; and that new record smashing flight called SPROGS, flying BFFs (Bristol Freighter Fighters).

Led by Senior Sprog, Don Sparks and his navigator George Vrana, all of Sprog Flight was airborne at the same instant (a precision take-off) on departure from 4 Wing. Their mission was an important one: to escort the ground support personnel without whom the Squadron could not function. Sprog Flight flew excellent close formation all the way to Deci. Individual sprogs changed seats-er-positions in the formation as the need arose particularly after a mistake by the lead: away from a king.

A and B Flights must have taken a short cut to Deci. Although they had a later Soellingen departure, they had everything well under control in Deci for the arrival of the main party. 419 was ready. The Sardinian Salvo could begin.

The next day A and B Flights flew and fired in the finest 4 Wing manner to achieve a top score for the trophy shoot of 90.61. They could be proud. The ground crews could relax and Sprog Flight could stop applauding and start flying. The following day saw higher scores as the third flight fired in. Fryling and Chalmers seemed to have a patent on the 100% dot score while Tucker and Smallwood were the only Moosemen lucky enough to hit a radop. So the camp progressed to the final day when A and B Flights were recalled to a victory dinner in Soellingen. Sprog Flight became the 419 Sqn Detachment in the Mediterranean Area and resumed its red cap duties. (TAKE THIS RUG HOME FOR ME WILL YUH?)

Good fellowship, weather, shooting and excellent ground support were the characteristics of the April 62 Deci shoot. With the end of this Sardinian Salvo (and before the publication of this edition of the Flieger) Sprog Flight was disbanded. They had been given the best example by A and B Flights, in fact, so had the other squadrons of Canada's Air Division in Europe.

## New Arrivals



F/O G. Rayner



F/O B. Hook

F/O Garry Rayner has flown with 432 and 413 Bagotville and 423 in 2 Wing before arriving at 4 Wing. Garry is already well known and appreciated on 419 for his guitar playing and fine singing voice.

F/O Barry Hook enlisted in 1955 at Vancouver. After completing training at Winnipeg and Cold Lake, he served with 428 and 410 Uplands, Electronic Warfare Unit, St. Huberts and 423 in 2 Wing.



F/O N. Fryling



F/O B. Chalmers

Prior to his arrival at 4 Wing, F/O Neville Fryling flew with 413 Bagotville and at 1 Wing with 445. He has found his niche here as Assistant to the Editor of the Schwarzwald Flieger.

F/O Bruce Chalmers enlisted in the Air Force in his home town, Calgary, in 1957. Since completing nav training at



F/O G. Vrana



F/O D. Sparks

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Winnipeg and Cold Lake he has served with 413 AWF Bagotville, EWU St. Huberts and 445 AWF in 1 Wing.

F/O Don Sparks graduated from Queen's University in Electrical Engineering in 1960. He is a pipeline pilot and came directly to 419 Sqn after completing the OTU at Bagotville.

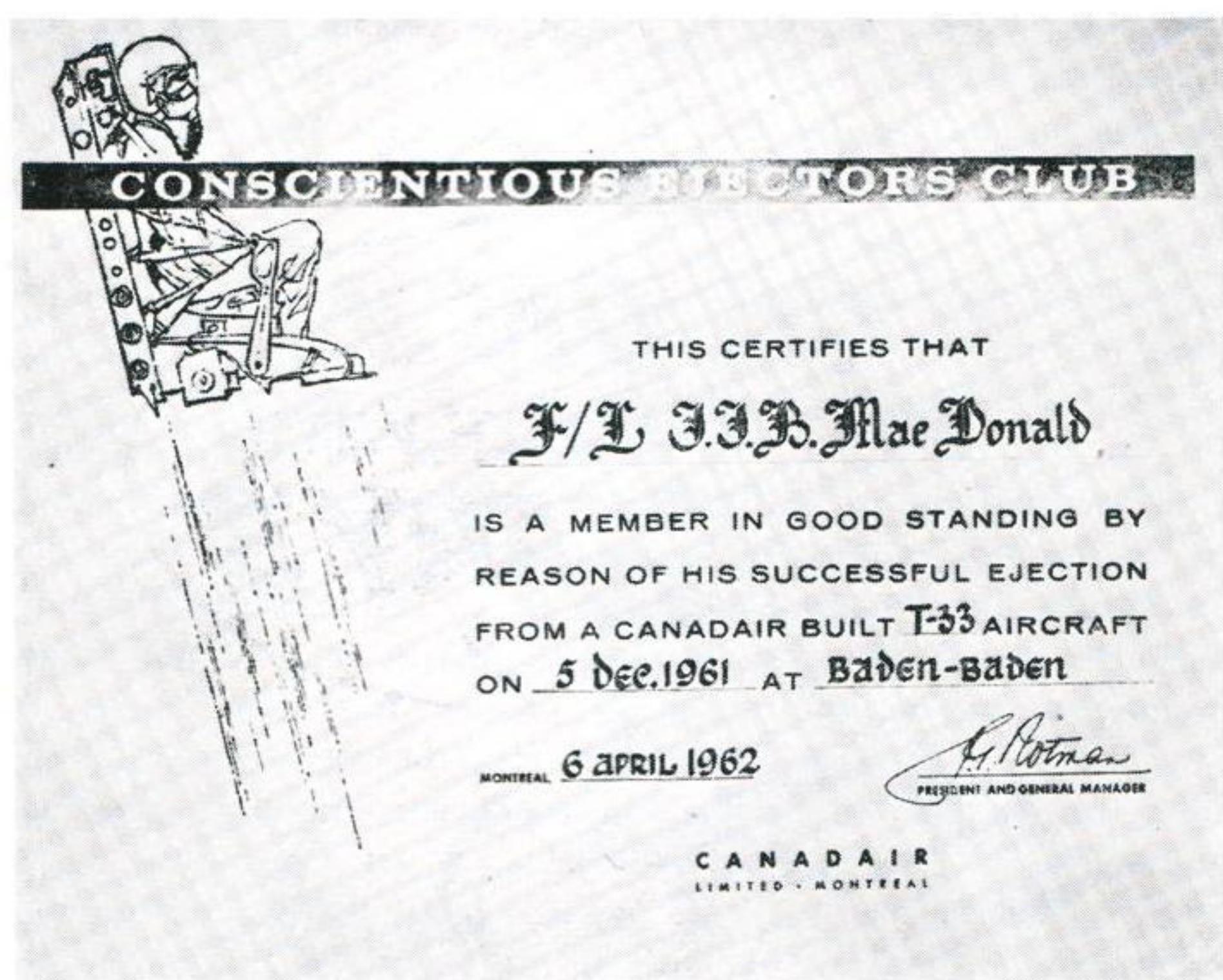
F/O George Vrana of St. Mary's, Ontario graduated from RMC, attended the University of Toronto and received his BSc in Electrical Engineering. He completed navigation training at Winnipeg and Bagotville in the summer of 1961. George came overseas unaccompanied but his bride, Marlene, recently joined him at 4 Wing.

### NEW CLUB

CANADAIR LIMITED has created a club, similar to the Caterpillar Club, but whose membership is drawn from those who have escaped from disabled aircraft using ejection seats.

Correspondence originated by F/L JJB MacDonald of 419 Squadron describing his successful ejection from a T 33, prompted CANADAIR to found the "Conscientious Ejectors". The scroll reproduced here is the one presented to F/L MacDonald. Other Charter Members are F/L HB Smith of 4 (F) Wing and Mr. Bruce Fleming a CANADAIR test pilot.

CANADAIR requests that RCAF officers interested in this Club should write ECV Norsworthy, ASSISTANT DIRECTOR, PRODUCT SUPPORT - TECHNICAL, POST OFFICE BOX 6087, Montreal, PQ, giving details of the incident qualifying them for membership attested by their Commanding Officer.



444



SQN

In April Cecil had what may be considered one of his quietest months for some time. Most activity was of a routine nature with but one social event towards the beginning of the month.

On Friday evening, April 6th, members and honorary members gathered at the Adler in Varnhalt to bid fond adieu to F/L and Mrs Bob Hayes who were very shortly departing for the land of the round door knobs. "Rapid Robert", an oldie honorary member of 444, will be taking up residence in Gimli where he should have ample opportunity to exercise his skill of controlling the circuit. It is with sincerity that everyone wished him and his family success in the future.

With Spring upon us it is only natural that young men should turn to new methods of diversion. In the land of Cec, this took the form of a motorized velocipede, obtained by questionable methods. Immediately everyone received his checkout and a series of trials to discover the one most skilled in its operation were a natural outcome. All progressed very smoothly till Len Surtees got at the controls. What followed was one of those unfortunate mishaps which have plagued speed trials from the beginning of time. At a great rate of speed the above mentioned driver failed to negotiate a turn and made for a split second like a bird only to come to a sudden halt and try his hand at resembling a corpse. Fortunately no injury was suffered but to the speed trials which were very rapidly interred never to recover.

Since, I believe, the Cecilist cyclobatic team had put on an exhibition or two. This met with dubious success and as well has passed into the past.

With the passing of the cycle, many have turned to the quieter pastime of golf. These days it seems to have become firmly entrenched and it is not uncommon to see enthusiasts getting in a few practice strokes during the lunch hour.

This year Sabre Salvo has claimed three Cecilists. S/L Spurr has taken on the task of running the team with F/O Smale as his armament officer and F/O Doug Dargent as one of the pilots trying out for the gunnery team. To these Cecil wishes the best of luck.

Before bidding au revoir for another month, Cecil would like to congratulate the Moosemen on an excellent shoot. He says, "Man, can them Meeses ever shoot."

Till next month then adieu and good sailing Jock.

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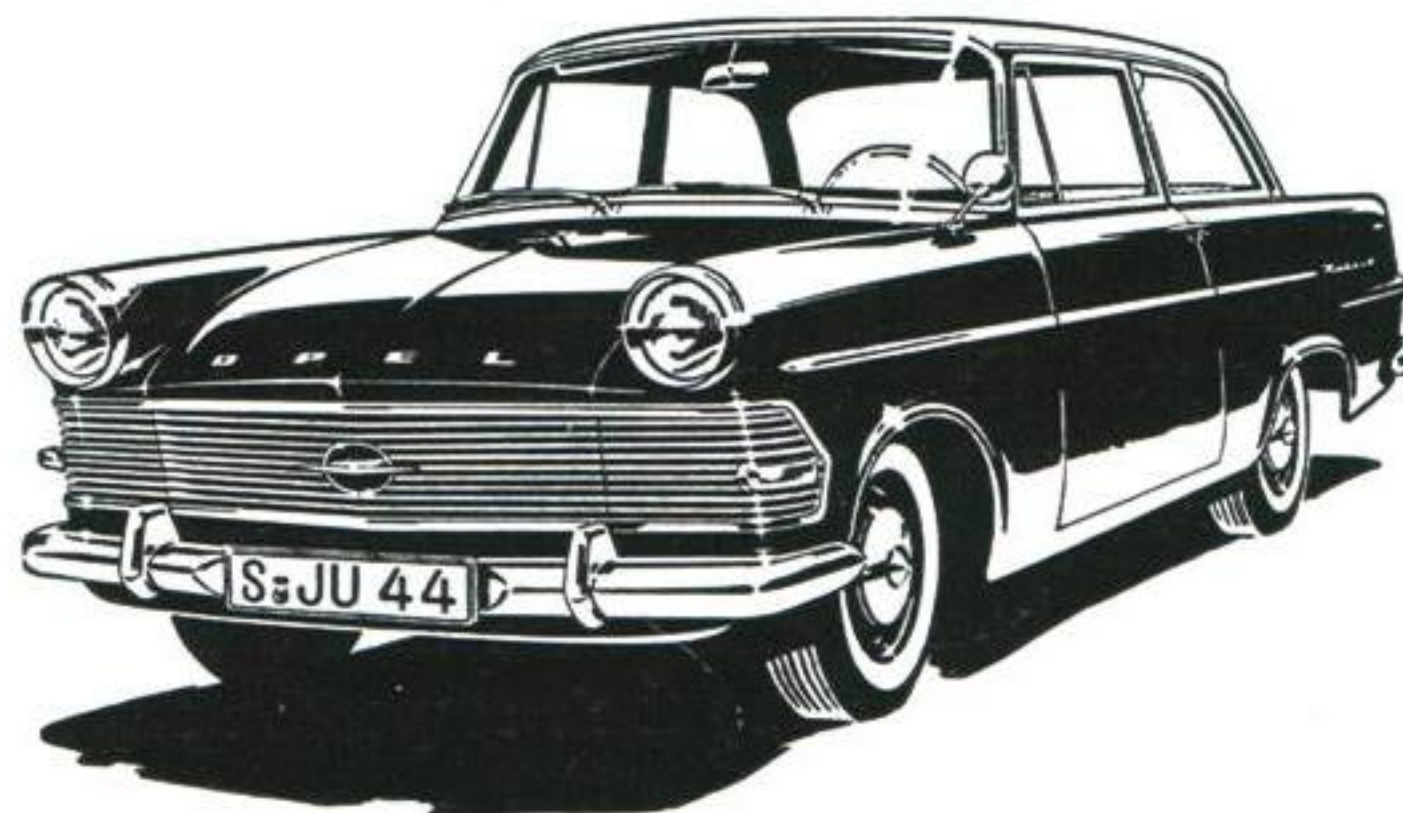
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# Armament Antics

by Tony

Congratulations are in order for Bruce this month, after that whopping 90.61. Our support for that trip was FS Gunnell who will be (according to the little bird) taking over the Systems end of 419 shortly; Lac Edwards, Lac Norum and Cpl MacKercher.

Also in Deci for one month we have Cpl Weidendorf, as extra support for that unit.

Many farewells are being said around our section nowadays as a fair few of our lads get ready to weigh anchor and depart for the other side of the pond. Returning from A.S.T.'s half is Cpl "Bob" Steele (just back at wing after 3 years with 422); Lac "Wowie" Hill (our famed speller of Scotch names); and Lac "Joe" DesRoches (Ole' Twistin' Joe). M&W will be losing Lac "Bill" Down (No, we haven't got any); and Lac "Roy" Fraser (of Raider fame). Its been nice having you aboard and good luck from all in your new assignments.

In our "internal switch department" this month, we saw Sgt Guinard take over at the Bomb Dump; Cpl Walker move to 422 Sqdn; Lac Haskell to "EO" Library, and Lac Bushor and Lac "Stirling" Livesey to Cecil.

We spread the "welcome mat" this month for Lac and Mrs. Callerec, just in from St. Hubert's. Glad to have you folks, and we at this wing hope yours will be an enjoyable tour.

A big welcome is also extended to all the boys on Sabre Salvo, who have our support in the person of Lac Couling. Good luck from all to all.

By the time this is edited we should have started into the regular softball season. Anyone who is interested in playing, and hasn't got their name on the list are urged to do so. This also applies to all Armament personnel at 444 Sqdn. This year, if all goes according to plans, should be our year. All you Armament wives are invited to attend all our games and support your team.

Rumors have it that Lac Pigeon really had a ball at Garmisch a few weekends age. That skiing is really the up-and-coming thing, aye?

News from the Past.

1887

**800 willing wives** — At West Bromwich police court on Saturday (March 26th), a Private of the North Staffordshire Regiment was said to have advertised for a wife while absent without leave from his unit. It was stated he had 800 replies, including one from a young woman at Bromsgrove.

**Prize fight at Northfield** — There was a large circle of spectators at a prize fight held on Monday morning (March 28th) in a field near the Bell Inn, Northfield, between "Mike Mack" and "Sonny Evers", two acknowledged exponents of the noble art. In a battle which lasted one hour 35 minutes, both men received shocking punishment, and each finished with both eyes closed. Evers fought pluckily to a minute or so before the contest was closed, when he was seized with a fit and had to retire. No sooner had the stakes been awarded to "Mike Mack," than he was also seized with a fit. The two men were taken off the ground by their respective supporters.

Well, that winds up our antics for another month, and so, we bid you, "AUF WIEDERSEHEN!"

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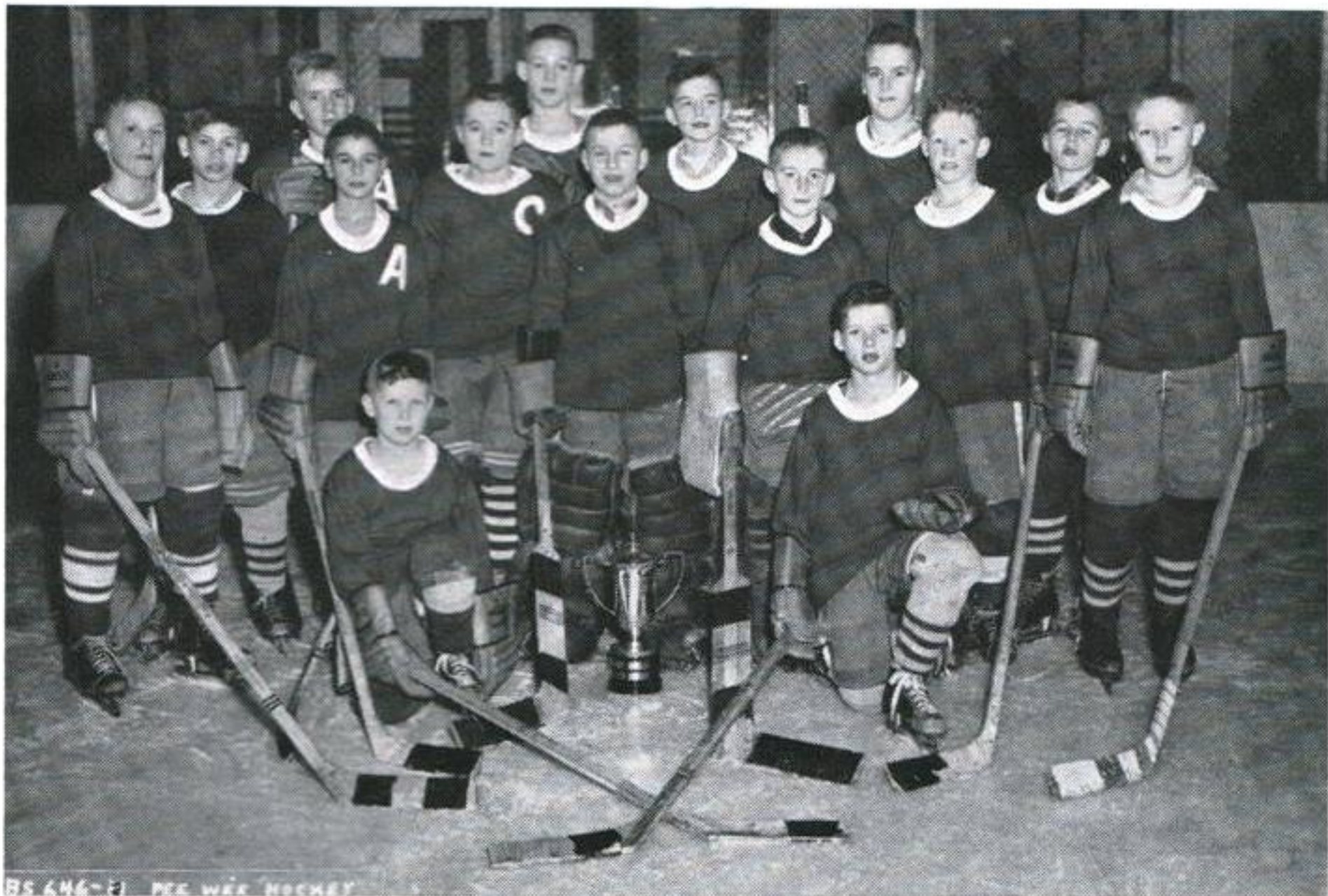
**Golden honeycomb  
centre in rich milk  
chocolate**

# Sports

# and RECREATION

## Minor Hockey

So as not to take any of the glory away from the Raiders, this article was not put in last month's issue. Let it be known that we have other champions on this Wing besides the Raiders. In fact, on this Wing at the present time, there are two other Air Div hockey champions.



Front row from left to right: Allistair Dougall, Gary Hooper. Centre Row: Brian Proctor, Gerry McPherson, Grant Arsenault, David Hudson, Denis Lapointe, George Smith, Gary Dikur, Stewart MacDonald. Back Row: David Chaplin, Joseph DeMora, Murray Obre, Ross Perry and Gary Barnes.

The 4 Wing Pee Wee All Stars last month captured the Air Division Championship for the third consecutive year, sweeping the playoffs in four straight games. This victory made the team the first European Silver Stick champions.

During the winter, the team played an eight game exhibition series, coming out on top with 100% victories. In play-off competition, 3 Wing was defeated by scores of 14-1 and 9-3. In the finals, 2 Wing fell to scores of 11-2 and 7-1. The team scored 41 goals during the four-game playoffs and allowed only 7.

David Hudson of 4 Wing set a league record scoring 22 goals and receiving 8 assists. George Smith and Dennis Lapointe shared the goal tending and were responsible for the fine average. All boys played fine hockey and were worthy champions.

The season was climaxed by banquet at which F/L Lefebvre, Air Division Recreation Director presented the boys with the Silver Stick Award and championship crests.

### Midgets

The 4 Wing Midgets played off in the Air Div semifinals against 3 Wing successfully beating them by the close margin of one goal. This placed our team in the finals against 2 Wing, the winner of the 1 Wing - 2 Wing play-off. On 17th of March, the Midgets travelled to 2 Wing for the first in the two game series. 4 Wing was defeated 6-2.

As the series was based on total goals, this left 4 Wing with four goals down before they stepped on the ice on the 24th for the second game. Again 2 Wing proved superior and defeated our team quite handily.



### ALL-STARS BANTAM

Front Row; L-R: Jimmy Barnes, Milton Dikur, Rodger Hunter. 2nd Row: Bruce Dikur, Barry Collet, Frank Scobel, Ross Webley, Bob Walker, Dwayne Brennen. Missing: Mike McKay, Ken Geiger, Brian Hayes, Kent Kaufman, David Perry.

### Bantams

The Bantams from this Wing were not too successful this year. This was mainly due to the fact that most of the boys were a little on the young side and 3 Wing were all very big lads. Nevertheless, the 4 Wing youngsters went out and fought a real hard battle and never once were they ever real beaten, although the score was very one-sided for 3 Wing. The youngsters from this Wing gave their all in a fine display of sportsmanship.



### ALL-STAR MOSQUITOES (AIR DIV CHAMPS)

Back Row: L-R: Jess Foss, David Borer, Murray Mackey, Micheal Connolly, Danny Deloughery, Ken Milne, Keith Davis. Front Row: L-R: Michael Rocheleau, Brent Webley, Mike McCabe, Wayne Oakley.

### Mosquitoes

The Mosquitoes under the capable direction of LAC Oakley never once found themselves in difficulties in the semi-finals against 3 Wing. They won the games at home and away quite handily and then proceeded to show 2 Wing that the



# Boy Scouts

4th BLACK FOREST  
DISTRICT

## No. 3 Black Forest Troop

The advent of spring has brought about just rewards for several scouts for their long winters' work. Bob Willie (Queen Scout) has received his Foresters Badge and his Bushmans Thong, one of the highest awards obtainable by a Scout. Also recently presented were 2nd Class badges to Jimmy Dooley, Ray Dooley, Paul Nichols, Randy Myles and Roy Everett.

Courses run and successfully completed by many boys included Rescue, Ambulance Man and Fireman which are requirements towards becoming a "Queen Scout".

Four new members have been welcomed to the Troop having "come up" from the Wurttemberg Pack. They are: Daryl Boutillier, Robert Huff, Cliff Beamish, and George Smith. Robert Huff and George Smith had successfully completed their Tenderfoot requirements and thus were invested as Scouts immediately following their "Going-up". Mrs. G. Horn, Akela, for the Wurttemberg pack, presented the two boys invested with their "Leaping Wolf" badge.

Summer camp for No. 3 Troop has been tentatively arranged from 2-11 July inclusive. The area of the camp prohibits cooking on open fire and thus an appeal is made for the loan of propane camp stoves. If you have a stove No. 3 could use, please contact Cpl. G. Horn at local 8 or Sgt. G. Huff at local 248 to arrange pick-up.

younger set at 4 Wing were not to be tampered with. Winning both the games in the finals they brought home the trophy to be placed alongside that of the Raiders and won with every bit as much team work, team spirit and determination.

It is indeed a credit to all those personnel who worked so patiently with these youngsters as well as a credit to the Wing. We on this Wing tend to lose sight of the younger set when other teams such as the Raiders, Inter-section and Inter-mess are playing. Towards the end of the season more people were attending the games being played by the youngsters from 16 years down, and this reporter heard several favourable comments.

It is the intention of the winners of this year's trophies to see they remain here next year and those who were not quite so successful are determined to bring those that got away back to their rightful place here at 4 Wing. Just one last word; next year when the kids again start to play our national sport just take an hour or so and drop down to the arena and see just how good your kids are. You won't be disappointed.

In reply to several inquiries regarding the recent increase in allowances for service personnel in Europe, the Flieger has printed below in exact form the message received by this unit.



The Wurttemberg Pack

Wurttemberg Pack have been very busy test passing and working on proficiency badges. Now they are busy preparing for the highlight of the year - Summer Camp.

Since last writing we have added quite a number of new boys. New chums: Brian Weidendorf, John Holmwood, Jeffrey Foss, Donald Nicholson, Bob Pridding and Richard Ouelette. From 3 Wing we received Michael Downey and from Canada, Earl Skundberg and Chris Hamlyn. A big welcome to you boys and we hope you enjoy many happy hours with our Pack.

A few boys have proceeded up the ladder into Scouting - Clifford Brown, Mitchell Brooks, and Jeffrey Harrison.

Also on March 27th, a going up ceremony was held with No. 3 Troop with George Smith, Robert Huff, Darryl Boutillier and Clark Beamish going up the ladder. All of these boys have earned their second eye and also their Leaping Wolf badges. Good luck and good hunting to you all.

We have bid adieu to Gary Mitchell who has gone to Canada. First eyes have been earned by Benny Hamm, Brian Beattie, Robert Armstrong, Ken Porter and Stuart Tait. Second eyes have been earned by Michael Manion.

Proficiency badges: Artist - Benny Hamm, Stuart Tait; Collector - Ken Porter; Swimmer - Brian Beattie; Team Player - Garry Brown, Brian Beattie, David Borer; Michael Manion has earned: Team Player, First Aid, Guide and House Orderly.

Last but not least, we would like to welcome Scouter Henry Forder to our Pack.



"Going Up" L to R. George Smith, Daryl Boutillier, Cliff Beamish, Robert Huff, Mrs. G. Horn.



Invested

Left to Right: Troop Scout Bob Willie, Robert Huff, George Smith

2nd Black Forest Troop

Little has happened in the last month while Easter exams were in progress but there are a few items of general interest to pass on.

First, Don MacDonald was invested as a Tenderfoot early in April and is now working on his 2nd Class requirements.

Patrol Leader Brian Hayes has left for Canada and it was decided to disband Eagle patrol and absorb the other members into the remaining three patrols. Mike McElroy and Bob Talbot are now in Buffalo Patrol while Roy Grieves has gone to the Nighthawk Patrol.

On the Easter weekend Ben Dennis, Mike McElroy, Daryll Roddick, and Gill Ross, along with Scouts from the other two troops, travelled to Kandersteg, Switzerland where an International Scout Camp is set up. A complete article will be

appearing in the next month's Flieger and so little else will be said right now about this trip.

A Camporee is being planned for the end of May in which 2 Wing, 3 Wing, 4 Wing, Karlsruhe (American), and Stollhoffen (German) Boy Scout Troops will be participating. Two patrols of Scouts from this Wing will be chosen to attend and it is expected that it will be a good preparation for the summer camp.

Lastly, we are extremely pleased to have a Queen's Scout in our troop now. Mervin Sabey has completed all his requirements and has been accepted as a fully authorized Queen's Scout, effective 26 April 1962. The congratulations and best wishes of all Scouts and Scouters are extended to Merv.



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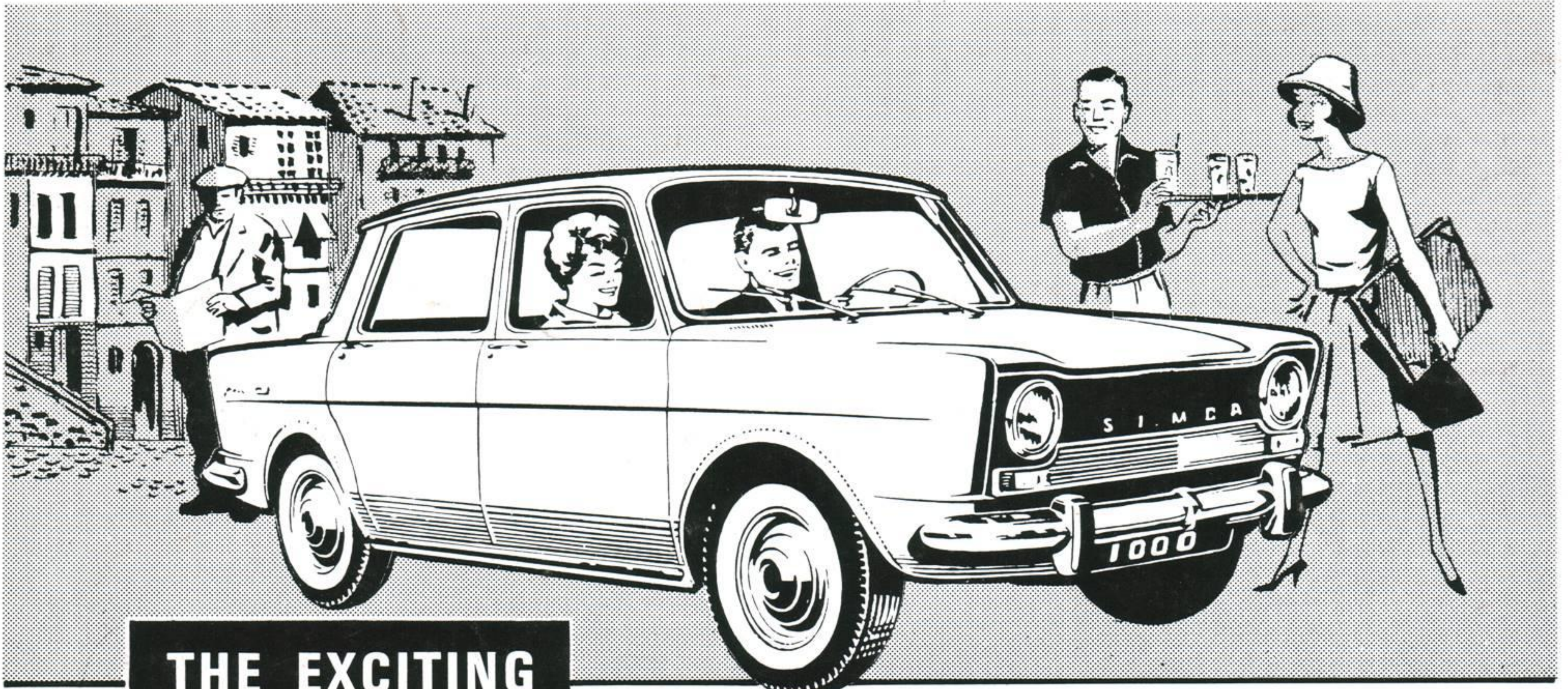
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