

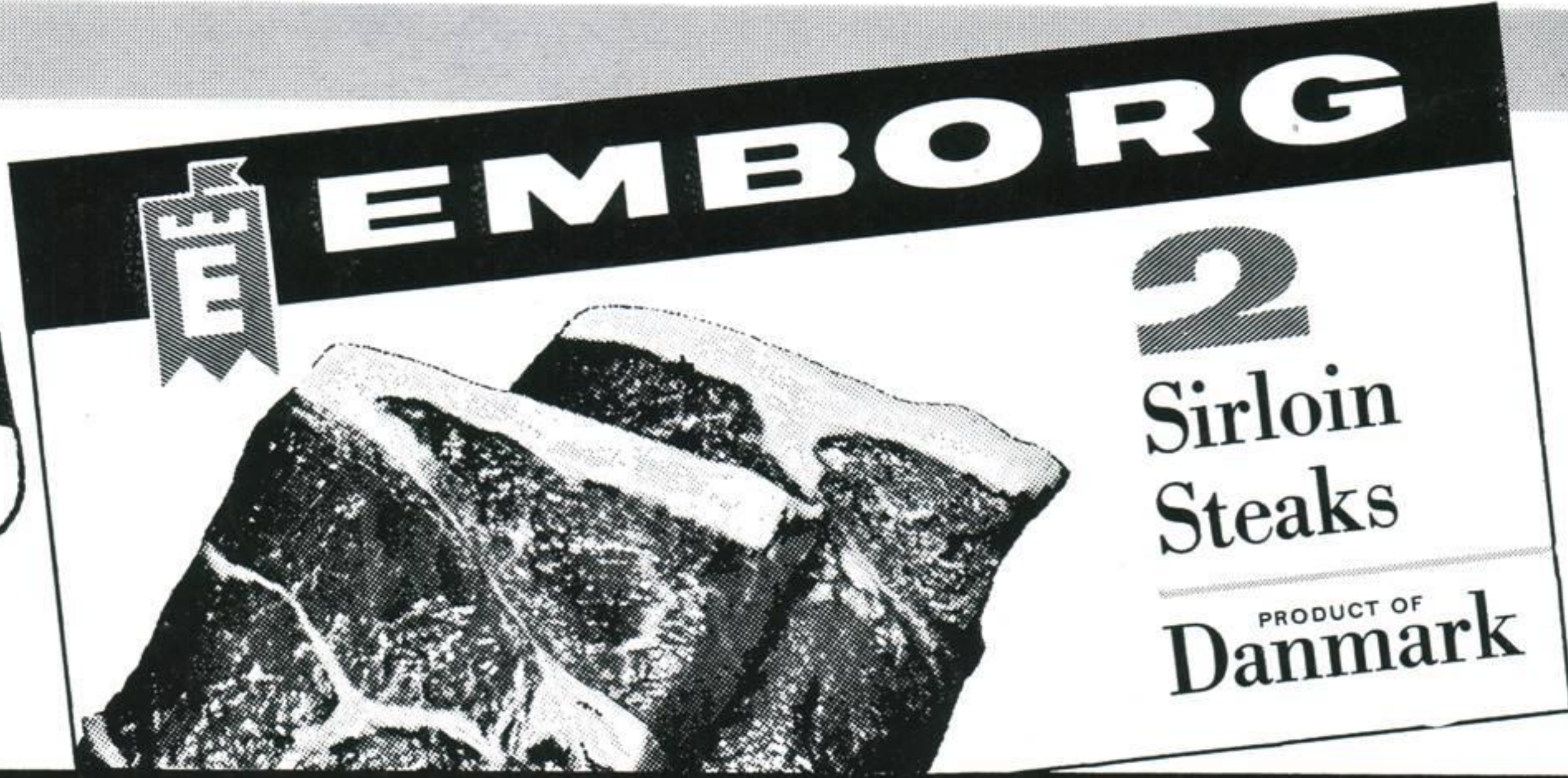
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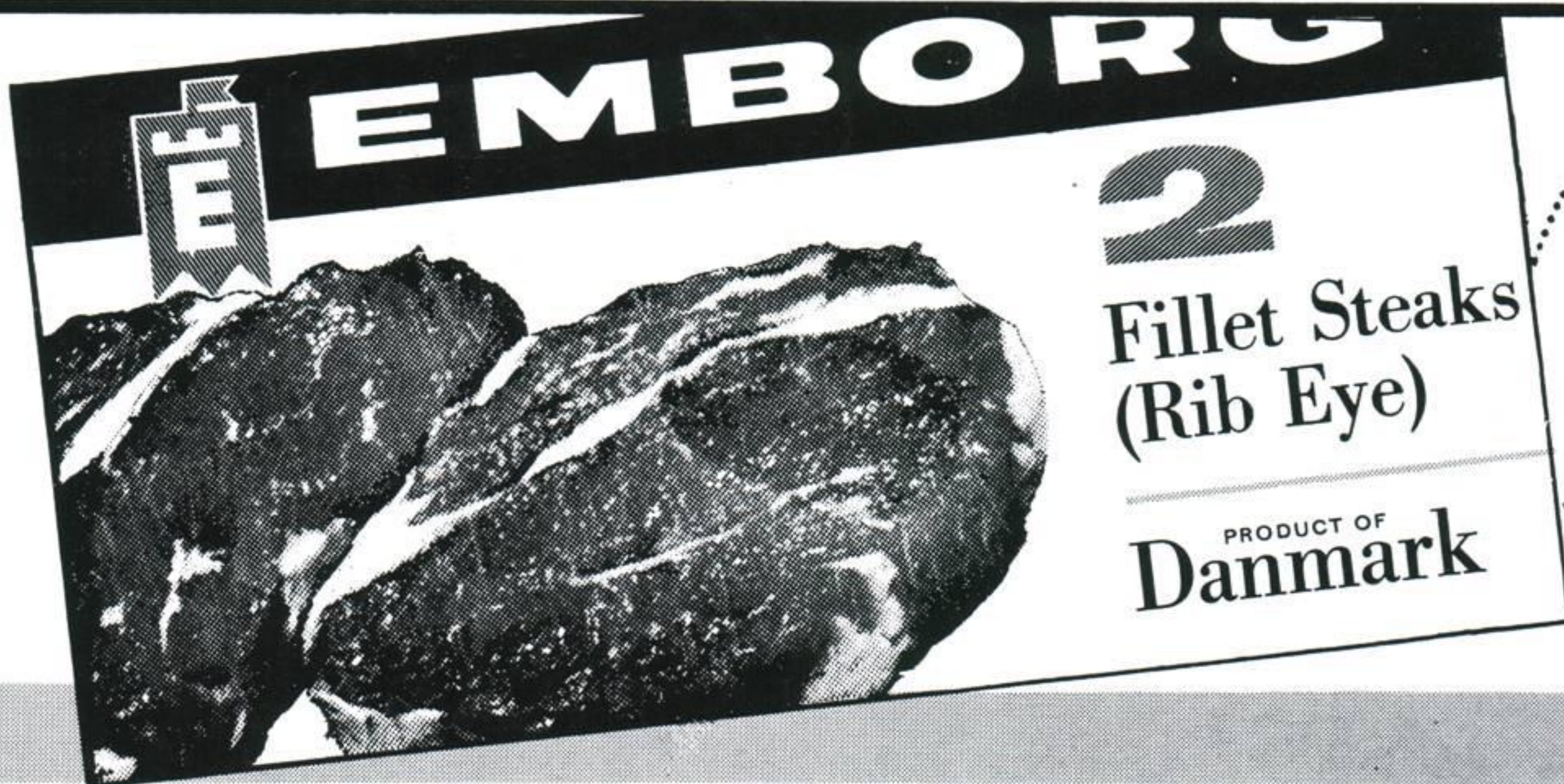
Schwarzwald Flieger



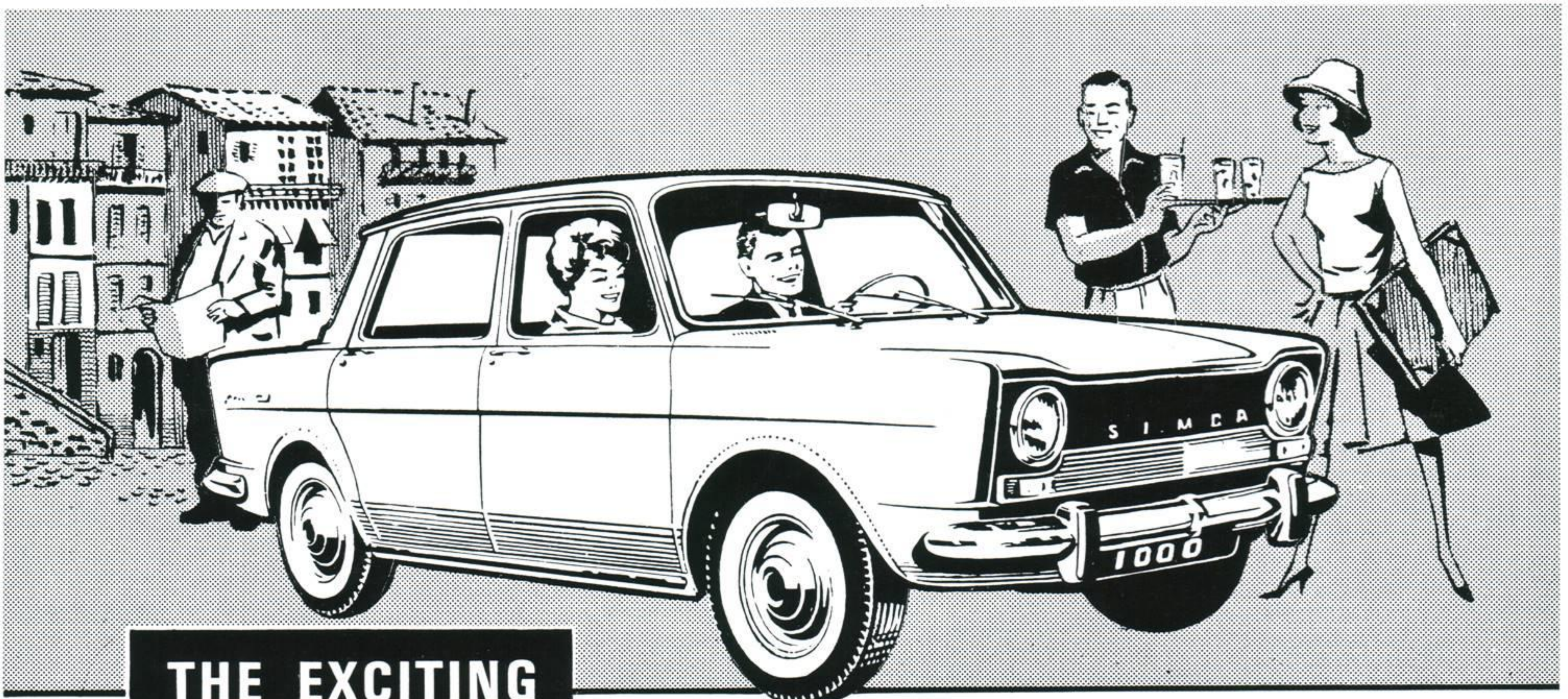
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Schloss Favorite



Cover Story

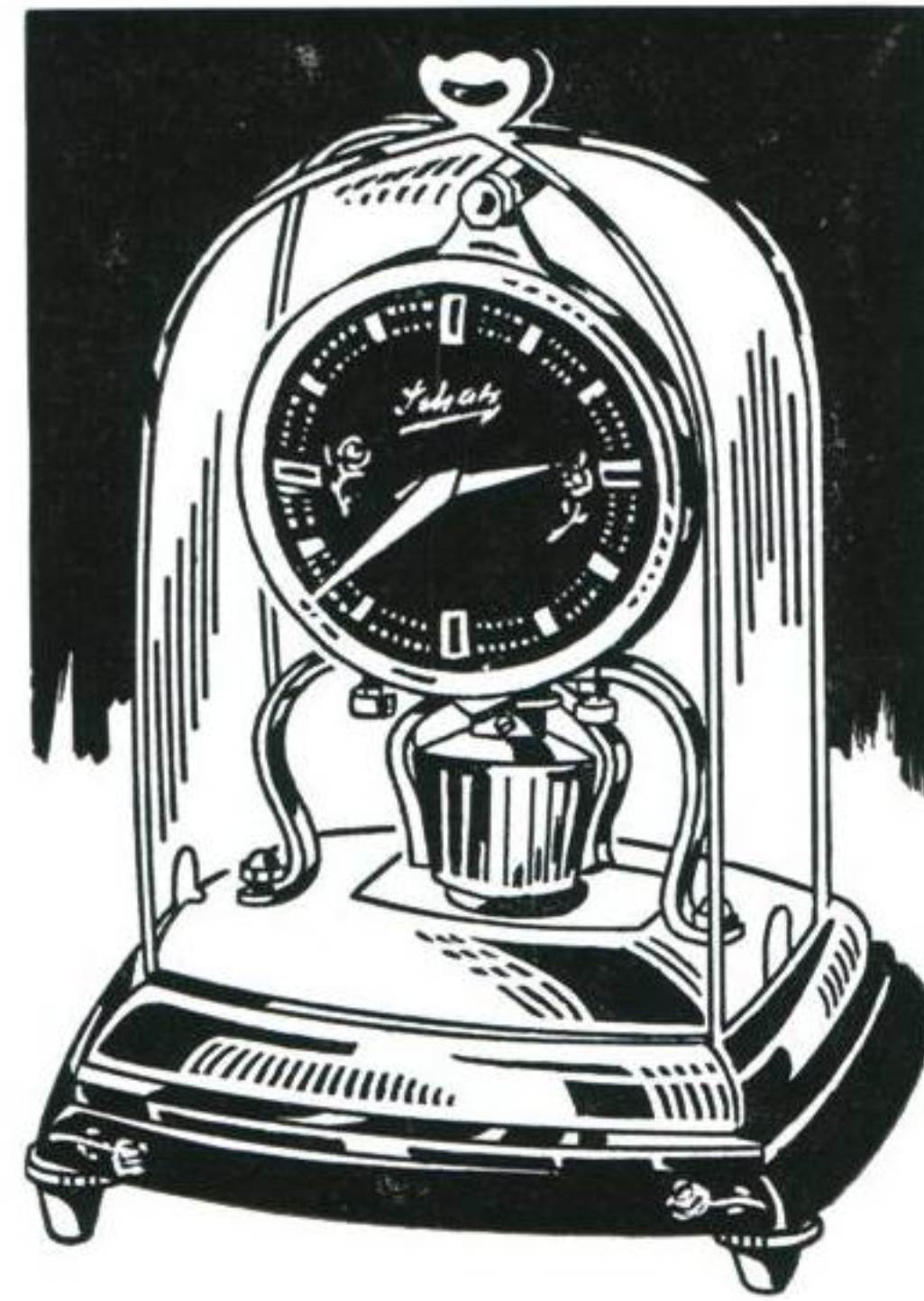
One of the most interesting castles in this area, from the point of view of preservation and furnishings, is the "Castle Favorite". The castle is located between Baden-Baden and Rastatt, quite near the village of Kuppenheim. Favorite, the magic castle in the park, is rightly called the miniature "Sans-Soucis" (Without Cares) and like that French Chateau, it is built in the Barock style.

The castle was built as a pleasure castle in the year 1710 for the Markgraefin Sybille Augusta, daughter of the Markgraf of Baden-Baden, and the immensely rich widow of "Tuerken-Louis", as her husband the Markgraf Ludwig Wilhelm who was ruler of the Rastatt district and whose home was the Rastatt Castle, was nicknamed. He was so called because he fought against the Turks and was eventually killed in one of those battles.

The castle is termed an "untouched memorial of the 18th century", and so it is, for all the interior furnishings are still preserved and kept as they were. There is a large collection of precious china. There is cut and polished glass, many artistic items imported from China and Japan, beautiful paintings, figurines, bizarre wax ornaments, painted silk screens, Florentine leather, brocades, pearl embroidery, mirror walls, and much colourful laquer painting. Her Highness was well-informed on all these arts and even practised some of them herself.

Near the castle is an octagon-shaped chapel called the "Magdalenen-Kapelle", to which the Duchess retreated for weeks of prayer and penitence between spells of hectic gaiety and entertaining. The last years of her life were spent here in nun-like solitude.

A prince of Baden is presently in residence at the Schloss Favorite, and guided tours through this fascinating castle are possible.



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BAMBERG

by Michael Winch

Bamberg is a small Baroque town and one of the places I like best in Germany. It should not be seen in a hurry. You must stay there at least one night, explore the narrow streets and staired passages, have the fun of pushing open heavy doors and finding yourself in secret courts and cloisters, or of coming suddenly on fresh views of the town from high, unexpected, sunbaked terraces.

In Bamberg it is very easy to loiter; even the inhabitants do. At all hours of the day people stand on the old bridge that crosses the Regnitz, fascinated seemingly by the immediate scene they know so well. On one side are a mill and grey Baroque houses, half hidden by trees, standing on little islands, and surrounded by water that here laughs and jostles, there flows smoothly over weirs. On the other is a more peaceful stretch of river, bordered on one side by small balconied houses, many of wood, which were once the home of bargemen and fishermen. The bridge itself is broken by an island, in this case artificial, and on this stands the small

Town Hall. At night you can floodlight part of the scene by putting a coin in a box, and a notice, written with typical German precision, tells you how many minutes, or for what part of a minute, each illumination lasts.

Bamberg stands astride the river and it seems that it was first important as a trading center. When I explored it at leisure I found so marked a resemblance to Prague both in arrangement and period that all the time I had the feeling I was back there.

At the bottom of the hill to the west of the river are narrow streets with Baroque or Rococo facades. Here were the dwellings of the merchants and traders who once made Bamberg rich. Climbing a long flight of steps I came to the great, open Karolinen Platz, bounded on one side by the cathedral, the four towers of which I had seen from far off across the plain, on two others by wings of the quietly elegant Neue Residenz, erected in the eighteenth century by the great Bishop Lothar-Franz von Schonborn, and on the fourth by the remains of the Renaissance Residenz, behind which is a charming courtyard surrounded by Gothic, beamed buildings with galleries and outside staircases.



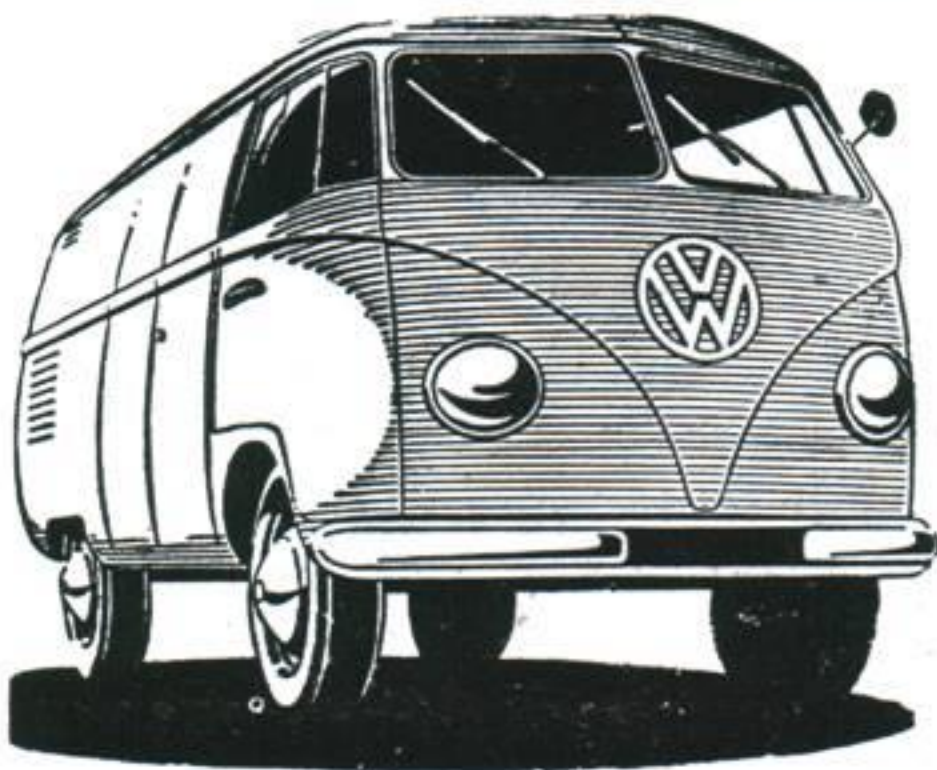
Old Bamberg Town Hall, an island in the Regnitz River.

Treasures from the Past

This was still only a beginning. On the seven small hills beside and behind the square are monasteries and churches of every period, and an unparalleled richness of small and distinguished secular buildings. From the cathedral I climbed higher to the Michelsberg where there is a monastery with a church of which the facade was remodeled in 1700 by Johann Dientzenhofer, the Court architect, and a terrace with a wide view which enabled me to plan my further wanderings. This side of the town was dominated by the Bishop, and earlier by the feudal lord. Across the river, again exactly as in Prague, was the traders' settlement centered on the twelfth-century Market Square. Here, though the dominant architectural note is still Baroque there is a noticeable difference of climate. The island bustles, whereas the hill seems to bask in the reflected glories of the past.

The greatest individual treasures in Bamberg are the carvings in the cathedral. The cathedral itself was founded in 1004 by the Emperor Henry II, the only German Emperor who was canonized. After two fires it was rebuilt in the first half of the thirteenth century in the unusual form of an upturned stool.

The apse at one end is late Romanesque, but before the cathedral was finished taste had changed and that at the other is early Gothic. In the last century restorers removed a large number of Baroque altars, said to have been very beautiful, which were used as firewood. Many feel the change did not matter for it has brought the building back to its original, robust, ascetic appearance.

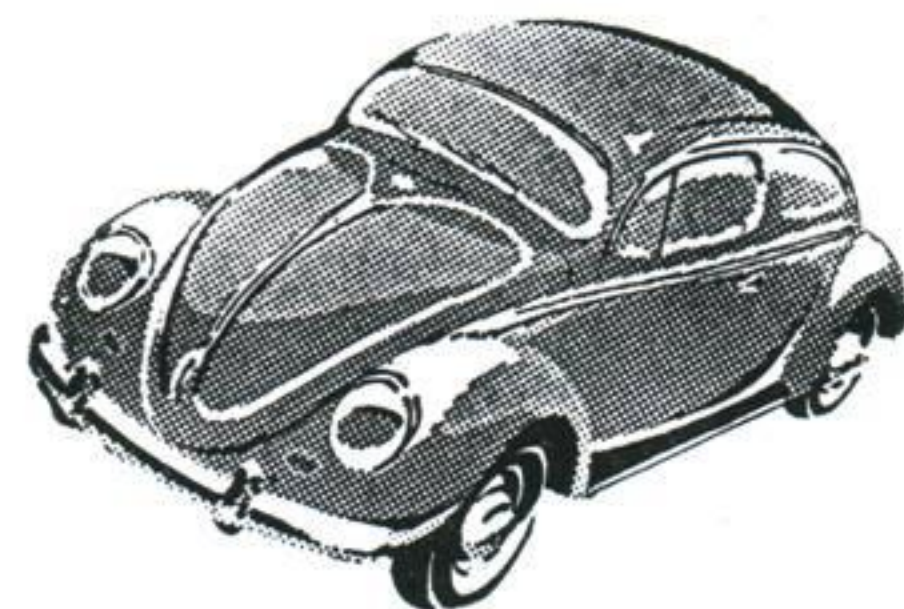


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The carvings, all of which date from the golden age of the thirteenth century, begin on the Adams-Pforte, the door at the south-east corner, where you will see the founder, Henry II and his wife Saint Kunigunde, together with Adam and Eve, the figures of the latter, it is believed, being the first large nudes executed since classical times. Above the *Fursten Tor*, the main door on the north side, belongs a series of statues which have been temporarily placed inside the cathedral; the Apostles grotesquely seated on the shoulders of the Prophets, the last Judgment, and two figures representing the Church and the Synagogue which are considered widely to be even more graceful and slender than their famous counterparts at Strasbourg. None of these carvings, however, can compare with those within the cathedral where, for example, the Apostles and Prophets facing each other in debate across the choir are of special interest by reason not only of their decorative value but also of their argumentative expression.



The upper town on the hills.

Famous Statues

Nearby are the figures of the Holy Virgin and Saint Elizabeth, the former behind the Prophets, the latter beside the Apostles. Though they are now separated, it seems clear that they at one time formed part of a group representing the Annunciation. Of the two, the figure of the Virgin is perhaps the most remarkable, for she seems to show quite clearly, both by her expression and stance, that she realizes to the full the uniqueness of the position which had been accorded to her, and to be proud of it in an entirely earthly manner. By contrast the figure of Saint Elizabeth suggests that she already knew the tragedy was in store. Her expression contains mourning, bitterness and complaint but no touch of pathos or the pathetic, while the broken nose does not detract from the face but serves merely to emphasize its eternal character.

On the next pillar to that of Saint Elizabeth you will find the Bamberg Rider. This is not only one of the best known but certainly the most photographed of all statues in Germany.

Personification of Knightly Youth

The subject and the significance, if there is any, of the young man on his horse have been the cause of much discussion. He is crowned, relaxed, holds the reins loosely and gazes into the distance. His idealized beauty lies mainly in his physical and spiritual poise. Until the end of the eighteenth century it was generally supposed that he represented Saint Stephen, who founded the Kingdom of Hungary and defended the Christian world against the Turks. Saint Stephen was christened in Bamberg Cathedral by Henry II and, according to legend, rode into it for the ceremony on his horse. Later,

other subjects were suggested; among them the last of the Hohenstaufen, or a character from the *Nibelungenlied*. Even, however, if the sculptor did intend to depict a special individual, the Rider has gradually come to be regarded as a personification of ideal, knightly youth. It is not by chance, some people say, that Count Stauffenberg, who played the key role in the Twentieth of July plot against Hitler, strongly resembled him in appearance and expression.

Although no one building in Bamberg can compare with the cathedral, there are others you should see, either for their contents or for themselves.

The Gothic *Liebfrauenkirche* contains an altar by Veit Stoss, and there are many exceptional examples of eighteenth-century domestic architecture; among them the *Concordia*, with the river as foreground, and the *Bottingerhaus* in the nearby *Alte Juden Strasse*. Both were built in the early eighteenth century by Ignaz von Bottinger, a Bamberg official. The *Concordia*, designed by no less a person than Balthasar Neumann, is as light and charming as the *Bottingerhaus* is opulently heavy, but most of us would have been proud to have either as a home. Then, of course, there is the *Neue Residenz*, a palace of almost unbelievable length and built in two stages: the northern sections in the late sixteenth century; the southern, by Johann Dientzenhofer for Lothar-Franz von Schonborn, in 1679-1703. The Bishop's original plan was to build another new wing which would have started at the junction of the *Obere Karolinen Strasse* with the *Karolinen Platz*, and formed the third side of an open courtyard. But before this gigantic task even his energy failed.

Bamberg has a number of good restaurants and one famous beer-room, "*Schlenkerle*". This ancient place, named it is said after its founder who had such long arms and legs that he could only shamle, sells a special kind of "smoke beer" made in one of Bamberg's twenty-one small breweries. While it is being brewed the smoke of burning beech wood is passed through it, and this gives a sweet and rather burnt taste. It is very strong and heavy and is supposed to have laxative qualities. In the beer-room several of the tables are reserved for regular customers, who come there every evening and play cards. My own table companion on one occasion was a student who had just escaped from the Soviet Zone and was studying at Erlangen. He lived in a small attic below the cathedral and looked thin and drawn from undernourishment. He assured me, however, that the beauty of Bamberg, coupled with the freedom to do what he liked and even more important, to think and say what he liked, was worth any privation.

Courtesy: The Bridge



The "Bamberg Rider" in the cathedral.

THE STEERING COLUMN



CITY DRIVING

City driving weeds the men out from the boys. City driving is tough. In one city block of heavy traffic you may be called upon to make far more decisions and responses than in a mile of rural driving. Problems come faster and from all directions. Yet some of you are able to go on accident-free year after year despite the steadily worsening problem of driving in city traffic.

Two violations are reported most frequently in cities: speed and right-of-way violations.

The problem of big-city-hurry is not the high speeds we usually think of when speed is mentioned. Rather it is those speeds just enough faster than other traffic that it requires continuing effort to cut in and out or pass others.

Your work may require you to drive where the congestion is worst, and where chance taking is fast and furious. But your best protection from trouble is the steady pace used by most of the traffic.

Several years ago an experiment in city speed driving was tried. An experienced driver was authorized and instructed to "drive through a city without regard to speed laws, while being careful not to injure anyone". Directly behind him another experienced driver was to follow over the same route, carefully complying with posted speeds. The distance to be travelled was six miles.

The speeder beat the careful driver by just three minutes. The speeder was required to repeatedly slam on his brakes and cut his wheels to stay out of trouble, while the more careful driver drove steadily and easily with little need for braking or evasive action. There was very little gain in those three minutes "saved", and there was increased likelihood of an accident.

This experiment has been tried in other cities with similar results. There is no way to justify trying to hurry it up in cities, but there's plenty to justify the wisdom of taking it easy.

Congestion is another problem, and it is getting worse. You may drive for miles in the country before coming to an intersection. In the city you'll usually encounter one every block, and the alleys in between will keep you busy. A single city block may contain more cars than a mile of rural highway. Pedestrians swarm on city streets, but they are scarce on open highways. Visibility is usually limited in cities by other vehicles, by buildings, and by trees and landscaping. Frequent starts and stops become frustrating to drivers, and adding to the congestion problem is the manner and frequency with which vehicles change lanes.

Proper lane position is the big city guessing game, only because so many other drivers simply do not signal intent. You can find yourself stalled behind a would-be-left-turner who is too lazy to toss you a signal.

Generally, the middle lanes are best for through travel. A good way to keep from being trapped in the wrong lane when your turn comes along is to study a city map carefully so you'll know which way and where to turn. For particularly heavy and strange traffic, I write on a slip of paper the names of several cross streets which I'll encounter in advance of my intended turn. I clip this paper to my dash, and it helps to give me advance warning concerning my turn.

Changing lanes demands the best from a driver. Give clear signals, both hand and directional. Glance back quickly at that blind spot, but look out for a sudden stop by the chap ahead. Move out smartly when you have a break.

Intersections are the big trouble spots. Too many vehicles are on collision courses, and not every one is willing to give ground. Right-of-way accidents are currently "popular". Afterwards, the drivers will have a great time arguing who entered the crossing first, but the debate never prevents accidents.

The smart driver reduces speed at intersections and expects the worst. He is prepared for pedestrians who cross against the light or jaywalk. He knows that some drivers will bust into that intersection and turn right in front of him.

When you have to stop in city traffic, pump that brake pedal plenty. Otherwise you're apt to have some surprised driver try to take his rig right up your tail pipe.

You can ease the traffic congestion by parking at the curb for deliveries and pickups, whenever possible. Avoid double parking like the plague. It irritates drivers to find a commercial outfit squatting in their lane, while the driver is inside some place, and especially so if there is ample space for curb parking.

Finally, driving in cities means driving where there are kids playing ball, kids on bikes, and kids darting out for no reason at all. We can't change the thoughtlessness of those kids, but we can become more attentive and careful because of it.

Cities are tough to drive in, but an expert can take them in stride. A little less speed and a little more care will do the job nicely.



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When crash rescue personnel arrive . . .

Stay Back and Live!

by CWO Louis F. Garland, USAFE

Everyone in the Air Force is familiar with the wailing of sirens, the roar of engines, and the flashing red of the beacon lights, that signifies the movement of huge 37,000 pound crash fire trucks to the scene of an aircraft crash. Not many people, however, recognize or realize the tremendous amount of time, effort, training, study, research and just plain sweat and strain that precedes this instant of explosive action that will be directed toward calculated, planned team effort in effecting split-second personnel rescue and control, and extinguishment of fire.

However, our fire protection laddies are extremely fortunate. For they are always assisted and aided in their designated endeavors by everyone (and his cat) who can fly, ride, run, walk, crawl, or arrive by pogo stick, at the crash scene. Immediately upon arrival at the fire, by some miraculous transformation, these (helpful?) individuals become fully qualified, trained, professionally competent, fire and rescue supervisors. They then proceed to exercise their newly acquired talents (to an extent directly proportionate to their military rank) by directing hose streams, shouting orders, waving their arms and generally doing a thorough and competent job of gumming up the works, impeding firefighting operations, hampering rescue procedures, and making things extremely difficult for the trained firefighters to accomplish their designated primary mission.

This mystifying transformation never ceases to amaze and dismay the fire protection supervisors and men. For they wonder why in the dickens they have wasted thousands of hours training in live fire situations, studying pertinent regulations, manuals, technical orders and crash rescue charts. Not to mention the tedious years of daily performing all kinds of fire protection tasks to include physical conditioning, exercises and drills, just to prepare for those split-second decisions and actions that are required at the emergency scene. When actually, all they need to do is just arrive at the accident and some supernatural power will immediately invest them with all the necessary background, know-how and qualifications.

In reality, there is a little bit of the "fireman" in everyone. This talent probably stems from the earley American days

of volunteer fire departments. When — at the sound of the fire gong, every able bodied druggist, doctor, hardwareman, blacksmith and stable sweeper, dropped the tools of his trade and proceeded post haste to the fire scene. He there became a nozzleman, bucket carrier, pump operator or ladder manipulator. However, it must be remembered that in those days the motto was, "We haven't lost a foundation yet", (cement that is). And in addition, what wasn't burned up, was ruined by water damage or demolished with the (dubiously) famous "pick headed axe".

This certainly isn't an attempt to poke fun at this evolutionary period of our early ancestors of fire protection. Because we realize that they did an excellent job of saving lives and property within their capabilities, and the limitations of their extinguishing agents and equipment.

Rather, this is an attempt to point out that fire protection, the same as any other career field, has made tremendous strides. It has progressed to the point, through scientific advancement in extinguishing agents and techniques, complexity of fire protection equipment and vehicles, whereby highly skilled and trained fire protection personnel are required to properly perform the job.

In addition, the technological advance in our weapons, weapon systems and supporting fuels, render it extremely dangerous for anyone not technically qualified to be even near (not to speak of interfering with) firefighting operations.

For example, is everyone cognizant of the critical time factor and evacuation distance that are contained in classified RCAF EO's.

It is realized that even innocent appearing rocket motors, when exposed to intense heat will explode in less than two minutes with devastating effect to anyone within 500 feet?

Not many people are even aware of the fact that wing tanks, landing wheel struts, and wheels, under certain conditions of heat and fire will explode. Under crash firefighting conditions, firefighters must contend with all of these possibly fatal problems and still within seconds effect rescue of personnel. As anyone can see, there is just no time for mis-directed operations, or interference.

So we wind up this article with the following words of wisdom: During the next crash firefighting emergency, consider that you will have contributed greatly to the effort by performing you own particular specialty as part of the team. So, do yourself, the firefighters and the aircrew men — whose lives are at stake — a favor, and "Stay back, way back,



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Würzburg

and its Glorious Palace

by Michael Winch

Statue of St. Kilian on the old bridge over the Main River, Würzburg. St. Kilian was an Irish Monk who died here as a martyr in 689. Marienberg Fortress is in the background.

Würzburg lies on a gentle slope beside the twisting Main, facing steep vine-clad slopes dominated by the Marienberg castle. Once it was a joyous town; a town of wine, of students, of Prince-Bishops and Baroque, the spiritual capital of Franconia as Nuremberg was the industrial. Then, on 16th March 1945, came one devastating air raid. In twenty minutes four thousand buildings were totally or partially destroyed, and between four and five thousand people killed. It was a blow from which it was very hard for the town to recover. But it is worth visiting, even if it were only for the staircase and two rooms in the Residenz.

For the Residenz we are indebted to two successive Prince-Bishops of the Schonborn family, Johann-Phillipp and his brother Friedrich-Karl. It was built between the years 1719 and 1746 and is the last and greatest symbol in architectural form of the conversion of Würzburg from a Gothic and mainly Protestant city into one of the great centers of Catholicism; a process started by Julius von Mespelbrunn, Prince-Bishop from 1573 to 1617. The palace stands at the top of a great open square and is of royal proportions. Three architects had a hand in it, Maximilian von Welsch, who drew up the ground plan, Lukas von Hildebrandt, who designed the center

part of the garden front, and Balthasar Neumann, who did all the rest.

Neumann had previously been a captain in the artillery. The Bishop, suspecting his latent capabilities, took him into his service as Surveyor of Episcopal Buildings, and then sent him to discuss plans for the new palace with architects in Paris and Vienna. The gamble was a brilliant success. It took Neumann twenty-four years to complete the Residenz, but meanwhile he had built Bruhl, Vierzehnheiligen, and many other churches and palaces. His collaborator Welsch, known chiefly for his gardens, had also been connected with the army; as an engineer-architect employed on military constructions.

When last at Würzburg, I first saw the outside of the Residenz at dusk, and then it was at its best for it was not apparent that many window frames were empty, like sockets without eyes, or that damage had been done to the sandstone facade.* Inside, you come first to the staircase, and this has not been touched. It is said to be one of the largest in the world, and is certainly one of the most beautiful. As I walked up and down it and round the broad gallery which surrounds the top I felt as if I were in the Piazza at Venice; it seems to be an architectural space, or Raum as the Germans would call it, in which the provision of access to the first floor is but a secondary consideration. The form is simple, and the classical stucco decoration executed by Ludovico Bossi of Stuttgart in 1765-6, exquisitely restrained. Nothing is allowed to impinge on the ceiling, the whole of which is covered by one immense unbroken fresco by Tiepolo painted in 1752-3. Here the colors are rich reds and browns, with an occasional touch of vivid blue. The scene depicts the homage of the four Continents to Bishop Karl-Phillipp von Greiffenklau, the second Schonborn's successor. Its broad sweep, its clarity, imagination and depth of perspective make it one of the grandest ceilings in the world. Here and there, perhaps in a fit of mischievousness, Tiepolo made a plaster leg or piece of drapery project from the flat surface, and if you want to appreciate to the full the brilliance of the perspective, you should try to decide which leg is plaster and which is painted. You will see the Bishop in a medallion, and near him is Neumann in the dress of an artillery officer with his dog frisking beside him. Neumann's first idea was to build a complementary staircase on the opposite side of the entrance hall. Perhaps it is as well that he did not, for the whole conception might have become too diffuse. As it is I can scarcely imagine the stairs in normal use. In my mind I always see the Prince-Bishop making a "progress" down them. In front the Bishop moves slowly, red robes swelling over the steps, his hand outstretched or lightly



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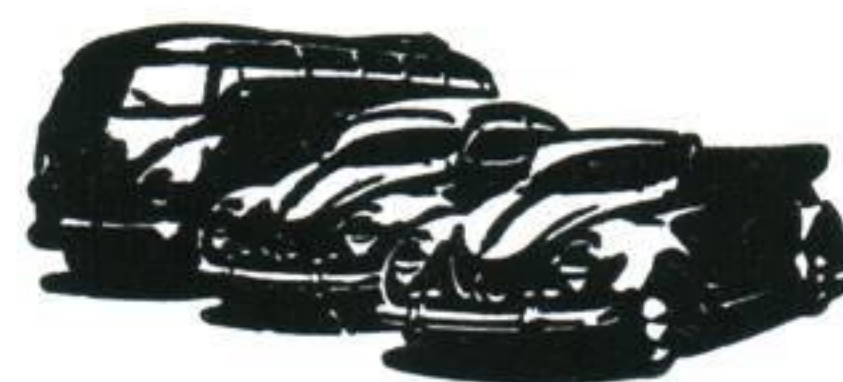
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touching the handrail. Behind him are his acolytes, his priests and courtiers, and an architect with plans for still another building.

Two Great Halls

From the gallery you enter the Weisser Saal, a great room quite different from the stairs. Its white stuccowork is pure Rococo, and a special lightness is given to it by the simulation of water being tossed in the air, and here and there of leaves moving in the wind. This was the work of Antonio Bossi of Lugano, the famous elder brother of Ludovico, and was completed in 1744. The Kaiser Saal, which adjoins it, is different again. It is heavier, and grand in a more conventional manner with decorations set in a strictly architectural framework. Here, however, the interest is not so much in the architectural form, but rather in the unbelievable richness and superlative quality of the decoration. The frescoes are again by Tiepolo, and were painted in 1751, a year before those in the staircase hall. One shows the marriage of Frederick Barbarossa to Beatrice of Burgundy (celebrated in Wurzburg in 1156); one, the Bishop of Wurzburg being invested in the rank of Duke, and the third, Apollo in his sun chariot conducting the bride to the Emperor. Like those on the stairs they have deep perspective and exquisite coloring.

Baroque Sculpture

Even more remarkable than the frescoes, perhaps, are the stucco decorations and the four allegorical figures, Flora, Apollo, Poseidon and Juno, which, though they too are by Antonio Bossi, are quite unlike anything in the next door



As early as the eleventh century Wurzburg boasted of some 30 churches and monasteries. This round church (on the right) dates from A. D. 706; it stands in the courtyard of Marienberg Fortress.

Weisser Saal. They seemed to me to represent secular Baroque sculpture at its very best. They have dash, vitality and vigor. They were the products of a great age and expressed it in the grand manner. The angel over the great central window is a triumph, too, and how remote from Riemenschneider's figures of two hundred years before. Here is no expression of sadness, mysticism, or quiet faith, but an ebullient vitality like that of the classical figures below, an unparalleled assurance, and a reflection of the glory and majesty of God in an essentially earthly form.

A Palace of Prince-Bishops

Even though they are but a truncated remnant, these two rooms and the staircase, each so different from the other, form one of the most interesting and impressive interiors in Germany. Considered together with the wide view from the Weisser Saal they reflect the immense power of the church



A staircase also can be a unique work of art. This one in the Wurzburg "Residenz" Palace is famous all over the world for its architectural beauty and the splendid ceiling which is covered by one great painting by the Italian fresco painter Tiepolo.

in Southern Germany, secular as well as spiritual; a power which was used with such skill and diplomacy that it has rarely been attacked from inside the country. Napoleon dissolved the monasteries, re-allocated their wealth and brought to an end the influence they wielded through social works. But his policy found no popular echo, and today the catholic church is almost as strong as ever.

Marienberg Castle

The first home of the Bishops of Wurzburg was the Marienberg, high above the river, and even if you have only a little time you should go there for the view and to see the Riemenschneider carvings in the museum, brought thither from churches destroyed by the bombing. Riemenschneider, though born in the Harz in the late fifteenth century, spent most of his life in Wurzburg, and his work attracted visitors from far and wide. Especially interesting are the two figures from the Marienkapelle representing Adam and Eve. Both

are naked, which was unusual at the end of the fifteenth century, and neither has the supreme serenity of the nearby Holy Virgin nor the profound human sadness shown in so much of Riemenschneider's work, but an abstract, almost Greek beauty.

From the terraces and from the restaurant, perched precariously above one of the bastions, there is a view straight down to the Main, and far up the valley towards Ochsenfurt. On the next hill you will see the "Kappele", a pilgrimage church built by Neumann in 1747-50. Its three main artichoke domes, two large and one small, reminded me of parents and child out for a walk, while its tall, slender towers are topped by smaller domes like open medieval helmets.

A Fine Park

Just outside Wurzburg, in the Main Valley, I found one of the most unusual and fascinating small gardens in Germany. It was laid out in 1775 by Welsch as a complement to the Bishop's summer residence, or Lustschloss, Veitshochheim, which had been begun a hundred years earlier. It is one of those purely architectural creations of the eighteenth century, in which carefully cut beech hedges take the place of walls and statues provide the ornament. The only touch of fantasy — and that has nothing to do with nature — is the grotto adorned with birds and beasts made of shells. You will find it beneath the summerhouse, in which the Bishop, perhaps, drank china tea or mellow Franconian wine brought from his vineyards.

In the days before 1945 Wurzburg had a large number of wine rooms, many of which were famous both their wines, sold in the squat brown Franconian "Bocksbeutel", and for their old-time atmosphere. Some have been reconstructed, though not always in their original form, and these include the rooms in the Juliusspital and Burgerspital, which, as their name indicates, were hospitals, one founded in the seventeenth century by Prince-Bishop von Mespelbrunn, the other in the fourteenth by rich citizens. A peculiarity of the town is that you can also buy wine at many baker's shops. In the Katzengasse, at the foot of the Marienberg, is a small and famous fish restaurant: the Schiffbauerin. Its speciality is "Meefischle", a small sprat-like fish caught in the Main. Unless you like skin and bone I would not recommend them.

* In the meantime, reconstruction of the palace has made rapid progress. The facade, the roofs and the windows have been completely restored and also the interior is again used for collections, archives, university institutes, etc.

Courtesy: The Bridge



Junior Medicine Box

by CLINICUS

What is the most important item in a home medicine box? If there are children in the family, I'd say it was some sweets, because, after most minor mishaps, what the child needs most is comforting. And after that? Well, you can have dozens of things — you can be equipped to deal with every conceivable emergency, and then, when the emergency happens, you discover you can't find what you want, or else you don't know how to use it. Any illness or injury in childhood that calls for more than the simplest measures should be dealt with by a doctor. If it's an injury calling for urgent attention and a doctor isn't immediately available, by a nurse or someone who is trained in first-aid.

A thermometer is an impressive feature of most anxious parents' medicine boxes. Even if one can use it properly and read it — and some people can't — is it of any value to a lay person? Not much value. Children very readily run a temperature, and they run higher temperatures than adults and a child can be very ill with a normal temperature. A doctor is the best judge of how important a high temperature is. A pair of tweezers for removing splinters is of more value than a thermometer, and so perhaps is a needle for the same purpose, so long as it is sterilized before use by letting its point get red hot in a flame. (Remember to give it a few seconds to get cold before actually using it.) And never go below the top horny layer of the skin to get a splinter out.

First-aid dressings: adhesive plaster dressings of various sizes are very useful, but you should also have some sterile gauze, and cotton wool and bandages. No antiseptics, no jellies for burns. Aspirin tablets, or one of the children's

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aspirin preparations, is essential. Calamine lotion is useful for mild sunburn. A simple cough linctus will often help a child (and you) to get a night's sleep. Castor Oil may come in useful for treating minor eye conditions after a doctor has seen them, but it should hardly ever be needed as a purgative.

A good medicine box for children won't contain any laxatives, aperients, or purges. Far more harm is done by their regular use than by constipation, which very often exists only in a mother's imagination, and which is **not** responsible anyway for half the ills that the flesh is heir to. Give your children plenty of fruit and vegetables and fluids, and don't fuss over their bowels, and they'll nearly always be regular. A similar calm attitude over minor travel sickness will often prevent it more effectively than anything you can get out of a medicine box.

Far more important than regular purging is regular, indeed daily, vitamin supplements for children — a fruit juice for vitamin C, and cod liver oil for vitamins A and D. Not that you'll keep these in the medicine box, because children enjoy taking them and a medicine box should be for serious items.

Minor burns, that is reddening of the skin, or a small blistering, can be treated at home. Put nothing at all on the burnt skin except a piece of sterile gauze, and then a bandage. And you needn't prick a burn blister. Small wounds and abrasions should be treated in the same way as a burn except that they should first be thoroughly cleaned with soap and water, and dabbed dry. Bleeding that won't stop can often be made to stop by applying pressure to a wad, of sterile gauze held over the bleeding point. If it's a cut on arm or leg that's bleeding, then raise the limb as well — above the rest of the body — and hold it like that for a few minutes.

Much more important than being prepared to treat a sick or injured child is **prevention** of sickness and injury. More children's lives and more suffering would be saved if parents adopted a few simple rules than if they all had the most perfect medicine box in the world. If they bought non-inflammable clothing, for instance. If they had guards over all fires in the home. If they kept **all** pills and medicines out of the reach of children, and if they added their quota to all the good work that is being done to make children traffic conscious. To that list we may soon have to add a knowledge of mouth-to-mouth artificial respiration, which any intelligent adult can learn very quickly.

Two other ways of helping to ensure that the medicine box is kept locked up is to feed children properly, so that they are better able to ward off disease, and to see that they are properly immunized. A good varied diet, including the fruit juice and cod liver oil mentioned earlier, will do more to keep children well than any amount of bottles of medicine or tablets. And as for immunization, it doesn't mean just immunization against polio, but against diphtheria, tetanus and whooping cough (there's a combined vaccine for all three), and also vaccination against small-pox. Do keep a record of the inoculation dates, and of the dates when any "booster" inoculations may be needed. If a child goes to a doctor with a nasty wound, it is very helpful to him to know that a tetanus immunization has been carried out, and when. Keep your records in the medicine box — if it's never opened for anything else it will still be worth keeping just for that.



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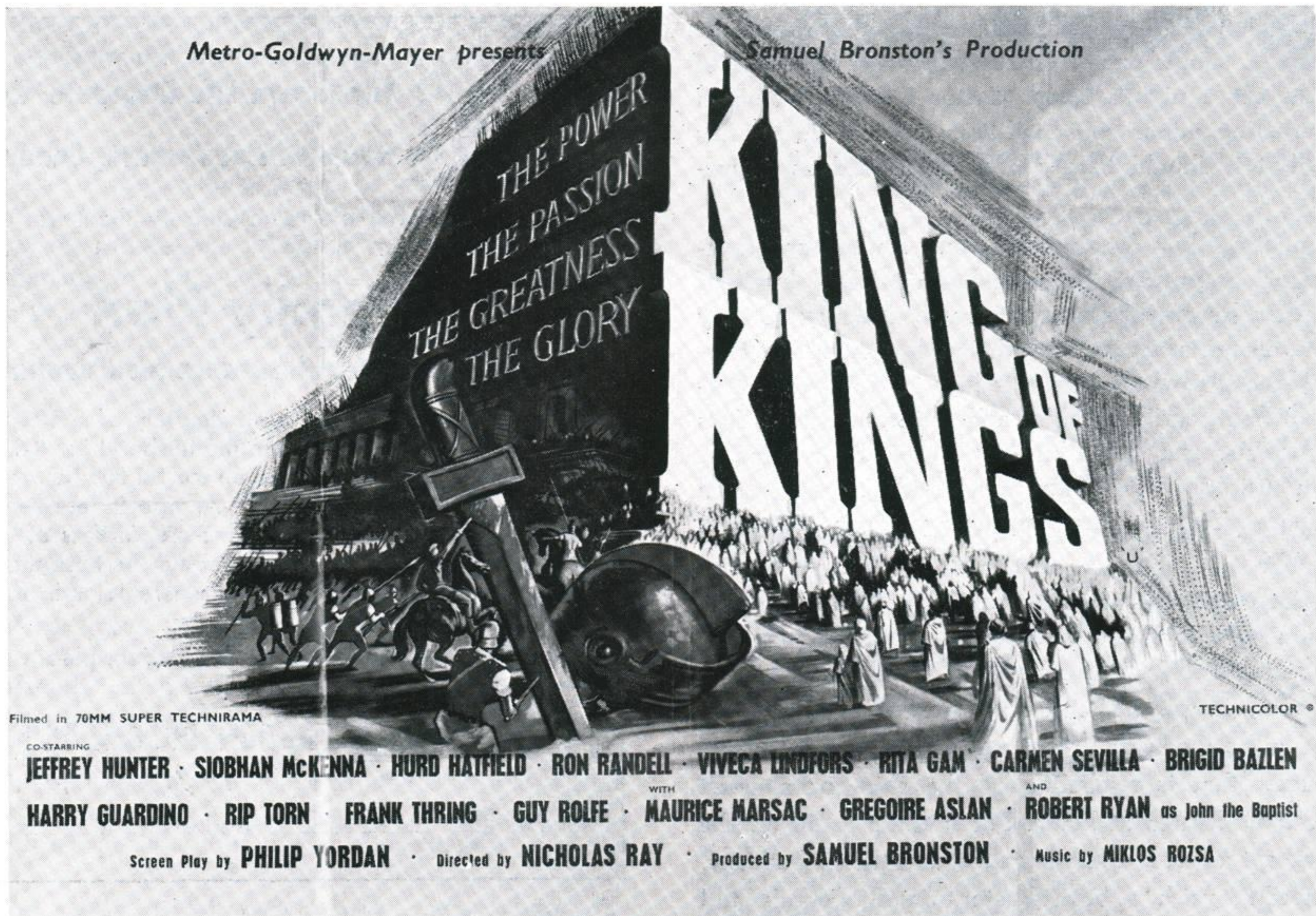
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⌘ AUGUST ATTRACTIONS ⌘

Wed. 15th & Thur. 16th "SPLENDOR IN THE GRASS" starring Natalie Wood, Warren Beatty and Pat Hingle is a Technicolor romantic melodrama. Set in the Prohibition period it describes a young couples efforts to curb their sexual desires. (X) Adults Only.

Fri. 17th & Sat. 18th. "THE YOUNG ONES" starring Cliff Richards, Carole Gray and Robert Morley is a lively CinemaScope and Technicolor musical pivoting on a youth club. (U)

Sat. 18th Childrens Matinee "BLACK JACK" an adventure story plus "WAY OUT WEST" (interest).

Sun. 19th & Mon. 20th "THE PRIDE AND THE PASSION" starring Cary Grant, Frank Sinatra and Sophia Loren. A colossal VistaVision-Technicolor adventure melodrama based on C. S. Forester's novel, "THE GUN". telling how a massive cannon became the symbol of the spirit and courage of Spanish patriots in their fight against Napoleon's hordes. (U)

Tues. 21st. "THE TIME MACHINE" starring Rod Taylor, Yvette Mimieux and Alan Young. A MetroScope and Metrocolor science-fiction romantic melodrama, based on H. G. Wells's far-seeing novel. (A)

Wed. 22nd & Thur. 23rd "ONLY TWO CAN PLAY" starring Peter Sellers, Mai Zetterling and Virginia Maskell is a down-to-earth middle-class small town comedy dealing with a married Welsh librarian's brief, though lively, deviation from the straight and narrow. (X) Adults Only.

Fri. 24th & Sat. 25th "H. M. S. DEFIANT" starring Alec Guinness, Dirk Bogarde and Anthony Quayle is a CinemaScope-Technicolor period seaborne melodrama dealing with seething discontent above and below deck in an 18th-century British man-o'-war. (A)

Sat. 25th Childrens Matinee. Title of film to be announced on weekly posters.

Sun. 26th & Mon. 27th "A THUNDER OF DRUMS" starring Richard Boone, George Hamilton and Luana Patten is a CinemaScope and MetroColor U. S. Cavalry melodrama covering the blooding of a young officer in Indian territory. (A)

Tues. 28th "HOME FROM THE HILL" starring Robert Mitchum, Eleanor Parker and George Peppard. An off-beat CinemaScope and Metrocolor melodrama about a deep South landowner who pays a heavy price for his wild love life. (A)

Wed. 29th & Thur. 30th. "PETTICOAT PIRATES" starring Charlie Drake, Ann Heywood and Cecil Parker is a bright and breezy "anchor's aweigh" comedy approached from the distaff side and magnificently photographed in CinemaScope and Technicolor. (U)

Fri. 31st & Sat. 1st Sept. "KING OF KINGS" with a international star studded cast is the recommended film of the month and is fully described above. (U)

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419



SQN

Facts for our little autograph hounds: The band's home town is ESBJERG, a fishing centre, hence the naval type costume; they have two uniforms, blue for winter, white for summer; each red bar on the forearm of the jacket is for two years service with the band; the stripes on the sleeve are merit badges (maximum of three); when a boy leaves school he leaves the band and joins a young man's group.

We enjoyed their music. The West Coast Boys seemed to like their tour of 419, the Canadian food, the swimming pool and their reception in PMQ's. It would be nice to have them back again.



On 11 July, 419 was host to the third best band in Denmark. To win this title the VESTERHAVSDRENGENE (West Coast Boys) had to compete with numerous young men's bands. But look closely at picture No. 1. Aside from the rather elderly hosts and the band master in the blue jacket, not one of these musicians is over eighteen years old. The youngest band member is ten! Yet they are known throughout Europe from their many appearances on radio and television, in competitions and concerts. We Canadians might ask: "How do they get to be so good unless they are abnormally gifted?" Well are they? A thirteen year old Alto Horn player gave the answer. "You can't be a part-time anything and be proficient. We meet one hour a week all winter and every night for three hours during the final three months before the festival season." This gruelling routine seemed to have its reward when the Canadian children chased them for autographs after the VESTERHAVSDRENGENE 4 Wing Concert.

A few facts for Canadian parents: Music is taught in the schools, the band master (Bo Dalby) is a professional paid by the school board; the band manager (A. Hanson) is a brother-in-law to Mrs JJB MacDonald; the instruments belong to the schools; the uniforms are purchased by the parents. (Mrs MacDonald invited them to visit 419 between performances in Germany.)

Recent Departure

In 1957 the RCAF pulled a Radio Officer out of his job of Sector Intelligence at Lac St Denis and sent him "through the mill" as an AI Observer. He arrived at 419 in the fall of 1958 and became Deputy OC. S/L Selby has held that position until recently when he was transferred to Rivers, Manitoba.

DG Selby enrolled in the RCAF at Niagara Falls in July 1940 as a wireless air gunner. After completion of training Cpl Selby reported to 116 (Catalina) Sqn on the East Coast. The Maritimes were good to him. Between his arrival in 1941 and his departure just after VE Day (he volunteered for the Pacific "Tiger Force") he received his F/L, his DFC, and married Norma, our popular "Mrs O. C.". Through the years they hopped around quite a bit; in Edmonton, (responsible

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for the North West Staging Routes telephone systems); Dorval 426 Sqn world travellers; San Antonio and Washington for intelligence officer training; Whitehorse, AFHQ and finally Lac St Denis to 419. His is an impressive list of accomplishments. Take heed Rivers! 419 liked this Moose Family.

S/L Selby had this to say: "During my four years here, I have seen many 'types' come and go — aircrew and ground-crew. I can safely say that the present squadron will continue to work together as a team, the finest team in the RCAF. I thank you for your support. Best of luck."



W/C Etienne congratulates S/L Selby on attaining 1000 hours.

Picture No. 2 shows S/L Selby as he completed his 1000th hour in the CF 100. His pilot for the trip was F/O Henning. (We had other pictures of S/L Selby, unfortunately the camera broke halfway during the evening.) The occasion was an excellent party held in honour of those who must become "old" or ex-Moosemen. Norm & Doreen Henning, Jack & Elizabeth Parkinson, S/L & Norma Selby were transferred to Canada. It was a wonderful evening high in the Schwarzwald as we said Auf Wiedersehen.



Picnic

Bruce had company on the 14th day of July as hordes of children, parents and a few single men gathered in the 419 dispersal to celebrate one of the rites of summer, a picnic. It rained. Our two clowns (Cpl E Proper and LAC F Dodman) were marvelous though and wouldn't let the picnic drown.

Then our children carried on from there with their races in the rain. It was a good afternoon. One is led to comment that since picnics are a part of growing up, it speaks well of our squadron that the children weren't forgotten during this summer season.

WHAT A WONDERFUL MONTH!



422



Sqn

On 27th June, 422 SQN changed their residence for three weeks from 4 (F) Wing to Deci, Sardinia. The sun was shining as brightly in Sardinia on arrival as it was here in Germany when we left and thus made the hop down there quite enjoyable, even for S/L Higgs and F/O Stead who flew down in the Bristol. F/L Bell, F/Os Battram, McQuiggan and Brooks took advantage of the local environment in Sardinia and took their families with them to enjoy a sunny holiday during and after the SQN's stay.

Unlike our previous stay in Deci, we were blessed with nearly perfect weather for most of the camp losing only a few sorties to bad weather.

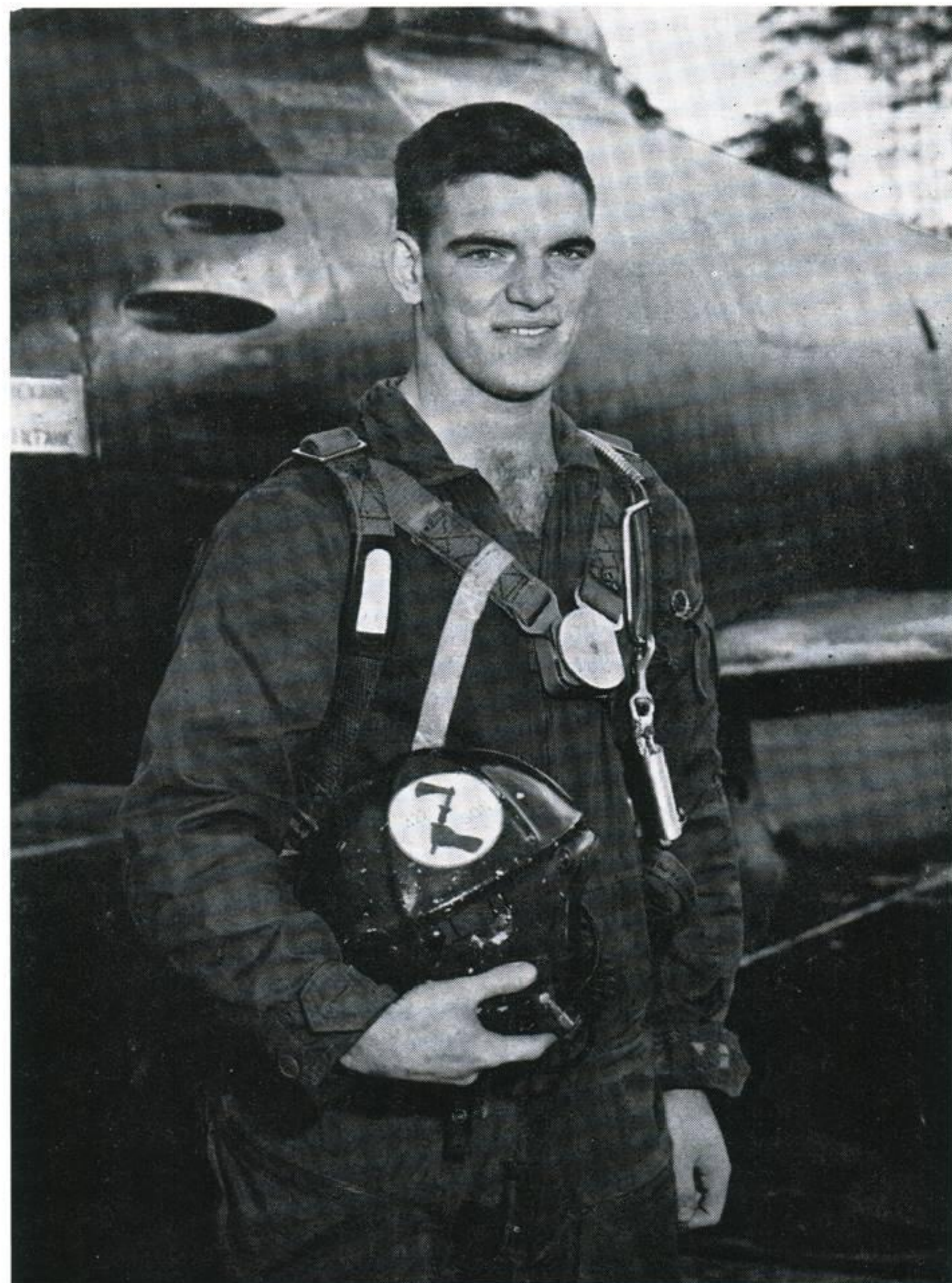
The SQN hadn't been there very long when we received some welcomed news — promotions — F/O Thom & F/O Bell were promoted to F/Ls; F/O Jennings, F/O Anderson and F/O Brooks were all given 3-year extensions, and two ex-Sqn members, F/O Bob Dunn and F/O Luxton, received PCs. Red hot chaps except soon the SQN will have to evolve to a nine flight system of operation; a flight commander, deputy flight commander, and a F/O type combat ready pilot in each flight to make available enough positions for all our chiefs.

Wing Training Flight followed us to Deci on the 3rd of July. Speedy Fast came down to keep our instrument flying up to par; although I must say it's a good thing the Wing has more than one T-33 (pretty hairy, that first approach, eh, Speedy?). John Hundt took Speedy's place a few days later and F/L Bill Tuele subsequently took John's place. F/L N. MacDonald accompanied Bill Tuele back to the Wing via T-33 to renew his green ticket instrument rating and a successful trip it was although somewhat delayed in departure.

Other than a few minor incidents, operationally the camp was a success as all aircraft and pilots exceeded the requirements in sorties and scores. Most of the pilots got at least nine firing sorties and some got ten and eleven; the result was an overall 20,000 feet firing average well over 30%. The climax of the camp came in the Sqn "Ace of the Base" shoot, 17 July, during which a pilot had three passes to fire off 210 rounds. To qualify for the shoot a pilot had to average well over 30% in all his firing sorties and as a result only 1/3 of the Sqn pilots made the grade. Until the third flag, Bill Bell was high man with a 42%. Unfortunately for Bill when the third flag came in it was "full of holes". Merv Wren made the most holes and earned a well deserved Ace of the Sqn plaque plus a little money for firing a tremendous 71,5%. Also on the flag were Gary Brooks, Paul Schlunnegger and Larry Best to obtain a flag average of 53,5%, the finest flag in quite a few years.

Throughout the firing in Deci, F/L Thom ran a pool from day to day, available for a price to all, but the big winner was Dr. Doug Coupland who won twice in succession, the day before he left and the day he left Deci. It was certainly "too bad" he wasn't there to enjoy his second winnings (over \$ 15.00) but we all had a few drinks on and to him in his absence. "Thanks for the party, Doc."

Towing flags usually isn't much of a problem in Deci, or anywhere else but it proved embarrassing to three of the Sqn pilots.



Ace of the Sqn — F/O Merv Wren

The first pilot, Pyro McBride took off, flag trailing and while getting airborne, somehow set the infield ablaze. So ended flying for the afternoon.

On a different day, Gerry Saunders got safely airborne but on checking the flag shortly thereafter found he was lacking the flag. "That's a pretty slick way to get a solo trip, Gerry."

The third incident involved S/L "Hawk Eye" Higgs and F/O "Eyes" Anderson. S/L Higgs was towing and Andy was leading a four plane section to fire on the flag. On reaching the rendezvous point, the tow commenced orbiting and shortly thereafter the section arrived over the same point to meet the tow. Thirty minutes later the tow headed out to sea and down the range and the section now low on fuel went home after a vain attempt to locate the tow. "I guess you foxed 'em, Sir!"

Ron Woods is one pilot who shoots for real. Although he was getting some fine scores, it wasn't good enough; he had to shoot an aircraft, and this he did: his own. An gun mount came loose on his a/c and fired a few rounds through his own intake panel. "You almost had one confirmed that time, Ron!"

Although there was lots of work, there was certainly time to play and again as has happened in previous camps, the airmen showed the officers how to play ball. The scores speak for themselves: airmen 8, officers 4 in the first game and airmen 12, officers 10 in the second game. We did play one other game but the officers used a few imports which made the difference as the officers won 17-11 in the third and final game.

On the week-ends, organized and unorganized tours were available to most of the hatchetmen. F/Os Little, Wren, and Kee took advantage of the latter and went bicycling one afternoon to the nearby villages to check the local wines — this they most emphatically did — (no more to be said except that for some obscure reason No. 3 failed to negotiate a turn and suffered minor injuries).

Getting back a little closer to home, I guess it must have been a cold fall last year as the Sqn has many new members. Congratulations are extended to the following: F/O and Mrs. Jennings and baby girl, F/O & Mrs. Miklossy and baby girl, F/O and Mrs. Helm and baby boy, LAC and Mrs. Reed and baby boy and to LAC & Mrs. Gwynne and baby boy.

Arrivals of a different nature are also coming to the Sqn. From Safety Equipment, Cpl Julien comes to us and from Canada, Cpl & Mrs. Arnold arrived here. Both Cpls arrived just in time to enjoy the sunny south. It's good to have you aboard and have a good stay.

For many of our hatchetmen, the trip south was their last as they are leaving the Sqn shortly. These are: Sgt Les Keele, Cpl Red Schneider, LAC Benny Benson, LAC Matt Carson, LAC Gerry Yager and LAC Ron Hiltz, all good things have to come to an end but I'm sure you'll take back fond memories of Europe and the Sqn to Canada — Auf Wiedersehen!



Sgt Norman

Sgt Weiser

where he was stationed for three and one half years in the maintenance section. Sgt Bearman is married but has no kinder as yet.

Number two — Sgt Balcom is an easterner from „Paradise“? Nova Scotia, is married and has two children. He is on his second tour in Europe, being with 410 Sqn in North Luffenham previously. Sgt Balcom comes to 444 after spending six years at Summerside.

Sgt Norman, Cecils third recruit calls North Bay home. He is also married and has four children. Sgt Norman has been with the Air Force since 1942 and before coming to the homes of the snakes he was at 12 T. S. U. Weston for nine years.

Sgt Weiser is the single man of the group and his hometown is Mt. Forest, Ontario. He also joined the service in 1942 in the special reserve. Sgt Weiser was previously stationed at Camp Borden and during this time he had the chance to serve in the Congo. We hear he has some interesting stories about his experiences.

The squadron hopes that each of you will enjoy your stay at 4 Wing and Triple Four.



by F/O R. D. Glen

Maybe it's the colour of ink I use, who knows, anyway, here I am back to the reporting duties from Triple Four this month.

To start off we would like to introduce four NCO's who have recently joined the snakes.

Sgt Bearman whose home is Assiniboia, Saskatchewan, comes to us from Training Command and Station Gimli



Sgt Bearman

Sgt Balcom

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As the squadron gains new personnel so it loses old ones, in this case F/O James, his wife and three children, who are departing for Penhold. We wish you good luck Gord as you leave to take up instructing duties on the „yellow peril“.

We wonder if a sign shouldn't be painted for the dispersal building reading „the Stork Club“. Last month the arrival of eight new tads was announced in these pages and now we have three more. Congratulations to:

- | | |
|-----------------------|-------|
| F/L and Mrs. MacKay | a boy |
| F/O and Mrs. Galloway | a boy |
| F/O and Mrs. Davis | a boy |

Seeing as there have been only two girls in eleven births maybe the three that are soon on the way will help even the score.

July was another sparse month on the social side as the Cecilists have been keeping the zulu hangar well occupied while the Hatchetmen were soaking up the sunshine. Even so, we were able to squeeze in a couple of parties for the personnel of the Belgium Air Force who were down visiting us. It was at one of these parties when, for the first time, we saw coke and tom collins mixed with scotch! The squadron is going to give the weatherman one more chance as another weiner roast is planned for August. So far he is batting 75% as three of our four Rhine weiner roasts have been rained out. While on the subject of parties the other night at the Officers Mess two budding fire eaters were showing their powers with the aid of mouthfull of lighter fluid and a lighted match. Could it be that F/O's Corgett and Elgie had a case of indigestion or heart burn.

Cecils Snake for August

Seeing as how we had a few warm days at the end of July, Cecil has come out once again, coiled and struck at our new EO F/L Douglas H. Harley for snake of the month.

F/L Harley was born in South Shields, England, was educated in Darjeeling, India, Leics, England and Toronto, Ontario, and now calls St. Thomas, Ontario his home in Canada.

Doug joined the services in 1939 as a midshipman with the Royal Navy and a year later switched to the Royal Air Force as a navigator with the rank of WO 1. After flying in Wellingtons, Hampdens, Blenheims and Ansons for just over another year he was taken prisoner in June of 1941 and interned at Dulagluft Stalag III E at Berlin. After four years as a prisoner in five different camps he returned to flying duties in May of 1945.

F/L Harley joined the RCAF in January of 1952 as a navigator in the reserve. Three years later he was in the regular airforce as a Tech/AE and navigator and has worked in the Dakota, Lancaster, Neptune, Argus and Expeditors.

Doug, his wife Helen and son Douglas Jr. are welcome additions to Triple Four. We hope you enjoy our squadron life.

Last month you were reminded that while driving automobiles, sonic booms should not be attempted. We would like to bring to your attention that high speed passes are in the same class, and as in aircraft, are also restricted in this area.



F/L D. H. Harley

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Maintenance notebook

Sgt Silcox — Sgt Jenkinson — LAC Casey

In and around the Tire Bay. „T“ Bird Maintenance and Engine Bay, one often hears the odd remark that is meant for a laugh, and in some cases intended to put one in ones place as the occasion arises. So I'll wander around and see how the boys are making out and listen to what they have to say:

LAC Maurice Lafleche — "Lets have a Standdown."

Quote (name withheld) "LAC Chuck Kingsbury is getting to be in pretty pear shape these days and has a fair tan to go with it."

The other day LAC "Tiny" Ottenbriet was asked — "Do you wear your tie coming to work in the morning?"

One lad, after many hours of intensive research sent in his own findings and in his own words they were — "I find he has had no accidents, doesn't drink, no babies, in other words he don't do nothin'." LAC Bill Gillies — if I were you, I'd sue him.

LAC Pat Frere is becoming quite the executive behind the desk in Engine Bay. He is developing a "voice" over the P. A. as well as the Steno spread.

Cpl Murray Brown came up with a Golf score of 120, or was it 130? I'll match you even on the next nine Brownie.

Another golfer is our Mike Bridger. He has his own golf course at the Rhine and is sometimes called the "Iffeheim Pro".

LAC Johnny Cunningham is the baby of the section; having been weaned on milk he generally passes out after two glasses of beer.

LAC Ed Barkley and a certain helper had quite a time at the Test House with a snag which lasted off and on for two weeks before they decided to "can" it.

A very quiet chap these past few days is LAC Bennett. "Expecting company from Canada George? Duesseldorf is a long trip for an Opel."

"Uncle" Bob Reed, arriving in Tire Bay from Wing Maintenance, after he had heard about Sgt Silcox's wheel cleaning machine asked, "Will it remove freckles?"

LAC Terry Einarson has been attending the swimming pool on noon hours. Could it be a weight problem?

LAC Larry Paquette is a deserter, ask Wing Maintenance ball team.

There are various reasons for going on leave. To quote one: "Once again we see LAC Sam Mackey and his faithful Opel sneaking through the front gate to other lands, while the Beachcraft comes sneaking through the hangar doors for another check."

Between working at the Station Theatre, Engine Bay and

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car Safety Checks, Sgt Johnny LaGrow has had to take a "week-off" to recuperate.

Anyone care to have a Taunus motor taken out and replaced? See Cpl George Letellier of "Tire Bay".

Back to Canada brings joy to some, regret to others. We will lose George Letellier shortly. "Wild Bill" Guderyan got his departure date, but "Where are you going, Bill?". LAC Danny Boone is another to leave us, (he is the chap over in the corner with the varsol spray gun in his hands and surrounded with a Varsol mist. It is difficult to tell if he is working or not). Best of luck chaps on your return to the land of round doorknobs.

To our sick and shut-in, LAC Cahill is off his legs in Heidelberg Hospital and here in our local infirmary, LAC Norman Keyes is laid up with an ailing back. All of us here from the Tire Bay and T 33 Maintenance wish you both a speedy recovery.

That concludes my wandering around the hangar. Cpl Les Martin was in "hiding", and therefore "no Comment".

These are the words and views from a very important section in the Air Force, well, we think so.

Safety Equipment not having put in an appearance for some months, we thought it best to again get in the swim of things. As far as we can determine our last was in April and F/L Williams says he wants to hear from the SE people NOW.

Last October we were swamped with additional people but, they have slowly been whittled away. In fact we have now reached the point where we haven't the time to complain about the lack of an "A" Grouping. The most recent departure included such stalwarts as Tom Currie to Chatham, Art Goudreault to Summerside, Ed Drachenberg to Downsview and FS Clark to Air Division. Shortly we will witness the departure of the Deloughery family to Portage and Dutch Wilson to North Bay. As a replacement for all these fine personnel we have welcomed aboard LAC Duclos of Winnipeg.

We really can't hope to keep up with the joys and journeys of those on leave, however, it can be stated definitely that Joe Gillis travelled only as far as Heidelberg. To top off the month Clay McAdam gave 50 bucks to the Receiver General and his freedom to Miss LaPlante of Edmonton on 28 July.

Well, at last Ground Handling makes another appearance. We've been so darn busy keeping everyone happy with serviceable equipment that we couldn't stop long enough to write up an article. There hasn't been too many new happenings around here but we'll try and think of something. FS "Stormy" Gale and LAC Jack Relf and families have returned to Canada and LAC "Andy" Morin will be returning in September. Our best wishes to all of them. Our welcome is out to newcomers, FS Guthrie and LAC "Cub Master"



F/O Rosenquist AECRO (W/Maint) congratulating LAC Lively on achieving 3000 hours on a brute energizer.

Grant. We would also like to give a vote of thanks to the Ground Handling boys from 3 Wing. They sure are doing their share.

And now to the main issue for this month. We thought that a 4 Wing "First" should require a little explanation. As you have seen in the Flieger a couple of photographs were taken on a very important day in the life of Ground Handlings' "Brute" section. The machine pictured is a "Brute" number B 4, which has been in service for 7 years and for 4 of these it has served 419 Squadron. The amazing thing is that in 7 years and 3000 hours of operation it has never required a factory overhaul which normally takes place in 1000 hours cycles. This has all come about through the combined efforts of Cpl Wenzel, LAC Grant and LAC Lively of our "Brute" section.

It is used by the Armament systems trade for inspections and snags and to carry out functional checks without having to start the CF 100 in question.

Let us take a look at some of its capabilities:

- a) has powered starter motor.
- b) diesel powered main engine.
- c) One DC generator rated at 28-30 volts, 7500 watts.
- d) Two DC generators rated at 28-30 volts, 15 000 watts each.
- e) One AC generator rated at 115 volts, 400 cycles, 7.5 KVA.

What all this technical data means is that, while Armament is doing daily inspections or snags it is possible to start two CF 100s at the same time from the one machine. Because of the complexity of the machine it appears (through some of the snags we have received) that only the highly trained technical



Staff of GHE

personnel are able to operate it correctly. It has been proposed that an extra column be added to the L14 and headed "Finger Trouble". We do hope that those people concerned have noticed that, as of now, we of the Ground Handling are about 2000 hours ahead of the rest.



by Mary & Joyce

A warm welcome to the Flugplatz is extended to two newcomers - Myra Alward and Mariam Coldwell, both these Maritimers were transferred from St Jean's PQ, and will be working in the Supply section.

To say hello, we also must say good bye to many of our



Cpl Alward

LAW Coldwell

friends, this month a farewell party was held for four of our girls - Penny, Helen and Ce'lyne - these girls have given up service life for a fulltime job as housewife - Gwyn also said good bye to us, leaving Germany for the land of the Maple leaf and civilian life as well. To you one and all, we wish you all the best of luck in your new careers.

Many of the girls are taking leave this time of the year, going to many countries - Flo, just got back from Sunny Spain, the ideal place for a tan - Kitty journeyed to Switzerland for a few days - Ann is having a holiday in her native country, Holland - Margaret spent a week in Germany's Camping Platz, however, I hear this wasn't too joyful, she was washed out. Marina and Joyce went to Denmark, Norway and Sweden. Marina understands Danish quite well, but words like "tourist" and "twist" sometimes sound the same, don't they? A bit of information if you ask directions in Sweden - 1 Swedish mile = approx 10 kms.


Mark II has been going around with a swollen ankle, these incidents derive from dancing on tables - the motto is "don't fall off".

Andrea and Jackie have taken up Badminton at the tent - and for goodness sakes Jackie, watch where you aim that "Bird".


In our world of sports, the girls have managed to keep their perfect record in fast ball, need more be said!!!!

Congratulations are extended to Hazel and Bill, and Art and Judy on their recent engagements.

Kathy and Walt made their final wedding vows on July 28, when Kathy, escorted down the isle by Leo Gryba, her father of the day, joined Walt at the altar.



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A bridal shower was held for Taffy on July 30, she received many lovely gifts, Taffy and Cam have set their date for 4 August.

Anyone wishing to buy a film for a movie camera — 8 mm — magazine, not roll type film. Any price will be considered. See Marina for further information.

We were all sorry to hear of your accident Helen and are wishing you a speedy recovery.

That's all for this month, folks.



Boy Scouts

4th BLACK FOREST
DISTRICT

Saturday morning, 30 June 62, Scouts Michael Markham, Dave Chaplin, Jeffery Harrison, Nigel Markham, Scott Jackson and Robert Kidd of No. 1 Troop and Grant Stevens from 3 (F) Wing, under Scoutmaster Jack Weiler marched out of Baden-Baden for a hostel-hike through the Black Forest. Scouter Jim Fawnley-Smith from 3 Wing assisted Scouter Jack on his days off.

The first day's march was to Gernsbach where they slept in a former jail complete with barred doors. Sunday morning, all in line and admired by the Gernsbach populace, the scouts headed for a hill-top castle tower at Teufelsmuehle near Herrenalb. From this height on a clear day, the Rhine, France and the Autobahn could be seen directly below the town of Gernsbach. Monday at 0855 the scouts marched for Forbach. By this time they had found their pace and arrived two hours earlier than planned, so there was time to do a little sight-seeing. They met a group of German young people at the hostel and spent an enjoyable evening singing and playing games.



Next morning rain had set in as they left for Badener Hoehe hostel near Sand. As planned, they spent two nights to rest, clean up and take side trips without packs to points of interest, such as the Talsperre Dam. Thursday morning it was still raining when they headed for the main Scout Camp near Schoenmuenzsch. They stopped for lunch at the Cub Camp near Hundsbach.

Friday it had cleared up as they pointed their way back to Forbach. They were pleasantly surprised to see the same group they met earlier and another impromptu party was held. This

was their last night on the trail as Saturday morning they turned their footsteps homeward, arriving about 2230. Here they were met by their parents and feted with cookies and soft drinks.

The Scouts were issued with fresh rations daily and their sleeping gear was moved from stop to stop by Scouter Ken Skundberg.

All in all the scouts walked 90 miles as measured on the level, and considering the hills they climbed, a conservative estimate of distance travelled would be 130-140 miles. They were tired and dirty at the end but as one of the senior scouts said, "It was the best camp I was ever on".

Special thanks are tendered to the District Commissioner and the Group Committee for the special interest and support they gave to this new venture, and FS Jackson for transporting the scouts to and from the starting and finishing points.

TELECOM TIDBITS

by Hal and George

Arrivals and departures constitute the main body of our article for this month.

Three new arrivals are:

Cpl. J. Talbot arriving here from Penhold.

LAC R. Salmon came to us from Saskatoon.

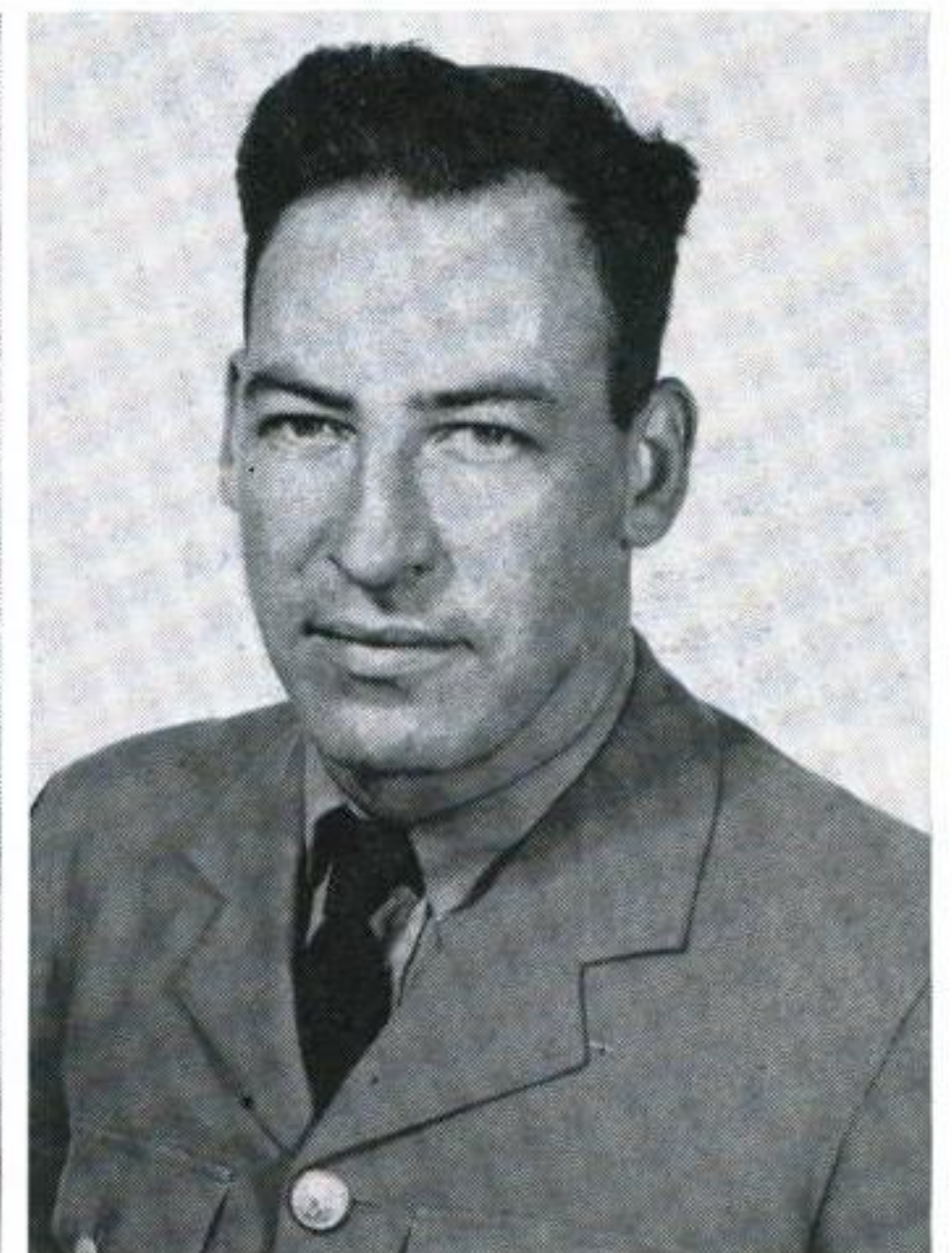
LAC R. Naylor formerly of Namao is also a new face.

LAW "Taffy" Taft is not leaving the station but is leaving the service. She and Georges "Cam" Cameron were married on the 4th of August. All the best from Telecom kids.

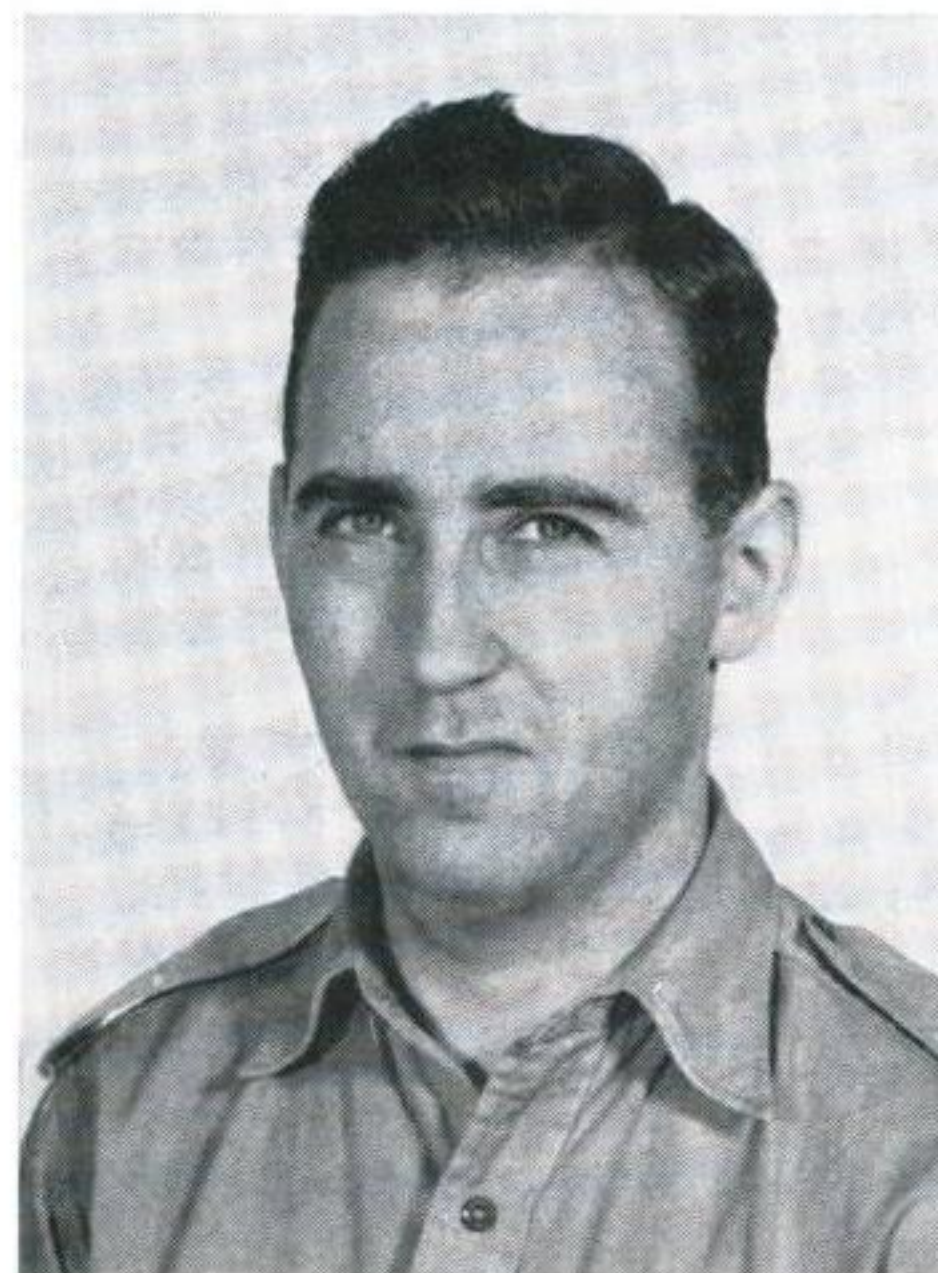
Weddings bells in the Telecom section seem to be a fad lately. Come September the 15th Vi and Des will be tying the knot. Good luck and all the happiness in the world to you both.



Cpl Talbot



LAC Salmon



LAC Naylor



LAW Taft

With all the marriages recently and those that are coming up we find ourselves with very few single personnel. I still haven't figured out what advantage or disadvantage this is to the section. Oh well it doesn't actually concern us so lets leave that as is.

Mike Shaw and his new wife Anneliese honeymooned in Mallorca. From all the comments I understand it is a honeymooners paradise.

Looking 'round for news I came slam bang up against the fact that Art (GCA type) presented Judy with a ring. I was unable to discover the wedding date but will keep you posted as these things become known.

Stan from over Bldg. No. 9 was is now "bombing" around in his lately souped up station wagon- opel style. Gabe's girl-attracting auto is now sportin a different two tome job. Tell us has it increased the prospects?

Back to autos again - I notice that Cpl. Coffee is now a two car man. He not only has an Opel four-door sedan but also is chaufferring his family in an opel station wagon.

This article is very short because a lack in the activities in our section. Also I am in a bit of a rush to meet my own deadline. I must finish this three days ahead of the Flieger deadline so I can get away to Spain.

So until next month;

Hasta la vista (I hope thats right)
Hal

JUNIOR SCHOOL ANNUAL AWARDS PRESENTATION



Mr. Dodds presenting awards to Dawn Ramey and Michael McCabe, Outstanding pupils of the year.

School Year 1961 - 62 Awards

Grade	Teacher	Highest Marks	Most Improved
1	Miss Haviland	Leslie Brown	Marg. Robinson
1	Mrs. Dodds	Joanne Cleaver	Debra Barkley
1	Miss Metcalf	John Fraser	Gregory Brown
1	Miss Darling	Melinda Higgs	David Stringer
2	Miss Bachlet	Gaynor Radnedge	Scott Beamish

2	Miss Ryer	Jane Spurr	Patrick Day
2	Miss Wudke	Kathy Brooks	Michelle Demers
3	Miss Ross	Janice Holdershaw	Marcel Gervais
3	Miss Gilker	Linda Filby	Johanne Isabelle
3	Miss Edney	Steven Murphy	Susan Nash
4	Miss Jodoin	Janet Brooks	Darrell Rozee
4	Miss Mann	Christoph. Hamlyn	Richard Ouellette

For the first time at 4(F) Wing Junior School the pupils' Achievements were recognized in the form of awards presented at the final assembly of the year. The pictures on this page show the recipients of these awards and plaques, which will be presented annually. Sincere congratulations are extended to these pupils, with a challenge being established for all pupils in future years.

Achievements were recognized in each classroom of pupils ending with the highest marks, showing two most improvement during the year, and the boy and girl who were adjudged the outstanding pupils of the year. The latter award was voted upon by both the teacher and pupils.



Pupils who attained highest marks.



Pupils who showed most improvement



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