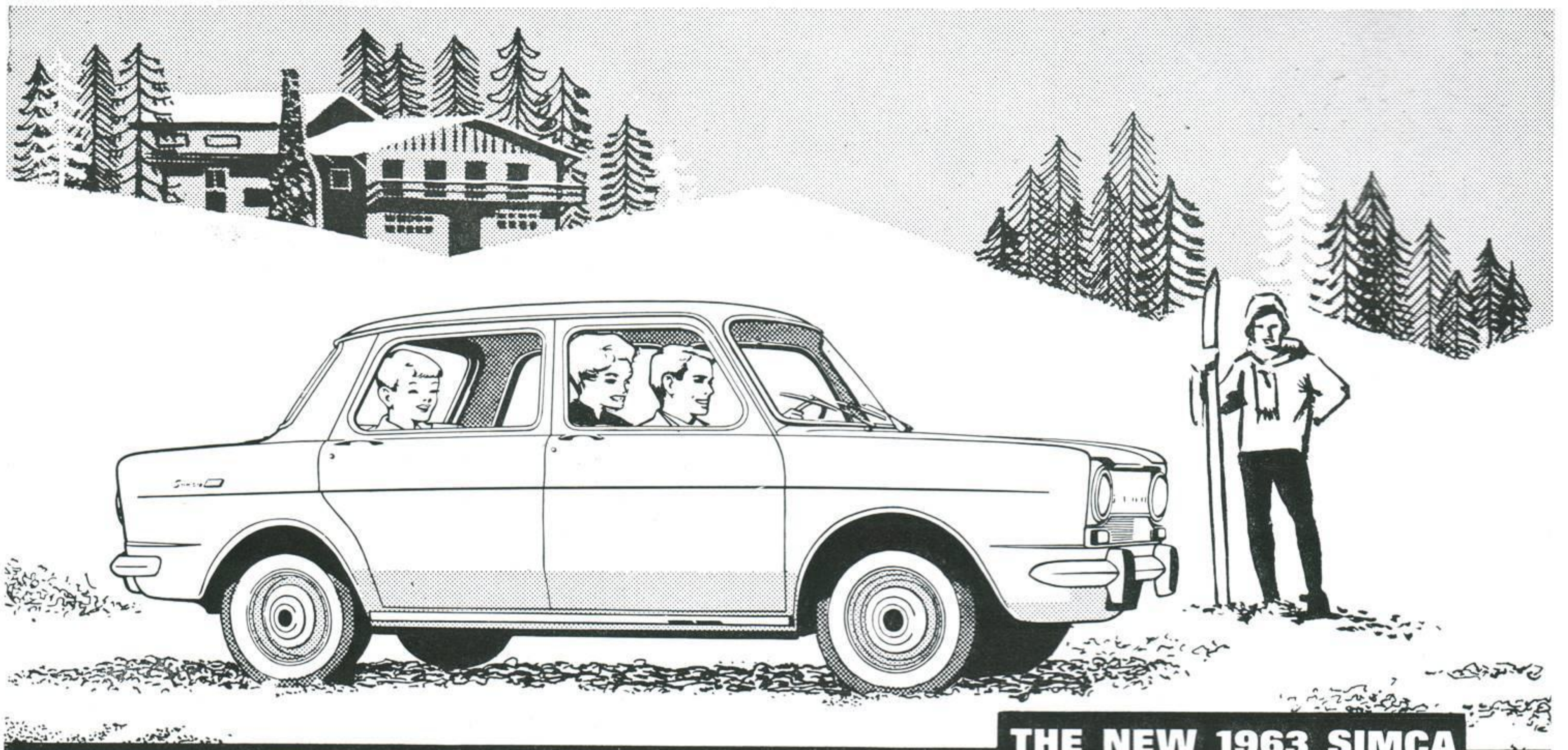


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CANADA'S AMBASSADOR TO WEST GERMANY

COVER STORY

His Excellency J. K. Starnes visited the RCAF's NATO force, No. 1 Air Division, during the week of 21 April.

His Excellency was the guest of the Air Officer Commanding, 1 Air Division, Air Vice Marshal L. E. Wray, at Metz, France, Monday, April 22, where he attended a briefing on the Air Division's operations. The ambassador met the headquarters staff officers at lunch and had a tour of the headquarters and combat operations centre.

On Tuesday, April 23, he visited 3 Wing, at Zweibrücken, Germany, where he toured the unit. No. 3 Wing is the first Air Division Unit to be equipped with the CF 104 Super Starfighter.

Later that day His Excellency was flown to 4 Wing, Baden Soellingen, Germany, where he toured the unit and met the officers at a formal mess dinner that evening.

The cover picture shows His Excellency inspecting the 4 Wing guard of honour following his arrival at 4 Wing.



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The "Schwarzwaldflieger" (Black Forest Flyer) is published monthly as a Wing fund Activity through the kind permission of G/C J. J. Jordan, AFC, CD, Commanding Officer 4 Fighter Wing, RCAF, Baden-Soellingen, Germany. The magazine will appear on the 15th of each month; deadline for articles is the 30th of the preceding month. The Editor reserves the right to edit copy to suit the needs of the magazine. Views expressed are those of the individual contributor, unless credited to an official source.

Editor: F/L J. C. Slauenwhite,
Assistant to the Editor — Mr. E. W. Burnside.

Advertising Manager Flight Lieutenant Mitchell
Printed by Erich Pabel, Druck- und Verlagshaus, Rastatt, Germany.

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

An Afternoon Trip into Story-Book Land by Robert F. Szarvas

Pages of the familiar Grimm's Fairy Tales can unfold before your very eyes if you have a free afternoon near Kassel, Germany, and will venture off the main highway and explore roads, which have not changed since Jacob and Wilhelm Grimm compiled their classic stories more than a century ago.

This outing is literally surrounded by story-book medieval pomp and pageantry which inspired the brothers. This spirit is sure to beckon you too, to capture a little of the ancient beauty which lies only minutes from the bustle of your twentieth century living.

Your starting-off place to storyland is Kassel, where the brothers Grimm grew up and later returned to collect the folk tales which have carried the name Grimm into every household of the civilized world. A museum, located on Wilhelm-Platz Park, in the heart of Kassel, preserves their ancient handwritten manuscripts and the original German edition of the fairy tale book, "Kinder- und Hausmärchen" (Children and House Fairy Tales), published in 1812. Next to the Holy Bible, this collection of children's stories is acknowledged as being one of the world's most widely read literary works, according to Dr. Ludwig Denecke, director of the Grimm Brothers Museum. The Grimm brothers are known as the "founders of the science of folklore", explains Dr. Denecke.

On Your Way

After a visit to the Grimm Museum, where you see the brothers' first works and many mementoes, it is time to bring to life the fairytale land about you.



The Grimm house in Kassel (Niederzwehren) where the brothers lived while they compiled the famous fairytale book.



This large drawing on the side of a German roadhouse depicts the tale of Snow White and the Seven Dwarfs.

Photos by Robert F. Szarvas

Turn off the Autobahn at the American Quartermaster gasoline station outside Kassel and follow the road sign directing you to Niesta. In a few minutes you will be on a narrow road and your car will be squeezing past half-timbered houses, hundreds of years old.

It was in these villages that the Grimms unearthed many of the tales which have kept Walt Disney's studios busy, and children of all ages happy. Stories like "Snow White", the most popular of all Grimm's tales; "Cinderella", "Little Red Riding Hood" and "Rumpelstiltskin" were ancient folklore passed on from one generation to another, but the Grimms were the first to capture them in writing.

They spent days in tiny villages like Niesta, just listening to the mothers of the village telling the stories to their children. While they were being told Jacob copied them down. Many of the famed Grimm characters — the woodcutter, the fisherman, the forest master, in fact, almost everyone except the wicked old witch — can still be found in these tiny farm villages.

After Niesta, the road suddenly becomes nothing more than a wagon track, but don't give up. It's not a dead end. This

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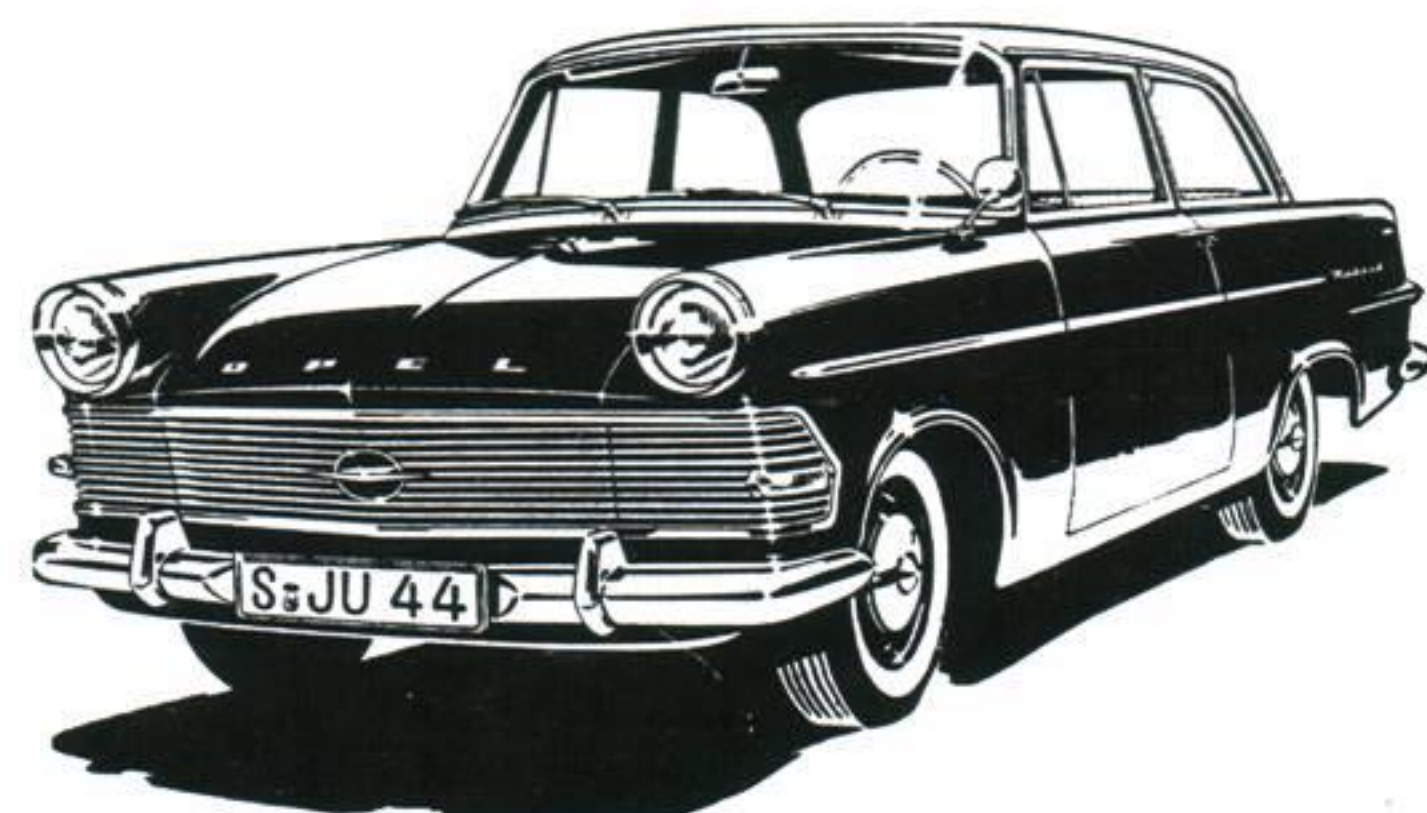
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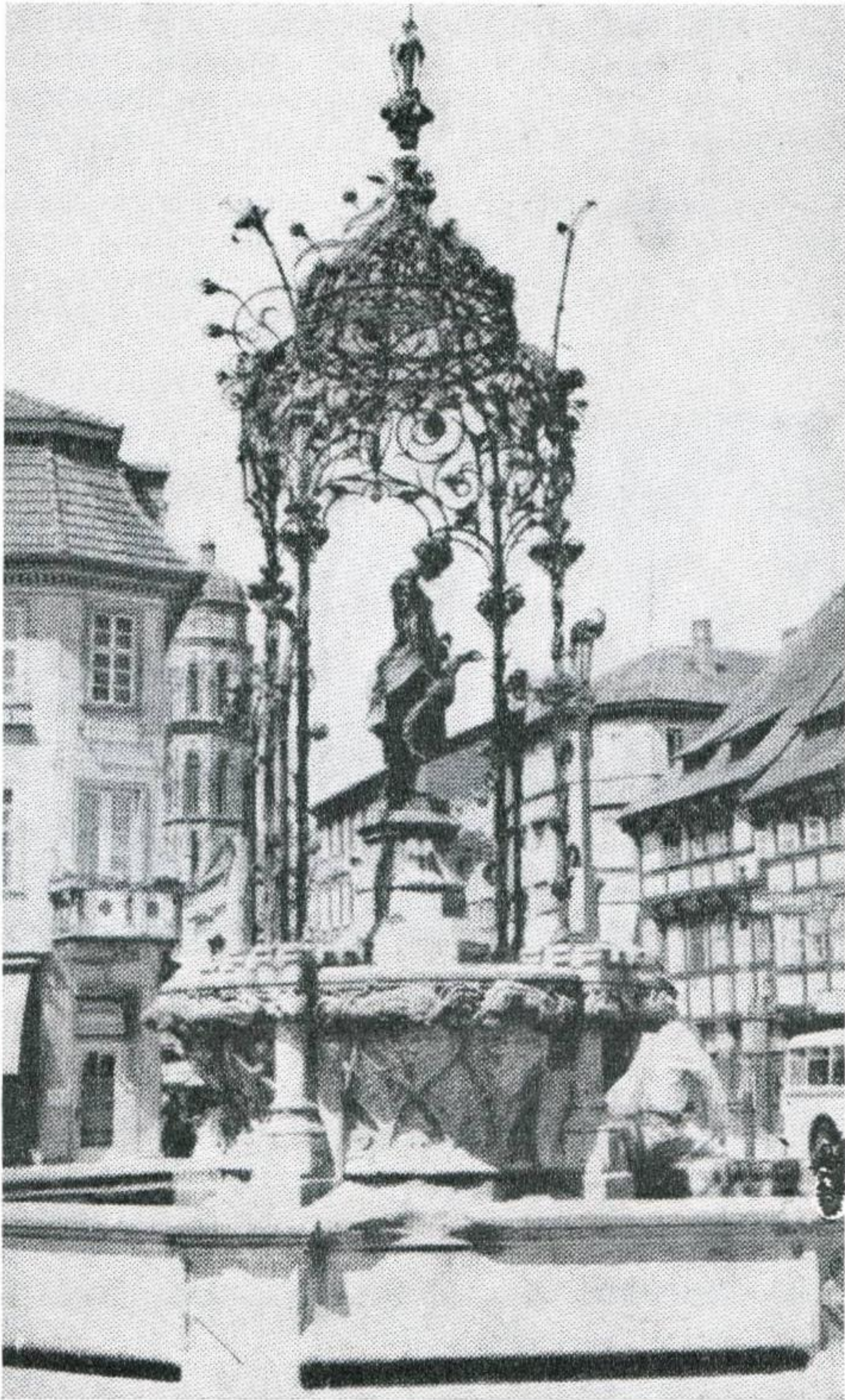
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overgrown path takes you through the romantic Kauffunger Forest where it's easy to imagine Hansel and Gretel wandering, looking for the little ginger-bread cottage.

Coming out of the forest, the road becomes paved again and in a few minutes you are in Witzhausen. This little old German city is just a few kilometers from the west-east German border. It's quite likely that a crowd will gather around your car, should you park in the town square. Don't be alarmed though, it is just that they hardly ever see an American car.



The famous "Goose Girl" statue stands on the market place in the center of Göttingen, Germany.

Goose Girl

From Witzhausen you follow the sign out of town, leading you to Hedemünden on route 80. Soon you will see a sign "Schloss Berlepsch" in the village of Gertenbach. Here you turn right. This leads you back on one of those narrow roads, where you will probably see a Grimm story book girl leading a flock of waddling geese down the middle of the lane.

As you wind your way up the hillside you see a castle on top of the mountain just like the ones the Grimms so often wrote about. It once belonged to a rich baron, whose wealth came from taxes levied on the villagers as a toll on all goods carted into town through his domain. Even now, his descendant, an elderly baron-poet, still depends on the road for income. He has opened an excellent restaurant and outdoor terrace in Berlepsch Castle. Here you park your car where handsome young princes of fact and fiction once tied their white chargers. The view from the highest turret of the castle surveys a wide area which, when the visitor looks toward the east — and the Soviet Zone border — suddenly makes one acutely conscious that the people of today face the feudal problems similar to those of yesteryear.

Leaving Schloss Berlepsch down the winding hill and finally on route 27, you arrive in Göttingen. Here you can visit the world famous, ancient University of Göttingen, which Goethe, Bismarck and seven Nobel prize winners once attended. Here the famous nuclear scientist Robert J. Oppenheimer, one of America's key physicists, took his doctorate degree.

Both Jacob and Wilhelm Grimm received appointments as professor and librarian at the university. Here they lectured students on legal antiquities, historical grammar, literary history and origin of old German poems and folklore. They came to Göttingen in 1837, after signing a protest against the King of Hannover's newly drawn-up constitution, which, they felt, deprived the rights of man. This resulted in their banishment from the realm. After a number of years teaching at Göttingen, they were admitted to the Academy of Science in Berlin, where they started work on their famed fairy tale masterpieces.

Points of Interest

Before leaving Göttingen, be sure to see the ancient 14th-century town hall (Rathaus) in the center of town. Murals on the walls of the main corridors have retained their original luster through the centuries. In the cellar of the town hall is the "Ratskeller" restaurant which is a popular meeting place among university students, and the scene of some colorful fencing duels among students in years gone by.

Directly outside the town hall is the city's beloved "Goose Girl" wrought-iron figure-fountain, which brings to mind again the village goose girl leading her flock. With a little imagination one can even visualize Grimm's goose girl turning into a fairy princess.

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TRIUMPH

Rather than return by 20th century Autobahn, follow route 3 from Göttingen southwest of Hannoversch-Münden with its narrow winding streets and ginger-bread style houses, which look like an illustration right out of the Grimm brothers' book. Legendary characters of the fairy tales are re-created in your imagination as you walk down Hannoversch-Münden's cobblestone main street. All that is needed is a sharp eye and you are sure to see the chimney-sweep in his fabled top hat and sootcovered face, the village baker, cobbler, basket-maker or just about any other character just as Jacob and Wilhelm Grimm portrayed them so long ago.

Heading Home

By now it is sure to be late in the afternoon, and the best time to make the beautiful trip along the banks of the Fulda River on route 3, which twists and turns with the course of the river-bed. There are scores of tiny restaurants with out-door gardens facing the river, worthwhile stops for an hour or so before returning to Kassel.

Near Kassel you come upon the Autobahn and suddenly, as your foot gives that added surge of gas to the car, you leave the romantic old world of the Grimm brothers behind. You are back in the "space age", where "Prince Charming" drives a shiny red sports car and the princess by his side looks more like Brigitte Bardot than Cinderella.

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PMC SAFETY CHECK

4 Wing had the pleasure of a visit by Mr. Carl Laybourn, Director of Safety Education at the Ontario Department of Transport. Mr. Laybourn had with him equipment designed to test some 38 critical points on motor vehicles. His visit was the result of arrangements made by AFHQ, which issued instructions that all AF licensed cars in 1 Air Division were to be checked. 924 cars were checked at 4 Wing during the seven working days between 9 and 20 April. Each unit in the Air Division supplied a number of personnel to assist Mr. Laybourn with the check.

The PMC Safety Check proved conclusively the value of a check of this nature. E. g. the number of cars that had faulty or unsatisfactory brakes was alarmingly high. Most of these would have permitted the vehicle to stop in time under normal driving conditions, but the majority would not have performed as they should in emergencies. Headlights which were too dim or did not work at all are also a source of danger. That is especially the case in Germany where a car with one headlight is easily mistaken for another of the thousands of motorcycles on the road.



This photograph shows how the brake testing machine measures the braking power of each wheel.

But rather than bore you with such obvious reflections, we will let the following figures speak for themselves:

(1) Number of cars tested:	924
(2) Cars passed:	437
(3) Cars failed:	487
(4) Most common defects:	
Incorrect headlamp aiming	208
Faulty brakes	150
Front wheel alignment faulty	134
Lamps out, broken or missing	97
Muffler, front or rear exhaust faulty	39
Worn tires	31
Right or left suspension faulty	30
Steering arms faulty	29
Worn king pins	25

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THE STEERING COLUMN



What is too fast?

We generally agree that excessive speed is a primary accident cause. However, as individuals, we disagree as to where the line should be drawn between "fast" and "too fast".

Speed, of itself, is one of the blessings of motor transportation.

Consider the pace of travel during your grandparents' youth. Canal and river barges, which carried much of the freight and passengers between cities, crept along at about 2½ m.p.h. Horses, pulling wagons or buggies, could sustain speeds of three or four m.p.h.

The covered wagons "jumped off" at Kansas City and took weeks of the most arduous travel to reach the west coast.

Transport speed has dramatically accelerated. Speeds now normal in lower gear ranges may be higher than top cruising speeds a few decades ago. Lawful speed limits on modern turnpikes are higher than stock car speed records half a century ago. This is an age of speed.

Cars, trucks and buses attain speeds and maintain schedules which were undreamed of a few years ago.

Although we travel much faster than the previous generation, we do not feel as though we are travelling as fast.

Inclosed and sound-proofed passenger compartments, improved and smoother road surfaces, straight and level roadways, softer cushions and more sensitive springs, quieter engines, silent tires, more powerful brakes, better balance and cornering — these factors combine to make today's higher speeds feel and sound relatively slow. They make it more difficult to sense when one is going too fast. Then, how can we know when fast is too fast?

One obvious way is the speedometer. Whenever it crawls past the posted speed limit for the type of vehicle being driven, it is too fast. The police are busily enforcing the truth of this assertion!

Some of us have to learn the hard way. Long dedicated to driving my station wagon within the 55 m.p.h. posted speed limit of my state, I was proud of a quarter century of driving without an arrest for speed.

Then I acquired a small boat and trailer. I took my family out on a weekend trek. The boat and trailer are lightweight and offer no noticeable drag on the car, so without conscious thought I soon brought my speed up to the accustomed 55 m.p.h. The trailer followed true and steady. We settled down to let the miles go by. At least, we did until the siren of a state police patrol car interrupted our travel. With a complete clear conscience (since my speed had never exceeded that 55 mile limit) I wondered what the trooper wanted.

What he wanted was simple. He wanted to present me with a ticket for speeding! That boat trailer had reclassified my station wagon to a "towed vehicle" combination, for which the state has established a 45 m.p.h. speed limit. Fifty-five miles per hour for that outfit was too fast. It cost me a good deal of dignity and a \$ 15.00 fine to learn when fast is too fast. Now, I know the speed limit!

Analysis of reports of accidents submitted by 17 states show that 31 per cent of the drivers involved in fatal accidents were violating a speed law. Two-thirds were exceeding posted speed limits. One-third, although traveling within state speed limits, were driving faster than was reasonable and prudent.

These drivers (31 per cent of the total involved in accidents) were involved in nearly 40 per cent of the fatal accidents. This shows that severity of injuries usually attends speeding. In some of the two-vehicle accidents only one vehicle was speeding, so speed is responsible for a higher percentage of accidents.

In city accidents, speed was a factor in 20 per cent of the fatal cases. In rural communities (where there are fewer cops and controls) speed shows up in 36 per cent of the fatal accidents.

One study which summarized speeds, as reported by drivers who were involved in accidents, suggests that speeding accidents are not necessarily high speed accidents. Thirty per cent claimed their accidents occur below 30 m.p.h. These include most braking accidents. More than half were reported to occur below 20 m.p.h. Many of these are turning-too-fast. Eighty-three per cent admitted speeds less than 40 m.p.h., and 97 per cent alleged they were travelling less than 60 m.p.h. One per cent admitted they were driving 50 m.p.h. or faster. This study seems to suggest that our speeding accidents occur at speeds below those generally suspected. We may be a society of liars when it comes to admitting how fast we really were going when we had our accidents.

This we should remember: An object moving at any given speed, say 20 m.p.h., will hit just four times as hard when the speed is doubled (40) and nine times as hard when the speed is tripled (60).

We should also remember that it is four times as hard to stop a vehicle going 40 as if it were going 20. It will slide four times as far with brakes locked! Similarly tripling the speed means nine times as long a skid.

In a nut-shell, you're going too fast when you can't stop in time, and you're going too fast if you're glad a cop isn't tailing you!



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THE D.H. 4

by Wo Tate

The DH-4 was built and designed by the Aircraft Manufacturing Co. Ltd. (Airco) and was designed as a day bomber. The first prototype 3696 flew at Hendon Aug 1916. This aircraft was one of the outstanding aircraft of World War I. The fuselage structure was wire braced, fabric covered rear section with ash longerons, the front of the fuselage was plywood covered for increased strength. The wings were spruce spars fabric covered. The tailplane had an adjustable stabilizer. The prototype DH-4 was fitted with the 230 HP BHP, six cylinder water cooled engine. Also the rear centre section struts were slanted forward, all production models had parallel struts. As engines increased in HP and better engines became available larger propellers had to be fitted and the undercarriage lengthened. This helped to reduce propeller breakage on take-off. The incidence was also increased on the mainplanes to shorten the landing run.



During the years that DH-4's were flown operationally and civil it appeared with at least 22 different types of engines from 200 to 550 HP. In general the Rolls Royce Eagle VIII version was the best known in Europe and the Liberty version in the USA. The DH-4 was well liked for it's fine flying characteristics and performance. The DH-4 was referred to as the flaming coffin - this occurred because of the 60 gal fuel tank situated between the front and rear cockpit. One well placed incendiary bullet was all that was needed. There were also over 60 different models built.

In 1920 the Canadian Government received 12 DH-4's from the British Government. These aircraft were converted into single seaters by the Glendower Aircraft Company. They were equipped with air to ground w/t sets for forestry patrol work, under the Canadian Government Air Board Civil Operations branch. The first forest patrols were made

in August 1920. High River Alberta was the main base for operations. The DH-4's performance was appreciated when operating near the Rocky Mountains and subjected to rough air and high winds. The first geological reconnaissance flight was flown by a F/L A.W. Carter in 1921. Skis were fitted for winter flying and the DH-4's were operated through 1924 when they were grounded due to their poor general condition. G-CYDM was maintained in an airworthy condition until 1927 and was then modified to a DH-4 B. It had an under slung radiator and observation panels in the lower wing roots. The last of the Canadian DH-4's were phased out in the late 1920's. The last of the American DH-4's NX 3258 is still flying with Paul Mantz. Paul Mantz has a collection of old aircraft that are used in making historical films.



The Smithsonian Institute have a DH-4 B and Thompson and Thompson Products have a DH-4 M-1 on exhibition. These are the only DH-4's left on the American continent.

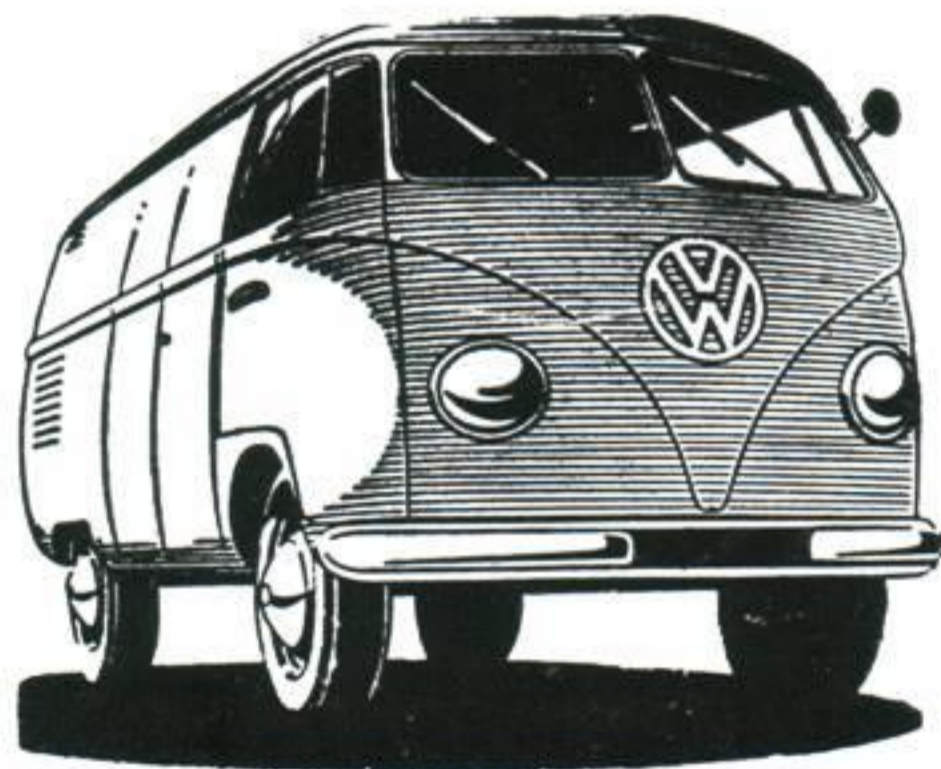
Total number built - 4,587 American and 1,449 British.

DH-4 Canadian

Built by Aircraft Manufacturing Co. Ltd., Hendon, London N.W. 9.

Specifications

Span 42 ft 4⁵/₈"
 Height 11 ft
 Basic Weight 2,387 lbs
 Max. speed 143 mph
 Initial Climb 1300 ft/min
 Endurance 3³/₄ hours
 Length 30 ft 6"
 Wing area 434 sq.ft
 Max weight 3,472 lbs
 Landing 50 mph
 Ceiling 23,500 ft

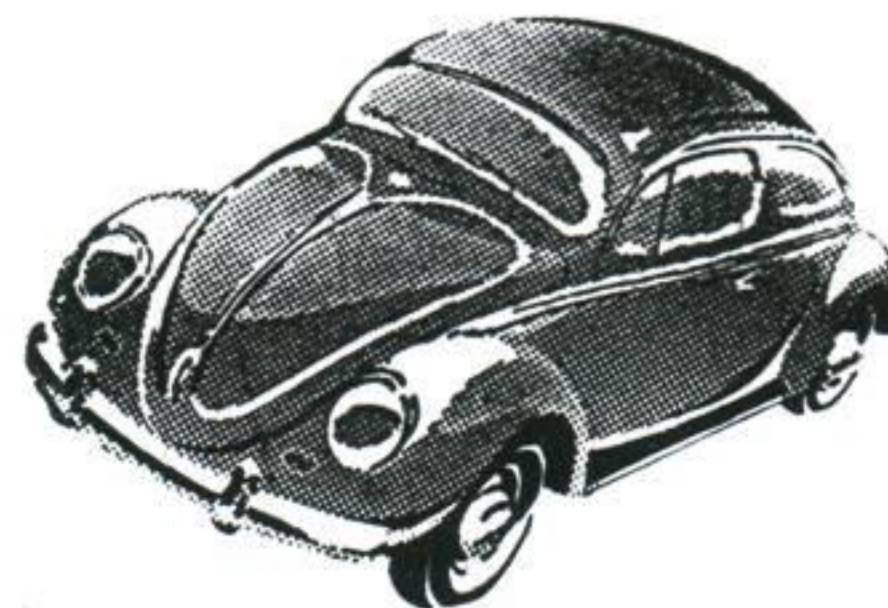


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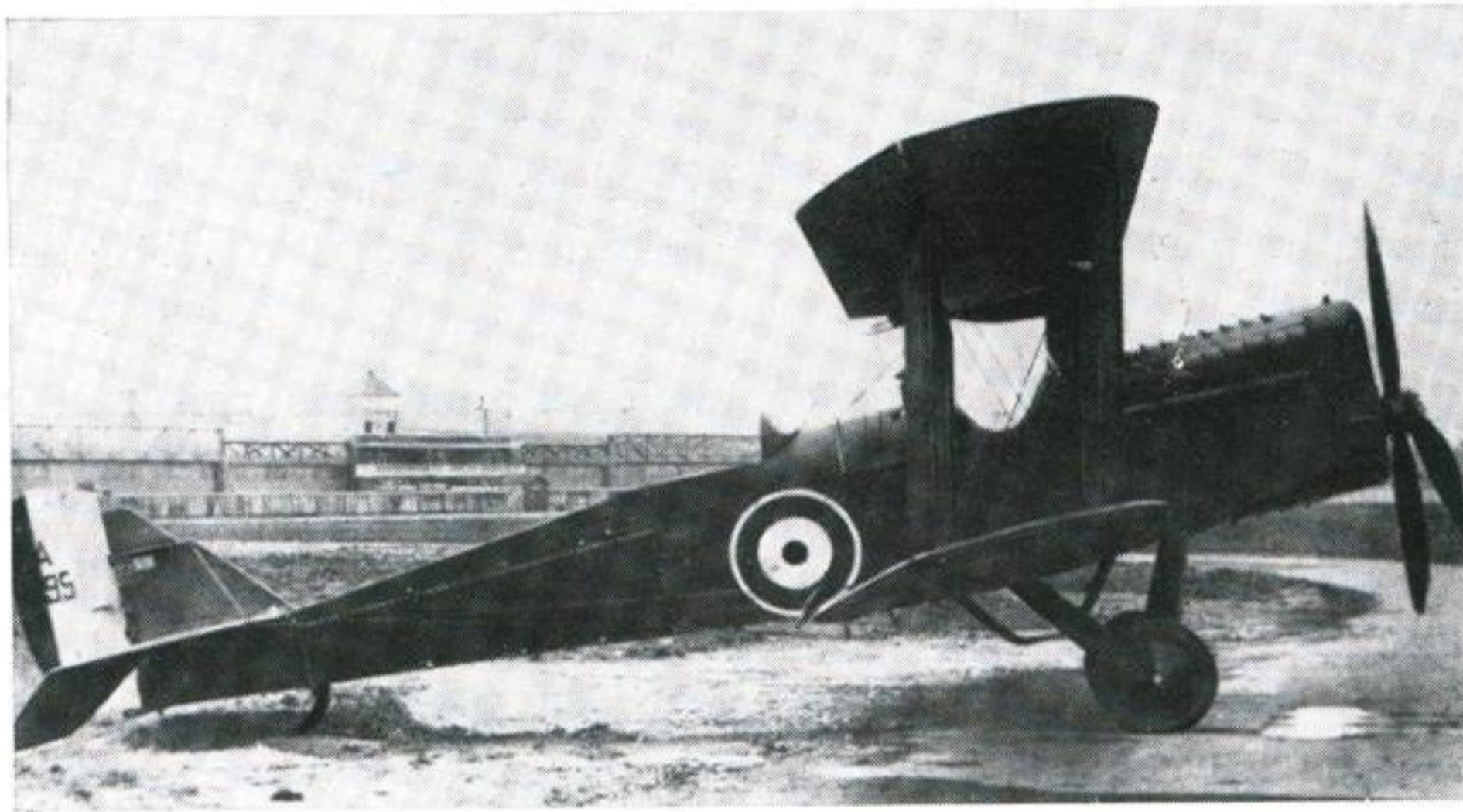
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2711	G-CYDK
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2713	G-CYCW
2714	G-CYEC

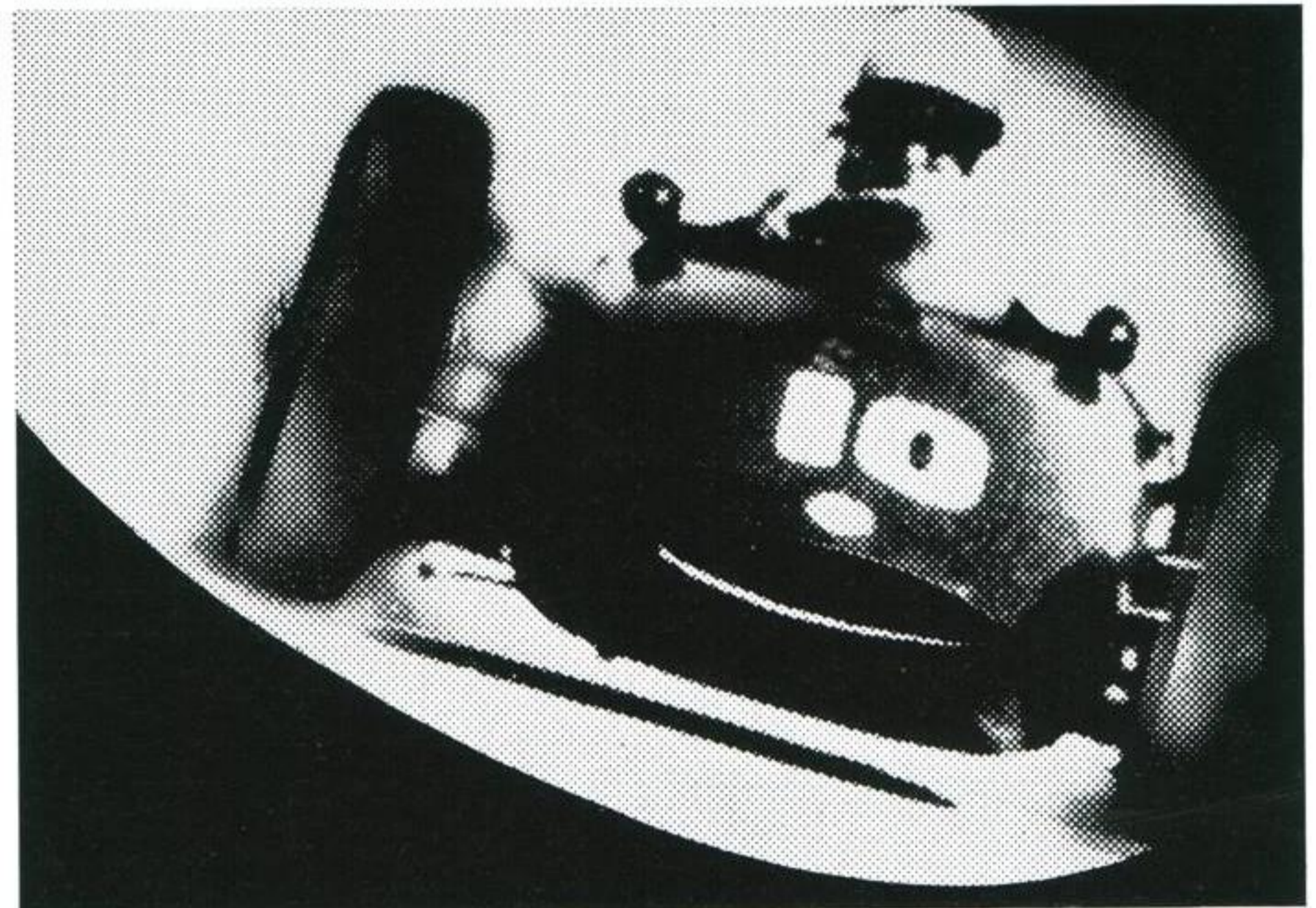
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FACTS ABOUT FIRE

WHY THIS SHOCKING FIRE RECORD ?

Canada as well as possessing the world's second highest standard of living, has a fire-loss record which, on a per capita basis, is the world's worst. In 1957 there were almost 85,000 fires in Canada which took 640 lives and destroyed \$135,000,000 worth of property for a loss of 17 per cent more than in the previous year — a total of \$8.81 for each man, woman and child, not including forest fires.

What's worse, 1957 was a typical year for Canada. In the last 10 years, 5,337 Canadians have lost their lives by fire, another 16,000 have been scarred and disfigured, and \$967,000,000 worth of property has gone up in a volcano of scorching flame.

Taken as statistics, perhaps this death toll doesn't seem so great for a nation of 17,000,000. Talk to some of Canada's firemen, however, and you stop seeing these fire victims as statistics. You see them as the firemen see them — charred bundles huddled under beds or crouched in closets in a vain attempt to hide from the smoking blaze, or lying lifeless just as they slept, dead from the superheated gases of a fire they never even knew about. To the firemen, these statistics smell of the rotten-sweet scent of burned human flesh, "a smell you can never forget and one that makes you just as sick every time you smell it".

The welfare workers who assist burned-out families don't think in terms of statistics either. They remember the young couple with two little girls, one three weeks old and the other 11 months, who lost all their possessions in a fire three weeks before Christmas. The young mother seemed almost to ignore the loss of her furniture (none of it insured) and all their clothing. Instead she kept weeping over the toys she had bought for Christmas — toys the children would never play with — and over the fact that her husband had got paid the day before and the money had been destroyed.

A look over Canadian fire statistics brings home how great is the number of dead women and children. Fires seem to have a bad habit of starting while the husband and father is at work — so much so that it would seem women have a special interest in knowing what to do if one should break out when they are alone.

But firemen will tell you that too many women don't know what to do in case of fire. Too many of them dash at once into the street, leaving the door wide open to act as a draught, sucking the flame upstairs to the sleeping children. When the mother tries to return to save her children, the oxygen-fed flames block her path.

Also, in too many Canadian fires, the only victims are children because their parents left them alone while they themselves went out for the evening. Sometimes unattended children have set the fire by trying to light the stove to cook supper or by playing with matches. A six-year-old boy last year died in the third blaze he had set playing with matches.

Of course, charges are sometimes laid in cases where children have been left alone. In one Ontario fire, parents decided to go out at 2 a. m. for Chinese food, leaving the three children, eleven, eight and four alone. There was a fire while they were gone, but firemen got the youngsters out. Nevertheless, charges were laid against the parents, who paid a fine and costs.

Another mother and father left their four-year-old son as a "baby-sitter" for his three-year-old sister and eight-month-old brother while they went to a beer parlor for what was

to have been one quick drink. Five hours later they were paged with the information that their house was on fire and their children were inside.

Two 10-years-old boys got the two older children out of the house, but the baby died because the fire had started when a lighted lamp fell into his crib. The parents were charged with criminal negligence and each received a short prison sentence.

Generally, however, the feeling is that parents who have lost a child have already been so severely punished for their negligence that the law shouldn't add to their sorrow. Such a case occurred when a German immigrant couple lost four daughters in an apartment fire.

The mother, who worked in a nearby restaurant, had arranged for a baby-sitter to stay with her children from 4.30 each day. This Saturday, however, she went to work at 2 p.m. because she wanted to clean out the big cafe refrigerator. She worked until 3 p.m. and was just leaving to go home and stay with her children until the sitter's arrival when the police came to tell her that her children, a little girl who had come to play with them for the afternoon, and two other residents of the apartment were all dead.

Three men, the owner of the apartment, his son and a friend of the son were arrested and charged with murder in this case, but no charges were laid against the mother. The 39-year-old woman had already seen one of her children killed before her eyes when Communist troops poured into East Germany. She lost another child from malnutrition in war-torn Germany, and a third, born prematurely, had died at three weeks. Now her other four children, two little girls born in postwar Germany and twin daughters born in Canada, were lost through an hour's absence. The police thought the fire, an arson job, merely made the pill a more bitter one.

One hope for cutting down on Canada's fire death toll, is the new, million-dollar research bureau of the National Research Council in Ottawa. The bureau opened in the fall of 1958, and officials there stress they are just getting started in their investigations. "When we appear on the scene of an Ottawa fire, we're there to learn, not to advise", said the director, G. W. Shorter.

In this way, the bureau is attempting to find out more about how fires spread, the path one can be expected to take in a given type of building. Its members are also experimenting with so-called fireproof materials for building, and attempting to find out more about the dangerous, even deadly gases — hydrogen sulphide, carbon monoxide, carbon dioxide and hydrocyanic acid gas — which are generated in some fires. They are also trying to improve on present-day fire-fighting equipment.

In the meantime, if your house or office takes fire, your life may well depend on your own efforts.

New Shoes - Shoe Repairs

Schuhhaus Seckinger, Hügelsheim

CFN SOELLINGEN "on the Move"

Experience is the greatest teacher. Graduates of the CFNS announcers and voice training course discovered this last month when they were guests of the American Forces Network headquarters in Frankfurt. The CFNS graduates spent the entire day under the guidance of the AFN production staff and witnessed first hand the technics and difficulties of a first rate radio station. AFN Frankfurt is one of the largest radio stations in Europe boasting a staff of one hundred and fifty-seven people and the very latest in broadcast and production equipment. One of the highlights of the CFNS tour was the AFN Frankfurt record library. This library, which incidentally is the largest in the world, contains over two hundred thousand recorded shows, and over a million different musical selections.

The big event of the month for the CFNS staff has been the Canadian General Election, the results of which were carried direct from Canada via the Trans Atlantic Cable. The broadcast was received at Metz and sent to each of the Wing radio stations by Microwave. CFNS Manager Tim Kotcheff and Staff Announcer Pat Burke were at the CFNS studios throughout the entire broadcast ensuring that election coverage was carried to all 4 Wing personnel. Prior to our election broadcast we experienced a few technical difficulties with our transmitter. A tip of our hat goes out to CFN's versatile technician, Bob Pook, who put CFNS back on the air in short order.

During April, CFNS carried the re-broadcasts of all the NHL Stanley Cup games. One of the most exciting series to date. During the coming months, CFNS will be carrying many more sports programs both local and national.

Browsing around in CFNS' Sports Department last week, we found Sports Director, John Bulmer, in the throes of organizing a new Sports Team. John has come up with many new and fresh ideas, which will speak for themselves on our future sports broadcasts.

On the average of twice a month the staff of CFNS, get together for a Production Meeting. These meetings are held to encourage the staff to bring out new ideas, and to promote general program improvements. We hope these meetings will aid us in giving you the listening audience the best in radio entertainment.

At the present time CFNS is experiencing more growing pains in connection with the new and better equipment, soon to be installed in the studios. A new Control Room is being built to house most of this equipment, which consists mainly of two turntables and a broadcast console. A few items are also being added to our transmitter and this will increase the quality of sound going out to your receiver.

With the Announcer and Voice Training Course now completed, you will be hearing new sounds and new voices over

the airwaves, during the ensuing months. I'm sure you will agree, that these new personalities with their new ideas, will make listening to CFNS more informative and enjoyable. Of course, we are always looking for new talent and new ideas, and if you have any in mind, please feel free to come in and discuss them with us.

It is pleasing to note, that the volume of Public Service announcements are increasing in leaps and bounds. This can mean only one thing, we are getting out, to you the listener. One of our most important reasons for being on the air, is to be informative as well as entertaining. You can support us by attending as many of the station functions promoted on CFNS as you possibly can.

That's all for this month's article. Remember, during this warm weather, don't leave us at home, we're as close as your portable radio!

Camping Information

One of the greatest benefits of being posted to Europe is being able to see this historical land. The average person transferred here travels more than he ever did in Canada. Conditions may be better because of the places to see, places to camp and weather.

In order to extend the benefits of travel, it is proposed to request information from campers and publish it for other campers. We want information which you feel will be of value to others.

At the moment most of us know about camping facilities at the Merrywhale at Barcelona, the Lido at Lucerne and others. We want write-ups of all the camping stops giving instructions on how to find them and what to expect in the way of facilities.

We also want information on travel tips. Where and how can one get QM gas in Italy? Where are the QM stations on the autobahn? What tricks have you learned about handling a trailer or setting up a tent?

Although the season is getting late, the facts which you provide will assist others in planning their trips.

Anyone wishing to volunteer information on vacationing trips for publication in the Flieger is requested to forward articles to the Editor, F/L JC Slauenwhite, Wing Ground Training Officer.

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Our Representative, Mr. Wolfgang Krayl, will be at the Main Gate on Wednesday afternoons.



Recommended Library Reading

The Day of the Sardine — by Sid Chaplin

Growing up the tough way, among the dark roots of a northern industrial city, Arthur Haggerston tells his story. Because he is on his own — he has no brothers or sisters, he has never seen his father, and his mother, struggling to keep alive and decent, has no time to pamper him — he has to find his own way around the world and his own answer to all its riddles.

He is an attractive lad, good looking, physically strong and with a deep, enquiring seriousness of mind. This, however, is not quite what the world sees. It sees the chip on his shoulder, the refusal to take favours or accept the accepted values of others; above all it sees that he mixes with a gang of youths who are always in trouble — and the troubles range from a brawl in a cinema up to murder.

There is plenty of action in this novel, some of it violent enough. Through it all moves Arthur Haggerston, kind, angry and perplexed, with one great question unstilled in his mind — asking himself incessantly: What does it all mean?

There is a freshness and innocence of vision in Sid Chaplin's writing that gives his narrator's self-questioning a validity which extends far beyond the tightly-closed world in which he lives. There is, too, a portrait of that world as telling as anything that has been written. At a time when English novelists are beginning to explore the vast reaches of society that lie beyond the boundaries of middle-class London, this book is especially welcome. Here is an authentic report, a message from the interior, and it rings as clear and true as a hammer on an anvil.

Ship of Fools — Katherine Anne Porter

The Year is 1931. The German freighter-cum passenger ship Vera — very much a second-class ship — is embarking passengers at the port of Vera Cruz in Mexico — described in all its horridness in Miss Porter's opening pages — for the monthlong journey to Bremerhaven. Predominantly the travellers are German, but there are also Mexicans; six Cuban students, who come aboard later at Havana, together with a fanatical political exile, La Condesa; four Americans; a Swiss couple with their unprepossessing daughter; a huge

Swede; a troupe of Spanish dancers, professional in more ways than one; and herded in steerage 870 derelicts, thrown out of work by a slump in sugar, now being returned to their native Spain.

On the surface Miss Porter's novel is the story of the voyage, of the reactions to each other of the ill-assorted passengers in the first class, of the mounting tensions between them, of the night of "man overboard", of a riot in the steerage, of the bizarre evening when the Spanish dancers stage a fiesta in honour of the Captain and no one behaves as they should. Very brilliantly does Miss Porter show how, in this closed, ephemeral world of shipboard, people reveal themselves with deadly precision as they really are, a "ship of fools". The novel abounds in relationships described with uncanny insight, and in incidents which shock by their unforeseen inevitability. Among the former must be mentioned the bitter, unresolved love of the two young American painters, contrasted with the humane love of the ship's doctor, a Catholic, for the fading, drug-taking, disillusioned grande dame, La Condesa. Among the latter is the unpleasant yet basically comic moment when the discovery is made that the German sitting at the Captain's table is married to a Jewish wife and must therefore be removed to a less eminent position.

All this is enough to ensure a novel of immense readability written in a style of classical simplicity. But beneath the surface of this absorbing story lie deeper undertones of meaning clues to the national, racial and class cleavages which have wrecked our world of fools. Here in embryo, for example, are the seeds of that anti-Semitism which Hitler was so soon to fertilize. Here, too, is the treacherous well of sentimentality for "The Fatherland" which was so odious a quality at least of pre-war Germany. In the frightened disgust of the first-class passengers for the miserable rabble in the steerage is the age-long problem of the possessors and the dispossessed; and in the way the Spanish dancers — pimps and prostitutes all — impose their arrogant will on their middle-class fellow passengers, we see the barren triumph of evil over the hypocrisy which merely pretends to be kindly and fails to be even respectable.

We have waited twenty years for Katherine Anne Porter's new novel. We certainly have not waited in vain.



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The KURHAUS Baden-Baden



The stately columns of the Kurhaus, visible in the background, form the trade-mark of Baden-Baden, and appear in the photo albums of probably every Canadian at Baden-Soellingen.

Built in 1824, the Kurhaus has had a varied history. In 1827 the world famous Spielbank was opened by a Frenchman, and soon became one of the playgrounds for European nobility. At that time the Riviera still remained to be discovered by the society world, and the Monte Carlo Casino did not yet exist.

A succession of French lessees operated the Spielbank until the end of the Franco-Prussian war in 1817. Under the newly constituted German Reich it was closed, and remained so until 1933.

From then on, the roulette wheels spun busily and profitably until the closing stages of World War II in 1944. The high-ceilinged rooms of the Spielbank were then closed again to the public until 1950. In April the management celebrated the Spielbank's thirteenth birthday since it was given its latest lease of life.

Every visitor to 4 Wing is wheeled along to try his luck on the green covered tables more or less as a matter of course. But the Kurhaus houses many other activities besides this not very dependable get-rich-quick institution. Several concert and lecture halls, restaurants, bar and dance floor offer a wide variety of entertainment.

As the cultural centre of Baden-Baden the Kurhaus is the scene of many fine operatic performances, symphony concerts, exhibitions of art and social events such as balls and conventions. Almost any day of the week you can attend lectures on such topics as "Two Years Amongst the Eskimos in the Western Arctic", or watch an exhibition of Indonesian native dancing.

It is not generally known that the profits of the Spielbank have contributed to the establishment of a number of well known institutions in the Baden-Baden area. The large Trinkhalle building adjoining the Kurhaus for instance was financed largely out of the revenues of the gaming tables. The railway linking Baden-Baden with the mainline station at Baden-Oos is another example; the Iffezheim race-course and the Baden-Baden Theatre are still more visible proof that no "system" is completely 100 %.

For those with a business turn of mind, had you been around in the 1820's, you could have taken out a lease on the Spielbank for a mere, 60,000 gold francs. Business even in those early days must have been brisk, because this figure had been increased by 1860 to 700,000 gold francs.

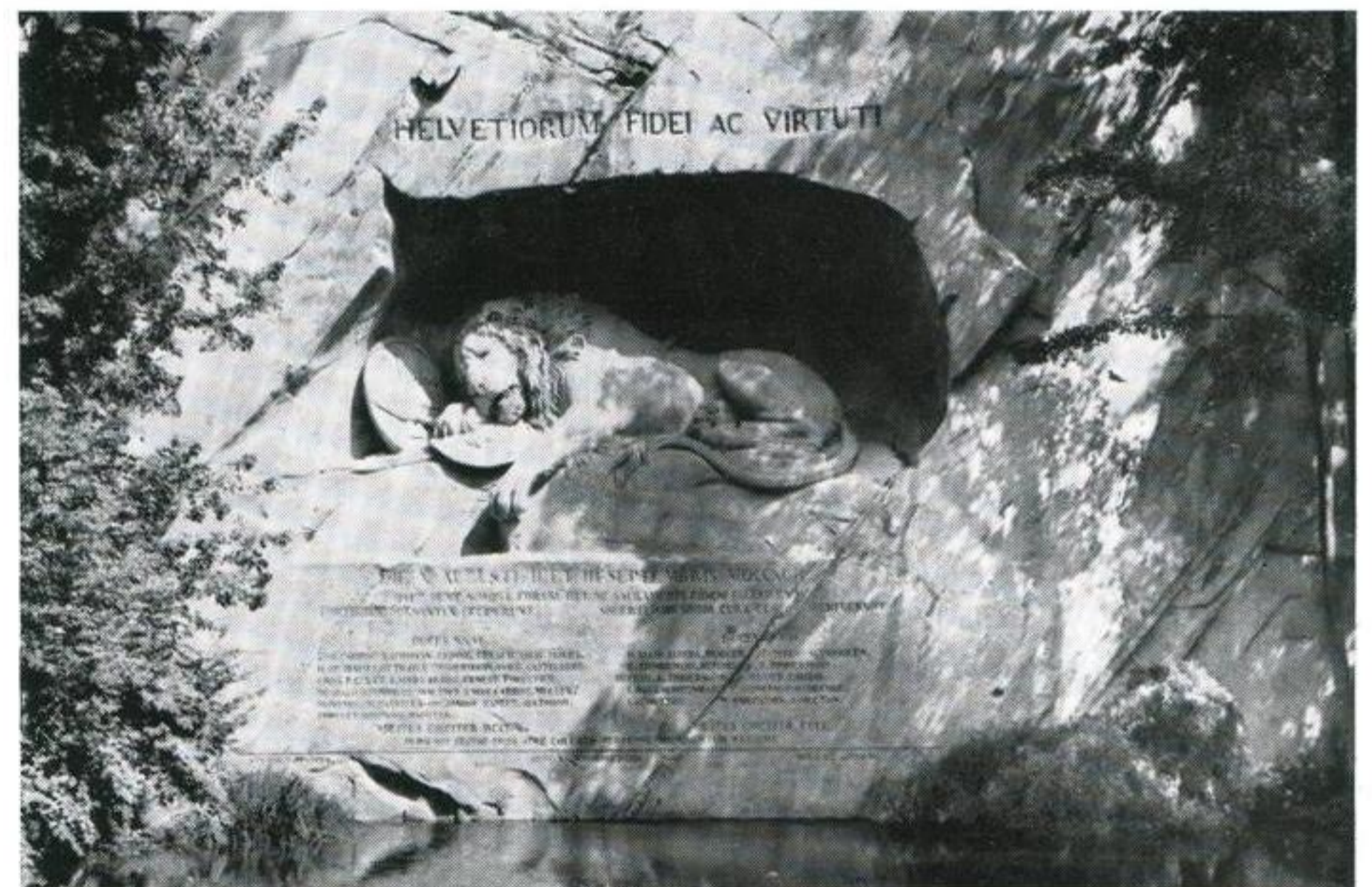
Since its rebirth in 1950, the Spielbank has been operated by a company which devotes a large share of its profits to various public causes and to improving the city's amenities.

A landmark in the centre of Baden-Baden, the Kurhaus will also remain a landmark in the memories of all members of No 4 Wing for many years to come.

PLACES OF INTEREST

This magnificent sculpture of a reclining lion may be seen on your next visit to Lucerne in Switzerland.

Hewn out of the solid rock face of a cliff, it is a memorial to the heroic defence of an early Pope by the famed "Swiss Guard", during an attempted assassination.



(Do you have a photograph for our magazine? Dig into your negatives this evening and find one which will give a good reproduction, which is either of technical interest or has a story attached to it. We can use it.)

Kirk Douglas
Edward G. Robinson



in CinemaScope & METROCOLOR

Screenplay by CHARLES SCHNEE - Based on the novel by IRWIN SHAW
Directed by VINGENTE MINNELLI
Produced by JOHN HOUSEMAN

IN
METRO-
GOLDWYN-
MAYER'S



ANOTHER TOWN . . . ANOTHER KIND OF LOVE
... one he couldn't resist . . . the other he couldn't escape!



2
Weeks
in Another
Town

CO-STARRING
Cyd Charisse

GEORGE HAMILTON DAHLIA LAVI CLAIRE TREVOR JAMES GREGORY
AND ROSANNA SCHIAFFINO

ASTRA

A bizarre show business romantic melodrama. Brilliantly photographed in CinemaScope and Metrocolor. It centres on a one-time Hollywood star who knocks ugly chips off his shoulder during a short stay at Rome's fabulous film colony and, the same time, plans a new career. (A)



YOUR MAY ATTRACTIONS



Wednesday 15th & Thursday 16th. "A PRIZE OF ARMS" starring Stanley Baker, Helmut Schmid and Tom Bell is a skilfully contrived British suspense melodrama about an ex-officer who meticulously and daringly organises a raid on big army funds with two likely lieutenants. (A)

Friday 17th. "THE TREASURE OF MONTE CRISTO" stars Rory Calhoun, Patricia Bredin and John Gregson. A period action melodrama finely photographed in Dyalscope and Eastman Color. Its plot concerns a ding-dong fight over buried treasure on a Mediterranean island. (U)

Saturday 18th. Children's Matinee. "YOUNG AMAZONS" starring Jean Hawkins is a first class adventure story, plus "MISS POLLY" a comedy starring Zazu Pitts.

Saturday 18th. "THE HOODLUM PRIEST" starring Don Murray, Keir Dullea and Cindi Wood is a true life rehabilitation melodrama describing unconventional methods employed by a St. Louis priest to reform ex-convicts. (A)

Sunday 19th & Monday 20th. "LIGHT IN THE PIAZZA" starring Yvette Mimieux, Olivia de Havilland and Rosano Brazzi is a warm, touching and amusing CinemaScope and Metrocolor romantic drama about an American mother who while in Italy shops around for a suitable husband for her physically attractive though mentally retarded daughter. Unfolded in Rome and Florence it is superbly photographed. (A)

Tuesday 21st. "THE RAT RACE" stars Tony Curtis, Debbie Reynolds and Jack Oakie. A slick, down-to-earth Technicolor comedy melodrama. Inspired by Garson Kanin's successful Broadway play, it concerns a brash, yet trusting, young musician and a wide-awake girl who find romance while trying to make good on New York's seamy side. (A)

Wednesday 22nd & Thursday 23rd. "TWO WEEKS IN ANOTHER TOWN" starring Kirk Douglas, Cyd Charisse and Edward G. Robinson is the recommended romantic melodrama of the month. More fully described above. (A)

Friday 24th & Saturday 25th. "THE MAIN ATTRACTION" starring Nancy Kwan, Pat Boone and Mai Zetterling is a Metrocolor and Metrocolor romantic melodrama with an Italian backdrop. It's about a young American strolling singer who joins a circus, finds the emotional hazards greater than the physical, but eventually wins a bride and embarks on a promising career. (A)

Saturday 25th. Children's Matinee. "BOYS OF THE CITY" an adventure story starring the Bowery Boys.

Sunday 26th & Monday 27th. "GIRLS! GIRLS! GIRLS!" stars Elvis Presley, Laurel Goodwin and Jeremy Slate. An exhilarating waterfront comedy melodrama with songs, finely photographed in Technicolor. It's about a proud young fisherman who lands a comely and wealthy bride. (A)

Tuesday 28th. "WHERE THE BOYS ARE" starring Dolores Hart, Yvette Mimieux and George Hamilton is a CinemaScope and Metrocolor comedy drama set in Fort Lauderdale, Florida. It's about four college girls who meet and have high and low jinks with co-eds. (A)

Wednesday 29th & Thursday 30th. "IF A MAN ANSWERS" starring Sandra Dee, Bobby Darin and Micheline Presle is a marital comedy elegantly staged and finely photographed in Eastman Color and concerns a young wife whose ruse to bring her husband to heel boomerangs. (A)

Friday 31st & Saturday 1st June. "ON THE BEAT" a first rate comedy featuring Norman Wisdom, Jennifer Jayne and Raymond Huntley. It's about a pint size youth who determines to join the police force, but has some hectic experiences before making the grade. (U)

Showtimes:

Monday to Thursday (inclusive) 8.30 pm.

Friday-Saturday-Sunday 6.00 & 8.30 pm.

Children's Matinee at 2.00pm. each Saturday.

Prices of admission 40 cents Adults, 15 cents Children.

(Times and prices are subject to alteration when special films are available.)

**Girl
of
the
Month**



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Touring our Flugplatz



OPS Corner

by LAC DM Nelson

We have something new for the Flieger this month and every month to follow from the personnel in Ops. We have decided to put in a personality of the month. It is indeed quite a job to do this, but we finally came up with a decision.



To begin this new article we will start with the person who has the longest term here at 4 Wing. This month's personality is Cpl (Hap) Hooper, who, by the way, has just received his C.D. The Staff here in Ops would like to congratulate Hap and may your next 12 years be just as successful.

Hap who hails from Ottawa, Ont., joined the RCAF in 1943, where he served for two years before transferring to the Army. In 1946 he received his discharge, and returned to civilian life, but not for long. In 1950 Hap became a member of the RCAF Reserve Unit in Ottawa, and in 1951 he joined the regular force to which he has become a great credit. Hap has served on some good stations in his career beginning at St. Margrettes, N.B., Uplands, Clinton and Foymont, Ontario. After all this moving about, the Air Force selected Hap as an instructor and he was back in Clinton again.

There he got his chance to go ahead. After four years of instructing, a posting came in to Senneterre, Quebec. In 1959 another transfer came and this time overseas to 4 Wing.

Hap's activity at the Wing here has been good. As a member of the Cpl's Club Hockey Team, Hap was one of the leagues leading goal scorers, (too bad they lost the play-offs to the Sgt's Mess). He is also the President of the Life Guard Association.

The Ops Staff will miss him when he leaves for Canada, but as they say, "What is our loss is somebody else's gain". Good Luck to you on your transfer Hap from all of us in Ops.

It is now time to introduce the new additions to our Staff. A big welcome to F/L VanHumbeck, F/O Kee, F/O Wilson and also our clerk, LAW Beyer. Lets hope they enjoy their stay here with us.

The personnel here in Ops are sorry to see F/L Carle go back to Canada. The best of luck to you, Sir, on your trip home.

F/O Ellerbeck has taken a big step in life. He has been over to Shoeburyness, Essex County, England to tie the knot. Congratulations and the best of luck to you and your wife in your married life, from all of us in Ops.

Seeing that the Spring Fever has caught a few of the bachelors at the Wing, let's hope our boys don't catch it.

With softball season just around the corner the ball players around here are taking physical fitness exercises to get in shape. Here's hoping we come up with a top notch team.

Our motto for this month "Do not forget to look twice before stepping on that gas peddle". Remember COURTESY means a lot.



F/O WILSON



F/O KEE

Sport
ERTEL
Rastatt, Kaiserstr. 26
Baden-Baden,
Gernsbacher Str. 22
across Löwenbräu

Have you seen our camping-exhibition in front of the old main gate? If you missed it just drive down to Rastatt, we always have the tents set up in our main store.

Cottage-tents	945.— — 199.— DM	Sleeping-bags	99.— — 22.90 DM
Side-wall tents	198.— — 59.50 DM	Chairs and stools	19.50 — 3.90 DM
Camp-cots adjustable	98.— — 34.50 DM	Tables, many sizes	37.50 — 13.55 DM
Air-mattresses	45.90 — 22.90 DM	Stoves, Propan/Butan	110.— — 18.— DM

To complete your camping-outfit we stock a wide assortment of all camping accessories.



Telecom Tidbits

Having bid goodbye to our previous "Flieger scribe", Ken Halbert, who we consider did an outstanding job, it behoves me to carry on the good work, of keeping the residents of 4 Wing familiar with the daily "goings on" of the Telecom Section.

As we all know big changes are being wrought on the Wing and Telecom is, as usual, in the middle of them.

When things, "phones and stuff" manage to settle down and quit flitting from one desk to another, or from office to office, and Cpl Cheese and his staff connect all loose wires to phones and intercoms we hope to satisfy our customers on the Wing, by republishing a new phone book, in the meantime, one is asked to be patient with the operators, it is as frustrating to them as to the customer to decide which section is now under which number. "It will all come out in the wash."

We are losing a few people. Sgts Dave Peters and Gerry Gerard, Cpls Francouer, Goyeau, Gallagher, Leonard, LACs Newman, Prime and Sommerfeld. To them we wish happy landings, and pleasant reunions in Canada. To Sgt Dickinson we bid a warm welcome, and hope his stay at 4 Wing will be a pleasant one. We also wish to welcome LAW Dufour, Mrs Pohl, Mrs Perpar, new switchboard operators. Cpl Ziebart, Cpl now Sgt Neal, LACs Bob Pook, Art Jenkins, and Chuck Campbell to Com Gnd.

A few families also welcomed new additions, LAC Don and Mrs Claggett a little girl "Sonja". LAC and Mrs Stanzell a girl "Susan", and a trifle delayed, to LAC and Mrs Pageot, a boy "Gordie Jr." or "Chip". Congratulations folks from Telecom.

The Boss is hoping to have the Section personnel show good results in the forthcoming physical fitness tests. He authorized a sports afternoon to be held in the Wing Swimming Pool on the afternoon of April 29. Noticing a few people gamboling around, and in the pool, a few manly physics have to lose a few pounds of excess baggage to make good results possible. The afternoon was enjoyed by all. "It's better than working", was the common comment.

The talk of new routes, tents and trailers sounds like it is to be presumed that given the time and opportunity Telecom personnel will be taking to the open roads in the near future. May the writer take this opportunity to express, for the Section, their wish for good holiday jaunts and safe driving in the busy season ahead, CUL.

Scottie

COMMUNITY COUNCIL

A complete survey is being carried out to determine the requirements of the playground area equipment. It is hoped that new and repaired swings, slides etc can be replaced in the shortest possible time.

The sum of \$ 500.00 has been approved for Little League baseball activities. A committee is being formed to help and direct Teen Town activities. F/L Wall has volunteered to act as chairman. Any parents interested in lending a helping hand to this project please contact F/L Wall at the Stn. Hospital.

Senior building residents have been appointed in each PMQ. Their function will be to promote harmony and goodwill amongst their building residents and forward their complaints to the respective Councillors. It is the request of your Council that the utmost co-operation be given to the senior residents for the making of a better community.



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Boy Scouts

NO. 3 BLACK FOREST TROOP

Recently on the 23rd April Troop 3 met with Wuerttemberg Pack and took part in a going up ceremony. David Borer and Michael Manion were welcomed into the Troop. Michael was also invested the same night. Stanley Brown and Bruce Ward have come from No. 2 Black Forest Pack and have made a name for themselves in the Troop.

A number of the boys are working on their Ambulanceman's badge. Richard Ward and Tom Horn are working hard to complete their requirements for the Queen's Scout Badge, one of the highest awards in Scouting.

Over the Easter weekend eleven members of the troop journeyed to Kandersteg, Switzerland with all their Leaders and an enjoyable time was had by all.

Our next big project will be summer camp at Bertrix Belgium from 3-13 July with our theme for camp "Explorations".

Highlights from Wuerttemberg Pack

March 26th, 1963 was a very special occasion for we had as our guest Padre MacGilvary who came down to our Pack meeting to present a Religion & Life Award to Cub Michael Manion. Padre MacGilvary gave an interesting talk to the boys. He explained the meaning of the award, that it was the ultimate of all the badges the boy had earned. It also was the first time this award had been presented in 4 Wing to a Cub. He hoped that many more boys would strive to earn it in the future. Congratulations, Michael, we in the Pack are proud of you.

Thank you Padre MacGilvary, we hope you will come to visit us again soon.

On April 23rd, 1963 Wuerttemberg Pack held a going up ceremony with No. 2 and No. 3 Scout Troops. Albert Workman went to No. 2 troop, and Michael Manion and David Borer went to No. 3 troop.

While Albert wasn't in the Pack too long, he earned his first eye and swimmer's badge. Michael and David were both second eyes boys and had earned a number of proficiency badges. They will be able to wear the Leaping wolf badge when they are invested as Scouts. Good Luck and Good Hunting from the Pack and Leaders too you three boys in your Scouting endeavours.



Troop 3 — Michael Manion meeting P. L. Nigel Markham

Now for badges earned by the boys:
1st eyes to: Jeff Foss, John Bookham, John Holmwood, Garry Filpula, Albert Workman, Ricky Ramsay.
2nd eyes to: David Borer.

Proficiency badges to:

Observer: Michael Manion.

Teamplayer: Jeff Foss, Ricky Ramsay, John Bookham, John Holmwood, Marcel Gervais, Robert Armstrong.

Collector: John Bookham, Ricky Ramsay.

House Orderly: Brian Beattie.

Swimmer: Garry Filpula, Jeff Foss, Michael Downey, Marcel Gervais, Chris Hamlyn.



Troop 2 — Albert Workman meeting S. M. Earl Clarke



Hoepfner Bräu

A fine beer in great demand

Representative

HERBERT KRELL

Rastatt/Baden Roonstraße 6 Tel. 22 73

We would like to welcome Eric Tuckey from 3 Wing, and New Chums Scott Beamish, David Anderson, and Andre LaVallee.



Michael Manion, Albert Workman and David Borer —
"Good Hunting from the Pack."

NO. 2 BLACK FOREST BOY SCOUT TROOP

On the 23rd of April a going-up ceremony was held at the School Gymn with Mrs. Horn's Cub Pack, at which time Cub Albert Workman came up to the Scout Troop. Albert was preceded to the Troop two weeks previous by Robert Fulton. Our Troop strength at present is 23 Scouts and three Leaders, but we expect to be greatly reduced by the end of June due to repats to Canada. The Troop is sorry to lose an excellent Leader in the person of Joe Halasz, but that is 3 Wing's gain.

Several of our senior boys are now receiving instruction for their First Aid Badge from FS Fowler. We greatly appreciate his interest and effort toward the Scouts. We have had two recently successful candidates for the Fireman's Badge under the direction of FS Cottrell; they are Gill Ross and Terry Tate.

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

Several of our Scouts attended a very enjoyable stay over the Easter Weekend in Kandersteg, Switzerland. They were billeted at the International Scout Chalet where they had an opportunity to meet Scouts from other countries. The highlight of the trip was minor mountain climbing up steep grassy slopes. All of the boys made it up, but sorry to say a couple of Leaders toppled to the bottom in a snow drift, but with determination, tried it again and made it, perhaps a little exhausted.



Wuerttemberg Pack



Troop 3 — Investiture of Michael Manion

The summer Camp of our Troop will be held at Bertrix with the tentative dates being 3-13 July. We have a large contingent of Scouts attending the World Jamboree in Greece during the month of August. The Scouts attending will be Mike Markham, Ken Dennis, Paul Grieve and Gill Ross.

No. 2 Troop will now conclude by saying "Good Luck" and "Good Scouting" to the Scouts who are leaving the Troop.

E. Clarke (S. M.)

Rosenthal china, honeywagons, cuckoo-clocks
Hummel figurines, beer mugs, every kind
of souvenir

Giftshop Wohlshlegel

Karlsruhe, Kaiserstraße 173

Sports and RECREATION

JUDO NEWS

by Mrs. Helen Griffith



Air Division Judo Tournament

On Saturday, Apr. 27, the Air Div. Coloured Belt Tournament was held in the Rec. Center here in 4 Wing.

The 4 Wing Club did exceptionally well, taking four out of a possible five trophies in the Senior Division including the coveted Team Trophy and taking two out of a possible six in the Junior Division.

The Orange Belt Competition (white, yellow and orange belts only) was taken by LAC "Al" Poirier (4 Wing) by defeating Leblance (3 W), Nelson (4 W), Robert (Metz) and the runner-up LAC Rusch (4 W), who, in order to reach the semi-finals defeated St. Pierre (3 W), Andrew (Metz), Wood (3 W), and Le Feuvre (3 W).

The highlight of the day was the competition for the Air Div. Team Championship Trophy. 4 Wing won the Team Championship, taking it away from last year's winner, 3 Wing (Is this the reason for the gleam in your eyes of late, "Mas"?)

The first match was 4 Wing vs. 3 Wing, in which 4 Wing made 4 points to 3 Wing's 1 point. In the second match, 4 Wing vs. Metz, 4 Wing defeated Metz 4 1/2 points to nought points.

F/L Le Feuvre presented the Team Championship Flag to Cpl. "Bob" Jones — team captain, immediately after the match.

The Brown Belt Competition (green, blue and brown only) was won by LAC Pearson (1 W) defeating Ball (Metz), Boucher (4 W), Poulton (3 W) and the runner-up LAC "Griff" Griffith (4 W). The runner-up defeated Rathwell (3 W), Abbott (4 W) and Litousky (3 W) (by default).

The Junior Ladies' Championship was taken by Miss "Caren" Mills (4 W) with Miss "Linda" Cornish (4 W) as runner-up.

During the intermission Pte "Rolly" Lavigne and LAC Vaillancourt put on a demonstration of "Nage-no-Kata" (Correct forms of technique), followed by "Mas" Takahashi

and LAC Boucher, demonstrating the various uses of Judo in self-defence.

After the tournament a banquet was held in the mixed lounge. F/L Le Feuvre — the Air Div. RecO and Commissioner of Air Div. Judo, gave a speech in which he commented on the enthusiasm, interest, sportsmanship and devotion displayed by the Judoka. Of special meaning to the Judoka was his mention that the higher one progressed in Judo the more humble one became. After these kind words he presented the winners with their trophies.

Cpl. "Mas" Takahashi then announced the up-grading of the outstanding competitors.

From 4 Wing:

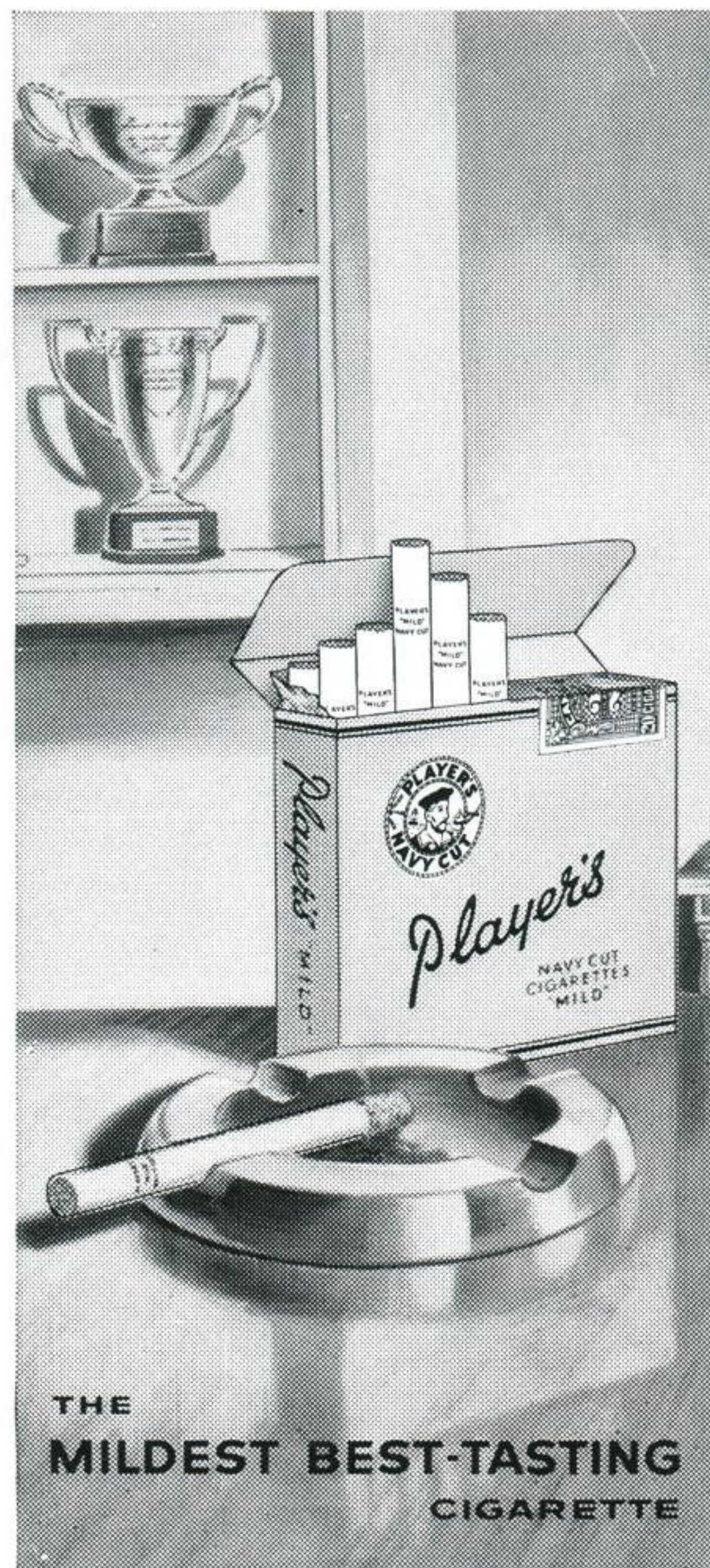
Seniors: Green to Blue — LAC Abbot

Orange to Green — LAC Poirier, LAC Rusch

Juniors: Yellow to Orange — Caren Mills, Linda Cornish

The Brown Belt Champion, LAC Pearson, was up-graded from Blue to Brown. There were many other up-gradings from the other Wings, one of interest being the only Air woman to compete, LAW "Dot" Barret (3 W), who, competing against the men, did exceptionally well. We hope in the future to see more of the female personnel in the competitions.

"To those who fell by the wayside, better luck next time, and Congratulations to all. Now that we have the Team Trophy — let's keep it, also let's maintain or better our present record in the future."



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Soellingen Swingers *The 4 Wing Square Dance Club*



Hi there Square Dancers! Although it has been quite some time since the activities of the Soellingen Swingers have been reported in these pages, the Club nevertheless was active throughout the winter. The regular Thursday evening dances in the Social Center were continued despite the loss of many stalwart Swingers through transfers and attendance of various courses elsewhere. The departure in early January of our most experienced caller, S/L Tupling, was sorely felt indeed. He and his wife, Gene, brought to the Soellingen Swingers experience coupled with enthusiasm and devotion. In the short time that they were here at 4 Wing they brought the fun of Square Dancing to two beginners' classes, as well as to the "oldies" of the club. Shown above is the second class of beginners, taken at their graduation dance.

Among the graduates was Mrs Jordan, wife of the Commanding Officer. Group Captain and Mrs Jordan are shown below with Squadron Leader and Mrs Tupling at the cake cutting ceremonies following the graduation dance.

With the departure of the Tuplings, no less than four of our budding callers took over the calling duties for the club. Three of these, Bud Hickson, Ron Leonard and Ivy Laurin

handled the regular Thursday evening dances in rotation while Ed England called a tip or two whenever possible. Ron and Ed have since departed for the land of round doorknobs and our vote of thanks goes with them for the job well done.

In addition to the regular weekly dances, the Soellingen Swingers took part in several "away" activities. A number of Swingers danced in the New Year at 3 Wing with the Wagon Wheels. In late March the Club travelled to Heidelberg and spent a most enjoyable evening with the Heidelberg Hoedowners.

Annual Spring Jamboree

The biggest event in Square Dancing so far this year was the Annual Spring Jamboree held at Killesberg Park, Stuttgart, on the 19th and 20th of April. Our club, being a member of the European Association of American Square Dance Clubs, was invited to participate. Several members were able to attend both Friday and Saturday while others managed to be there for the wind-up dance Saturday evening.



The program began at 1900 hrs on Friday with registration and a warm-up dance from 2000 hrs to 2200 hrs. Saturday was very busy with dance workshops from 1000 hrs until noon. In the afternoon a Round Dance workshop preceded the European Area Square Dance Leaders and Callers associating meetings. In the evening, the wind-up dance began with the Grand March at 2000 hrs. For the Grand March approximately four hundred square dancers were on the floor with over one hundred spectators watching from the balcony. The huge Number 6 hall at Killesberg Park was used for the square dancing. Many of the spectators were German people interested in seeing these brightly-clad enthusiasts show their stuff. Eleven callers kept the four hundred dancers twirling and whirling for four hours before cake and coffee were served. The host clubs, the Stuttgart Strutters and the Patch Promenaders, certainly did a fine job of organizing this year's Spring Jamboree and our thanks go to them for the friendship and hospitality extended to the Soellingen Swingers at this function.

The next Jamboree will be the Summer Jamboree to be held at Berchtesgaden from 16th Jun to 22nd Jun. This will be a fine square dancing holiday and it is hoped that many Soellingen Swingers will be able to attend.

Wind-Up Dance

The regular Thursday night square dances will be held in the Social Center throughout May and the Soellingen Swingers Wind-Up Dance for the 1962/1963 season will be held on Saturday, 1 June 1963, in the High School Gymn. Several Canadian and American clubs have been invited to attend our Wind-Up Dance so it should be a fun-filled evening for everyone. Interested spectators are cordially invited to come and watch North America's fastest growing recreation. So long for now — see you at the Wind-Up Dance.



4WING BANTAMS



AIR DIVISION CHAMPIONS

The 4 Wing Bantams breezed through the 4 game play-off series after a highly successful season. The team played 15 games and lost only 3 during the season and all of these on the road. They played in Landsberg, Kaufbeuren and Füssen in Germany and in Zürich and Küßnacht in Switzerland and against Mannheim and Ravensburg at home as well as other Air Division teams. They defeated 3 Wing by scores of 4-2 and 10-2 in the semi finals and 1 Wing by scores of 6-0 and 10-0 in the finals. Nigel Markham allowed the least goals, giving up only 4 in the 4 games and David Hudson was the leading scorer with 15 goals and 4 assists in 4 games.

The team was comprised of Nigel Markham, Stuart Mann, Dave Chaplin, Joe Demora, Gary Dikur, Jim Barnes, Dave Hudson, Frank Scobel, Carman Bennett, Roger Hunter, Pete Lamb, Nord Campbell and Brian Hill. Coaches were LAC Gord Geiger and LAC Jim McIntosh.



Mr. HH Robertson is shown presenting the Bank of Montreal Trophy to Team Captain David Hudson of the Champion 4 Wing Bantams, the new Air Division Champions.

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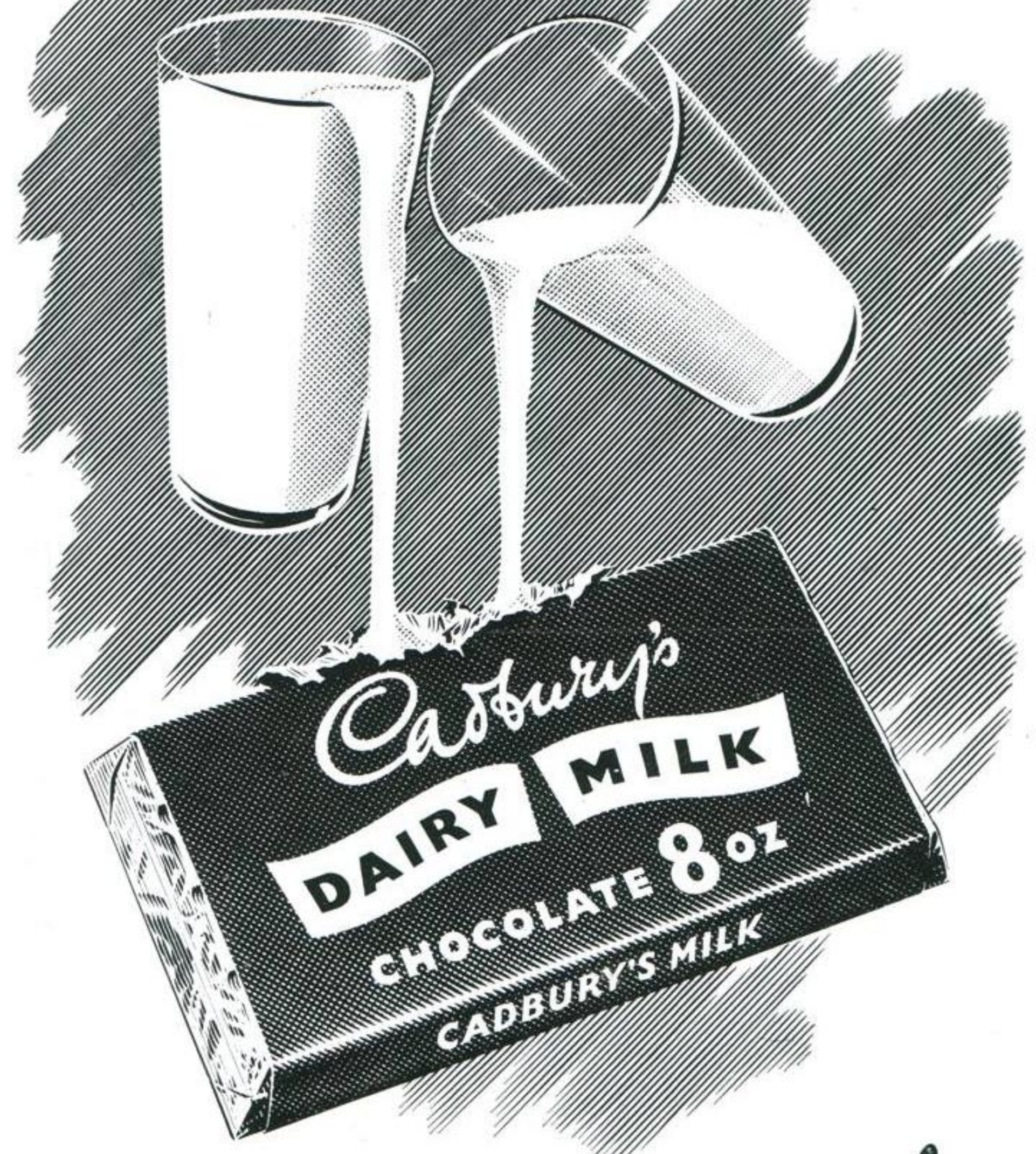
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