



SQUADRON

445

445

ROYAL CANADIAN
AIR FORCE

STRIKE AS LIGHTNING

THE ARROWHEAD TRIBUNE

VOL. 2 No 24 1 (F) WING, RCAF, MARVILLE

31 DEC. 62

EDITORIAL

January 1st, 1963 marks the end of an era for 445 All Weather Fighter Squadron, for 1 Air Division and for the RCAF.

445 squadron, was formed a short ten years ago and has flown the CF-100 aircraft the whole time. Now both the squadron and her aircraft will soon exist only in the memories of those associated with them and in the history of the Air Force.

The CF-100 seemed to have arrived in Air Division as too little too late in order to have made a lasting impression on anyone that didn't know this aircraft and its capabilities. Without doubt, the Canuck, designed and built in Canada, was the best all weather night fighter in the world — right up until the late fifties. The MK 4B version of the CF arrived in Europe armed to the teeth — (with conventional weapons of course). In her belly were 3, .50 calibre machine guns (the sabre carries 6) and on the wing tips, capable of a rectangular cone of fire approximately the dimensions of a football field, were 58 unguided rockets, faired neatly into fibreglass pods.

No matter how impressive the armament, or shiny the armor, a warrior must be proven in combat in order to gain a lasting reputation — good or bad. While the gunnery and rocket hit probability scores of the CF have been consistently high, the aircraft has never fired a shot in anger — perhaps there lies the reason for the lack of spectacular recognition like that afforded the MK6 Sabre here in Europe. Proven in Korea and infinitely superior to anything in the skies over Western Europe in 1952 following its arrival, the Sabre easily became the darling of the Air Division and despite age and its attendant wrinkles, she has remained so ever since.

Next week as the CF-100 leaves Marville and Air Division on the first leg of a journey to wherever it is that good airplanes go, there is no doubt that her straight wing and the equally straight contrail, tracing her attack patterns in the sky, will be missed.

The men who built it, maintained it and those who flew it, deserve thanks and appreciation for a job well done — from start to finish.

REAGH

PHOTO CREDITS

All photos in this issue are from RCAF sources, prepared specially for this issue by our local photo section.

NOTICE

Section reporters and personnel contributing articles to the Arrowhead are reminded of the deadline.

Material must be submitted on the last working day prior to the 4th and the 19th of the month for publication in the issues dated 15th and 30th, respectively.

The Editor cannot guarantee insertion of any material received after the above dates.

The *Arrowhead* is published twice monthly and is dedicated to providing entertainment and information for the servicemen and families of 1 (F) Wing, RCAF, Marville, France. Opinions expressed in this publication are not to be considered as official policy.

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Spotlight on a Personality

Ladies and Gentlemen, Boys and Girls, it is our pleasure at this time to introduce the two people who are in CFN's SPOTLIGHT ON A PERSONALITY...

Readers of the Arrowhead Tribune are already acquainted with Carol Morris through her childrens column which appears in this magazine. The younger listeners of CFN know Miss Morris as their Auntie Lynne, who pays them a weekly radio visit on Tuesdays at 6.15 with an half hour of songs and stories on «AUNTY LYNNE'S CHILDRENS TIME». As LAW Morris, Medical Assistant, Carol has used her fine sense of humour and her persuasive manner to cheer many a patient who has passed through the station hospital.

Carol was born in Kimberly, B.C., not too many years ago and joined the RCAF in February of 1957. In May of 1960, she arrived at 1 (F) Wing from her previous station, Falconbridge, Ont. About four months later, Carol joined the staff of CFN to begin the childrens programme which has since become so popular with our smallfry. Carol goes all out for the kiddies, what with running contests and giving out some pretty nice prizes, and even making a personal appearance at the last Protestant Guild Bazaar.

Previous radio experience includes the job of library assistant at Goose Bay. Radio work done in addition to the childrens show, includes duty controlling and the ALL-NIGHT SHOW. Carol has also served as PMC for the Airwomens Lounge, and as a mem-

ber of the Entertainment Committee for the Airmens Club. Although we've never asked her, we suspect that her middle name, Lynne, is responsible for the present radio name of our «AUNTY LYNNE».

DELL PETERSON — To the disc jockey who has just finished his stint on the Friday ALL NIGHT SHOW, there is no more welcome sight than that of the controller who relieves him on Saturday morning. This relieving controller is usually a high school student who works at the radio station on Saturday mornings and does his turn as host of the TEEN SHOW. Dell Peterson is one of the CFN's High School student controllers. Dell, who is the son of Cpl and Mrs I.N. Peterson, was born in Calgary on February 11th, 1946.

The Peterson family arrived at 1 (F) Wing from Namao in January of 1959 and Dell joined the radio station staff last March. By May, he was a full-fledged controller; ready to begin hosting such shows as the TEEN SHOW and TIME BEAT. He has also done JAZZ SOUND, TOPS AND POPS, THE MORNING SHOW and the ALL NIGHT SHOW.

Although the format of most of these shows calls for modern and popular music, Dell claims to be a western music fan. He also likes all sports — especially hockey, since he plays with the Junior Arrows. We know that Dell is quite at home behind the console and the turntables, doing the Teen Show (Weekdays at 4.30 to 5.30) and that he is equally at home looking after his little brother.

The Petersons are currently awaiting their repatriation to Canada, so we'd like to say that our best wishes go with them — and especially with Dell.

Mary Green

IN A N D A

LEME ORPHANS VISIT 445 SQN

On the 13th of December 1962, 445 squadron played host to 65 boys, ranging in age from six to sixteen years. The boys, all from « Notre Maison » Boys Home at Lemé, approximately 184 kilometers west of Marville, arrived on the unit at 10 am and proceeded to 445 Sqn. At the Squadron the boys were each given hot dogs, soft drinks, and then allowed to climb all over two CF100s on static display. After a six plane fly-past, put on by the pilots of 445, the boys were taken to the Airmen's Mess for a big turkey dinner, after which a gift from Santa was given to each boy.

The dinner was followed by 45 minutes of cartoons at the Station Theatre.

These activities climaxed a very commendable effort by 445 Squadron. This year was the third and final year in which the squadron has sponsored the Boys' Home at Christmas time. A new twist this year was the collection made last October among the squadron members at which time some \$1,226.00 was collected in less than a week, the money being used to buy blankets, clothing, and sports equipment as well as providing the Home with some cash to look after special needs.

The Squadron and the children are very grateful to Captain Cavin, our French Liaison Officer, who, after nearly an entire day's struggle was able to arrange permission for the bus, bringing the boys from Lemé, to gain a road permit required for the heavy vehicle to travel a section of frost-damaged high-



way. A second major difficulty of the day was averted through the kind assistance of our CE Section, who provided an auxiliary power unit for the use of the theatre following a station power failure.

Certainly the 65 boys who climbed aboard their bus that evening, tired, but happy, will remember their squadron friends for many a Christmas to come.

Arrowhead Exodus

As 1 Wing loses one of her squadrons, this magazine will be losing some of its vital staff members as well.

Off to Station Greenwood for navigational duties on an Argus squadron is our assistant editor, F/O McLeod. Having been with the Arrowhead since last

ROUND

MARVILLE



Christmas Pageant by Cubs

The Maple Leaf Trailer Park was recently the scene of Christmas Pageant put on by the « Cheyenne » cub pack under the direction of LAC and Mrs Mechefske and Mrs Russell White, pack leaders.

In all, some eleven cubs performed in the pageant which was an outdoor staging of the nativity. The boys supplied their own make-up and costumes practicing after school every day for a week in preparation for the pageant.

Flood-lit, with sound provided from a specially prepared tape, the work of Ed Mechefske and Russ White, the pageant was staged on the evenings of December 21st, 22nd and 27th in front of the Mechefske trailer, D-15.

The final of the performances was a rendering of « Away in the Manger » sung as only eleven sincere boy sopranos could sing it. Certainly this effort by the cubs was enjoyed as much by the boys themselves as by the spectators, and certainly furthered the proper observance of the Christmas season here at Marville.

May he has contributed significantly toward the success of this magazine.

While not associated with 445 (to be sure), another very gifted individual is taking leave of the Station, and the Arrowhead.

LAC Jeff Brown, of 439, formerly our local editor, will be enroute shortly to Station Chatham. « Jeff », well known locally as a radio personality (awhile back), musician (he plays anything) and as an all-round extrovert, he has much to offer at his next unit.

Two more 445'ers, F/Os Gill Heon and Jack StCyr, our advertising managers will be joining 101 squadrons in Canada, at Ottawa and Chatham respectively.

Off to Metz for public relations contact training, LAC Ernie Priess formerly of 441 squadron and CPN, still maintains working contact with the Arrowhead.

To all our departing members we say a sincere thank you, with every wish for success in their new assignments.

Caravan Site Christmas Lighting Contest

As most of us driving in and out of the gate for the past there weeks are aware, the Maple Leaf Caravan Site boasted very impressive out-door lighting this Christmas Season. As an added incentive for extra special efforts this year, first, second and third prizes were awarded for the three best decorated caravans.

On the basis of the most originality and personal effort shown, the following are the three winners,

The Shetler Caravan, for a lavish and original light and scenery display.

The Wilkinson Caravan, for a beautifully painted Christmas window.

The Graff Caravan, which featured a lighted Santa Claus with sleigh and reindeer.

Judges were F/L Liss, Wing Food Services Officer and F/O Reagh, Editor of the Arrowhead.

The CF.

The day of December 18th, 1953, saw the factory of AV Roe Canada at Malton, Ontario, busily engaged in the task of building the CF100 for the RCAF. It was a large operation and the amount of noise was a good indication that production was in high gear and the the large fighters were going ahead on the line. Suddenly the routine rumble of the factory, the chattering of riveting guns and the busy hum of engineering and drafting offices were shattered by a tremendous, pulsating crash, closely followed by a second. Heads snapped up from drafting boards, production workers jerked up eye shields, everyone from the president down looked at his neighbour and the question mark was plain in every expression. « What on earth was that ? » Well, the answer wasn't long in being revealed. Jean Zurakowski, AVRO's Chief Pilot and one of the world's most famous test pilots, had flown the CF100 through the sonic barrier. The aircraft had never been designed for supersonic flight and as it has been established, was the first straight-winged aircraft to accomplish such a thing. It was certainly a wonderful compliment to the sound engineering and building processes that had been put into the CF100. « Zura » was nobodies fool, he had been with the aircraft since its first test flight and it was obvious that he had tremendous confidence in the machine he was flying.

Not many people realize just how long ago the CF-100 started to evolve. In 1945, the year that World War II ended, a few far-sighted Canadians realized that the day of global strategic bombing had truly arrived. No longer could a country rely on sheer distance for protection. As early as 1941, the United States Army, and Air Force had commenced development of an aircraft to carry ten thousand pounds of bombs to Germany and return non-stop. Canada's problem of defence is unique. We have thousands of

miles of unprotected, uninhabited northern wasteland which could serve as an ideal route for an enemy's bomber force. Also at this time there was an acute shortage of modern airfields, and this last problem was one which would take a long period to overcome.

Thus it was apparent that the RCAF needed an exceptional interceptor aircraft. Its requirements included both speed and rate of climb, the ability to operate in all the extremes of Canada's climate, good airfield performance and, perhaps most important of all, exceptional endurance to allow it to patrol the vast northland of Canada. A range of 500 miles was considered a minimum requirement. All this added up to a tremendous order in the day when jet aircraft design was just finding its walking legs.

Once the basic concept had been finalized, the Canadian aircraft industry and more particularly, AV Roe Canada, put their collective noses to the grindstone and detail design started in May of 1947. It was obvious that World War II design and production methods just didn't apply and many times the engineering staff had to start from « bed rock » on some particularly troublesome problem. In the remarkably short time of nine months, the tooling process for the two proto-types began. On January 19th 1950, after extensive ground trials, the first CF100 left Malton's runway and Canada's aircraft industry had its child in the air.

The first two proto-types were powered by Rolls Royce RA8 turbo jet engines of 6500 pounds thrust. Ten unarmed, preproduction CF100 MK2's were built next for development and RCAF evaluation flying. One of these was completed as a dual control Mk 2T

100 Story

trainer. These ten aircraft were powered by the AVRO-ORENDA Mk 2 turbo jet engine of 6000 lbs thrust. This engine was another milestone for Canadian aviation as it was the very first jet engine to be designed and built in Canada. The first ORENDA powered aircraft flew on June 20th 1951.

The first of seventy CF100 Mk 3 production aircraft was delivered in September 1952. The Mk 3 was powered by two ORENDA Mk 8 engines and armament comprised eight .5 calibre guns in a ventral pack and APG 33 radar in a gracefully pointed nose cone. Maximum speed was listed as 640 mph and initial climb rate exceeded ten thousand feet a minute, although some CF-100 pilots will tell you that these figures are somewhat optimistic. Some fifty of the production Mk 3's were built or converted to dual control trainers and the last Mk 3 aircraft was delivered in July 1953.

The CF-100, Mk 4 was an extensively modified design, using only twenty-five percent of Mk 3 tooling and differing externally in having a lengthened, blunter nose, housing an APG 40 radar. The nose section was supplied as a unit by Hughes aircraft and contained an automatic search and lock on interceptor fire control system. This system is used in conjunction with a total of fifty eight 2.75 inch Mighty Mouse folding fin wing tip rocket pods. A single piece, free blown, cockpit canopy replaced the earlier two piece unit at an early stage of Mk 4 production. All CF100's are equipped with a pair of Martin Baker ejection seats. The first few CF100 Mk 4's were powered by an Orenda Mk 9 of 6500 lbs thrust and were known as 4A's. The Mk 4B, which is, of course, the version which equips all of 1 Air Division's all-weather squadrons, was powered by the Orenda Mk II

of over 7000 lbs thrust. Over five hundred Mark IV CF100's were produced.

The final version of the CF100 was the Mark 5. This hybrid aircraft incorporated increased wing and tailplane area and the gun armament was deleted. The Mk 5 equipped all of the Canadian based RCAF squadrons and was capable of carrying out an intercept at an altitude of 50,000 feet.

The rocket pattern, following a firing more than a quarter mile from the target, is approximately the same dimensions as football field on edge.

Fifty-three CF100 Mk 5's were supplied to the Belgian Air Force during 1958 and these aircraft will probably be the last CF100's in service anywhere in the world.

All in all, there were over 700 Avro CF100 aircraft built and along with the smooth teamwork of Canadian and Belgian crews have supplied a most important part of the free world's defence for the past ten years.



JET WASH

ARROWHEAD SECTION NEWS

Fire Prevention News

Well, at the time of writing, we now have another one of our boys back in Canada tying the knot. All the best from the boys, Ben.

We are very proud to announce that our « Mr. Hockey » has finally got the call. Yes, « Mr. Hockey », has been asked to help keep the Arrows in first place. The very best of luck to you Tom and we from the Firehall will be behind you all the way.

Is Fire Drill a Necessity ?

Raising ladders and putting them down — dragging hose out of the bay and hauling it up ladders — throwing water around — running ladders — sliding the rope — all a bunch of foolishness and a waste of time and that's what we pay those guys for, moans John Public.

This is often the cry of persons unaware of the objectives of Fire Drill or Fire Department Training. The new recruit in the Airforce also condemns the endless squad drill and physical training he receives before he becomes a regular airman. However, the airman who has been in the hell of combat has witnessed the fruit of the drills and the objective of the intensive training period. His training has made him more efficient, self-assured and has instilled in him confidence in his ability to out-maneuver and out-fight the enemy. A baseball team that never practices, very seldom develop team play and rarely, if ever, win ball games. A Fire Department that never drills, approach a fire like a milling herd of cattle, their every action demonstrates their weakness, inefficiency and plain ignorance of the task at hand.

The objective of fire department drill is :

- 1 — To develop a fast and hard hitting team composed of individuals, each trained to accept his part of the team hitting power. Uniform drills teach men to do things simultaneously, efficiently and speedily.
- 2 — To train men to conserve their energy and not to sacrifice stamina needlessly, vast amounts of energy may be consumed by an inefficient fireman in useless maneuvering at a fire — while

a well-trained fireman moves with perfect timing, accuracy and dispatch. While haste may be unnoticed, speed will be apparent in his every move.

- 3 — To assure each man of his ability to tackle a dangerous job with a minimum of risk to personal safety.

Only through drill can we eliminate many of the fire hazards to personal safety. In practice sessions, time should be taken to think of hazards — time to seek ways of eliminating all unsafe practices. The best way to break a bad habit is to replace it with a good habit. At a fire many mistakes are made because bad habits are used while under strain and stress, and oft times by reason of improper training we have never become accustomed to good habits.



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The development of a good safe habit is not in the fire ground or at the scene of a fire — it can only be developed on the drill ground by constant drill and through practice again and again. The purpose of any form of drill is < To help men develop into hard hitting teams with the least unnecessary sacrifice of energy and personal safety. >

Weather Wanderings

Statistics :

For the first part of January previous seven years of Climatological records show :

a) Temperatures :

- Mean temperature - 35
- Mean maximum - 41
- Mean minimum - 29
- Extreme maximum - 56
- Extreme minimum - 4

b) Precipitation : (whole month)

- Average rainfall - 2.86 ins
- Average snowfall - 5.6 ins

- Average total amount of precipitation : 3.91 inches
- Average number of days with measureable precipitation : 18
- Average number of days with fog : 7
- Average number of days with freezing precipitation : 1 - 2

For the month of January we see that our winter is very much still with us. The mercury has dipped as low as 4 degrees while this is small potatoes compared with the Canadian Prairies its still < bien froid > en France. The extreme maximum has gone as high as 56°, but as in December, the mid thirty range is much more likely. Precipitation should occur on over half of the days in the month if past records are any criterion. Note also that the average snowfall is 5.6 inches and take special note of freezing precipitation of from 1 to 2 days per month. In Meteorology freezing precipitation means freezings rain or drizzle and it freezes on impact. It destroys the lifting properties of airfoils and plays havoc with road surfaces, so when you are informed that freezing precipitation is forecast for our area, do like the birds — walk.

At this time we should like to bid farewell to the All-Weather Squadron. Our forecasters will miss those nightly trips out to 445. Seriously we would like to wish all of its personnel good luck in their new surroundings wherever they may be. Happy New Year to all...

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AN ODE TO PARTING PALS — 445 SQN

*The years will come and they will go,
This phrase you've heard before, I know.
And we will never see the day
That we will be on earth to stay.*

*As time goes on, we all must face
The fact that someone takes our place,
And how we play our life-long role
Determines if we reach our goal.*

*Now I am not a judge, you see
And I judge I do not care to be.
But if merits are won by a job well done,
Then « 445 » shall be surpassed by none.*

*Now this is the feeling in the MSE
For they are also judged by me!*

Lefort (A « Hubnut »)

From the Hub

SALUTE TO SEE EE

They said, « It could not be done » — yet the Wright Brothers did it, John Glenn did it, and now the CE have done it by building us a practically new canteen. Granted, it's not quite finished, although the Tap Room is in operation, the ballroom is carpeted and at the last general meeting Cpl Herbin's suggestion of placing busts of former MSEO's in the lobby near the « NO PINCHING THE HAT CHECK GIRLS » sign was greeted with unanimous approval. We know this sounds a little far-fetched, but we are happy with the enlargement and it is nice to « spoon » your soup without dodging a set of greasy elbows.

To you visitor, we boast a varied menu, a happy atmosphere and impeccable cleanliness, and I personally will take on the first cockroach that calls me a liar!

Stevenson (Another « Hubnut »)

Nuclear Defense

As we enter the New Year, we would like to thank all Section Heads and their staff for their co-operation during 1962.

With the departure of two Jnr. NCO's, there will be more chiefs than indians in the section. It was therefore agreed that the chiefs would be doing more chores than before. Then to the rescue came an Air Division policy letter stating that we will no longer be training Combat Kelly's in the use of the sten and 9mm pistol. To all whom we have trained, we say thank you, it has been a worthwhile experience.

Since its inception, the role of this section has changed. In the coming year we will be concentrating

more than ever on Nuclear, Chemical and Biological warfare.

On the lighter side, Sgt Cornish has been issuing Command Performance Orders to visit him and his wife during the festive season or incur his wrath (this is his last Christmas here). Knowing Nuclear defencemen as I do, his ration card will be used up from now until he goes home.

During the last few weeks, Sgt Lacroix has appeared to have other things on his mind, true — their little bundle of joy arrived just prior to Christmas.

Another member of the staff is also going around talking to himself; typical of his utterances, « But ye gards, where could they have gone to? » Sgt Brown has received the good word that his inventory is going to be checked. Cpl Weiler is not too happy either, he's going to take it over.

The Nuclear Defence Officer and his staff wish to take this opportunity to convey their many thanks to W/C EJ Trotter and his Wolverines for their excellent co-operation in all phases of Nuclear Defence. Gentlemen, we wish you all the very best wherever you go.

Best Wishes to all during the coming year from
The Nuclear Defence Officer and Staff.

Sweet & Sour

S.L. Walker

A few more words of wit and wisdom from the Armament Section, and, as the old year draws to a close, the words, « Out with the old, and in with the new », come to mind.

Our « Xmas » party was held on 14 Dec at Jeans Cafe in St. Laurent, and from all reports everybody enjoyed themselves, even those few fellows who were forced into giving an impromptu speech. Our poet in the section, « more Cognac » Stewart was even able to get up and recite a little poem that HE SAYS he composed on the spot. It was pretty good though just the same. All in all we owe a great deal of thanks to Rooster Adams for his untiring efforts in making our Xmas Party the success that it was. We have been informed by a few airmen in the know, that a full scale house cleaning is to commence in the very near future, and the slogan « Out with the old » will be in effect, ie: CF100's-Sabres-and old Flight Sergeants. It would seem that the old rest home at Roc Roi has lost some of its appeal for our single men. Could it be the local cafe has changed hands or something?

Looking back at 1962 for a minute, I am sure that I can say for all of us here at Wing Armament, that regardless of Deci, Roc Roi, Bomb Dump Guard, and numerous other « Joe jobs » we have all had a good time together, so we will take this opportunity to wish one and all the very best in the coming New Year.

1953

1963



445

“WOLVERINES”

MISSION ACCOMPLISHED

FROM CANADA



CF-100's ON THE LINE AT NORTH BAY

The place — North bay ; the date — 1 Apr 53 ; the occasion — the birth of a new squadron in the Royal Canadian Air Force.

Flying flashy new CF100 « Canuck » allweather jet interceptors, « 445 » Squadron commenced a string of « firsts ». First CF100 Squadron in the RCAF ; first CF100 Squadron on duty in Europe ; first in maintenance ; first in morale ; and now, first to Prestwick.

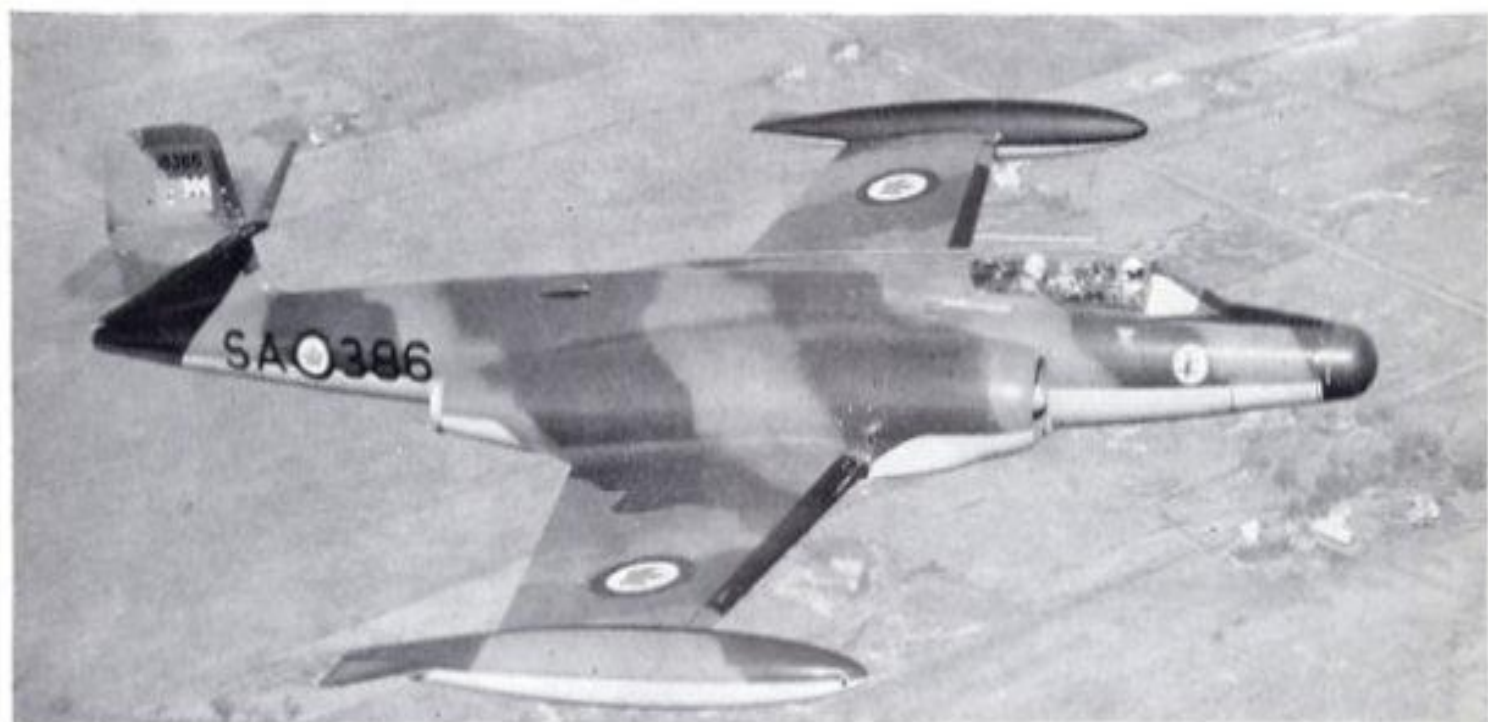
After a year in North Bay, « 445 » moved to Ottawa where in November of 1956, Prime Minister Louis St. Laurent waved farewell as the aircraft and crews soared into the murk on Operation « NIMBLE BAT ».

Operation Nimble Bat, the transfer of « 445 » Squadron from Ottawa to Marville was a considerable accomplishment for jet fighter aircraft at that time. Only one refuelling stop was necessary enroute.



PRIME MINISTER ST. LAURENT BIDS FAREWELL TO 445 AT UPLANDS

TO EUROPE



*A CF-100 MK IVB WITH LONG RANGE FUEL TANKS
PREPARES FOR THE LONG FLIGHT TO EUROPE*

The tour of the squadron in Europe can only be described as one of success. Slightly more than six years after arrival here, the time has come for « Sal Siesta », an operation putting the aircraft in the hangars for the final time.

STRIKE AS LIGHTNING, the « 445 » motto, is as old as the squadron. The motto appears on our badge along with a wolverine grasping a lightning bolt. The wolverine, an extremely suitable mascot for an all-weather squadron, is an animal known to be ingenious, fearless and of great strength, who ventures forth to hunt by day and by night in all weather.

As of 2350 hours, 31 December 1962, « 445 » Squadron is officially disbanded, but we have no doubts that in the future the « Wolverines » will form again, bigger and better than ever.



OFFICIAL WELCOME TO No. 1 (F) WING MARVILLE

A CAPSULE HISTORY

AS RECORDED IN THE SQUADRON LOG

445 Canada's first all weather interceptor Sqn was officially formed on 1 April 53, to provide Canada with a first line of defence. Formed at RCAF Station North Bay, its first OC was W/C G.E. Nickerson.

The Sqn had yet to receive its aircraft and so several CF100s were borrowed from 3AW(F) OTU in order to get some flying time.

The Sqn's first CF100 MK 3B No. 18134 arrived on 5 May 53.

By the end of May 53 the Sqn had 117 groundcrew, 22 officers and four CF100 MK 3Bs. The strength of the Squadron continued to increase and by the end of Jun the Sqn had 11 aircraft.

On 1 Sep 53, the Squadron moved to RCAF Stn Uplands.

On the night of 10 Nov 53 the Squadron suffered its first fatalities when the OC W/C Nickerson and F/L Eyolfson were fatally injured when their aircraft crashed approximately 60 miles north west of Ottawa.

S/L TR Futer assumed temporary command as OC until 3 February 54 when S/L RF Hatton assumed command.

In May 54 the sqn's strength had risen to 16 crews, 143 groundcrew and 11 aircraft.

Commencing in Jun 54, the Squadron CF100 MK3s were replaced by the CF100 MK 4Bs. This replacement was completed in September 54. The Sqn now had 18 aircraft.

13 Jan 56 two 445 aircraft were involved in a mid air collision near Carleton Place, Ont. One crew ejected successfully while the other were able to their aircraft back safely.

15 May 56 a 445 aircraft crashed into a convent at Orleans, Ontario, killing 11 nuns, one priest and a civilian worker, plus its crew.

On 2 August 56, S/L RF Hatton turned over the Squadron to the new OC W/C EG Ireland.

The first Sqn aircraft to be camouflaged for operation Nimble Bat One, the movement by air of 445 Sqn to Europe, arrived at Uplands 18 September 56 from AV Roe, Toronto.

The preparation for Europe began with the whole Squadron taking embarkation leave from 17-30 Sep followed by a period from 1 - 26 October of preparing th a/c for the ferrying overseas.

A dress rehearsal of the official departure was held on 29 Oct 56 with CAS A/M Slemon in attendance.

At 1500 hrs on 30 Oct 56, The Prime Minister of Canada, The Right Honourable Louis St Laurent took the General Salute for the official ceremony of the departure of 445 Sqn to 1 Air Division at 1 (F) Wing Marville, France. A/V/M LE Wray welcomed the visi-

tors and outlined the operational aspect of Nimble Bat One. A/M Slemon took this opportunity to present to 445 its Squadron badge which had just received Royal Approval by The Queen, and that the Wolverine was a fine choice for a badge. The Prime Minister presented the badge to W/C EG Ireland OC of 445 Squadron. The Honorable RD Campney, Minister of National Defence spoke concerning the CF100 and the crews who were to fly them to Europe. He then inspected both the aircrew and groundcrew. The ceremony ended with a fly past by 12 CF100 and 12 Sabres and the playing of the National Anthem. Complete coverage was given by press, radio and TV.

1 November 56, after a few hours delay the first pair of aircraft took off at 1200 hrs Ottawa time and were followed at ten minute intervals by eight more sections. All safely made the first stop at Goose Bay. On the morning of 2 Nov the last aircraft that were delayed arrived safely at Goose Bay. The aircraft then flew the second leg from Goose Bay to Keflavik, Iceland in sections of four. Bad weather at both Keflavik and Marville delayed the last leg for 24 hours. On the 4 Nov the aircraft depart in sections of two on the last leg. Aircraft 395 flown by F/L J Flannigan and F/O E Martin developed control problems. Both ejected safely over Scotland. F/L Flannigan suffered a dislocated right shoulder. The remaining 19 aircraft arrived safely at Marville where the crew were met by the CO of 1 (F) Wing, G/C DJ Williams.

After two weeks spent becoming familiar with flying in Europe and settling in, the Squadron commenced holding Zulu on 14 Nov 56.

On the 5 December 56 aircraft 390 crashed following control problems. Both crew members ejected successfully.

In Feb 57 a Colonel and a Major of the Belgian Air Force arrived at the Squadron to be checked out in the CF100.

14 March 58, A/C 368 crashed 2 miles east of 1 (F) Wing PMQs killing both crew members. F/O FAS Grant and F/O RA Ashmore.

W/C Sutherland officially became OC of 445 Sqn on 1 July 58.

On the 25 September 58, aircraft 321 crashed. Both crew members ejected successfully.

On 1 July 60, S/L EJ Trotter assumed command of 445 Sqn.

27 Nov 60, S/L EJ Trotter was promoted to acting W/C.

On the 6 July 61, aircraft 365 crashed near 2 (F) Wing, killing the crew F/O Partington and F/O Thiessen.

AIR WEAPONS PRACTICE

Between July 1958 and April 1962, the squadron participated in 7 weapons practice camps.

MEMORIES OF A SQUADRONS WORK COMPLETED

An atmosphere of restlessness and uncertainty has been apparent in the precincts of 445 Squadron recently. It reminds me of when a Course is coming to an end and everyone is filled with mixed feelings, sorry to lose new-found friends, but looking forward with anticipation (in some cases) to their new allocations.

Long after the Squadron is disbanded, former members will doubtless run into each other and over a celebratory drink, reminisce over the old days.

THINGS WE ARE MOST LIKELY TO REMEMBER

The mellow, dulcet tones of Bunny Austin coming over the Squadron PA system.

The furrowed brow of FS Harry Adams, sitting at his desk, chewing h's nails looking for that lost chord.

Aircrew will never forget the flying program board behind the ops desk. The names on the board would change as rapidly as the time on the clock. Even at the end no one ever out guessed the ops officer.

Mr. Magoo, wandering around benignly and apologetically — sans spectacles.

WO Dale's round, beaming face, especially at beer-fest time.

Cheerful Charlie Perry trying to convince a customer that six months was not a long time to wait for his radio to be repaired.

The deathly hush of McCallum playing bridge at noon.

The Smiling face of Cpl Williams, always detelling somebody for something.

Ground school — starring F/L « Chuck » Vaessen, since departed to the nether regions of B.C. Even now the exact value and effectiveness of the program cannot accurately be determined, though wednesday mornings on 445 will be long remember by the aircrew.

The debonair figure of Russ White, the most prolific energizer puller on the Squadron.

The impetuous Tib, always first away on a « scramble », disdaining the frantic attempts of the ground crew to separate him from the energizer.

The Squadron Patio — somehow the flagpole never materialized, but the boys (from CE) sure did a terrific job with the cement ! Who knows, perhaps the area may get become the « Garden spot of Marville ».

The joyous delight with which our venerable old janitor, Mr. Augustin played Father Christmas to the orphans from Sedan — he didn't need a pillow in front...

The early-morning ALERTS, with the almost solid line of cars converging onto the base and the consequent gathering at the squadron of a bunch of bleary eyed, unshaven, unwilling airmen, demanding coffee from our canteen stewardess, the unruffled Mrs Walker.

The cleaner, sweeping his way into the middle of a secret briefing.

Bill Warren, washing furniture and buying trophies.

And I feel I must report the following incident :

All hands rushed out of the hangar, as the roar of a Mustang was heard, and we were treated to a masterful exhibition of aerobatics as the fighter made numerous high speed passes, stall turns, loops and other tricky manoeuvres.

The spellbound spectators watched appreciatively and suddenly caught their breaths as the engine coughed, started again, and then spluttered into silence. Tensely we waited, as the masterful hand of the pilot, F/O Guerette, brought it down to a perfect deadstick landing as spontaneous applause broke out.

Alas, it was but a model and our hero was pulling the strings. Tis said, however, that this was the best landing he ever made — it only bounced four times. Not bad for a Navigator !





AICREW-NATO-CF-100



THE PERFECT CF-100 PILOT

Made and presented to the Squadron by F/L Ken Jackson, upon his departure, these models represent many hours of concentrated thought and effort.

- Pointed head to check flap jack
- Single eye for manual rocket firing
- Built-in head set eliminates inner helmet
- Jutting chin to prevent oxygen leak
- Offset head to facilitate reaching blind
- Thin upper body to ease «G» load
- Curved spine to fit seat
- Bucket-bottom for bucket seat
- Indentation under right arm for hard hat
- Short right forearm to reach cockpit lights
- Long left arm to reach damper trim
- Strong left biceps to close HP cocks
- Strong fingers left hand to check brake pucks
- Hole in forefinger to check «press to test» lights
- Bowlegged to reach seat «D» ring
- Large left foot to kick tives on external
- No sex due to «Zulu» committment,

THE PERFECT CF-100 NAVIGATOR

- Too modest to remain up on pedestal
- Long left forearm, constantly prepared for bail-out
- Permanent hunch back to suit occupation
- Built-in headset eliminates inner helmet
- Built in canopy cleaver for ejection
- Right thigh flattened for knee pad
- Ball point pen built into index finger
- Pencil built into right elbow for emergency undercarriage lowering
- Long left toe to operate mute switch from stirrups
- Flat circular face to fit scope
- Scope etched on face to continue on memory if radar fails
- Extra eyes, high on side of head ,to visually check target break

S/L Jackson is now with 409 Squadron flying «Voodoos» out of Comox. Undoubtedly, he has a «perfect» navigator in the back seat.





CF-100's into the Murk

A familiar sight around Marville has been that of CF100's from the All weather Fighter Squadron taking off landing in good weather and bad at any time of the day or night.

With an all-weather aircraft equipped with radar, rockets and guns, and first-rate teams of pilots, navigators and technicians, 445 has been a top performer among all-weather squadrons in Europe.

Monsieur the «Cleaner»

Always a welcome and cheerful sight around the squadron is Augustin, our cleaner, who has been with 445 ever since we arrived in Marville.

This grand old man has become a friend to all and every Christmas for the last three years, has played the role of «Pere Noel» for the orphan boys from Lemé.

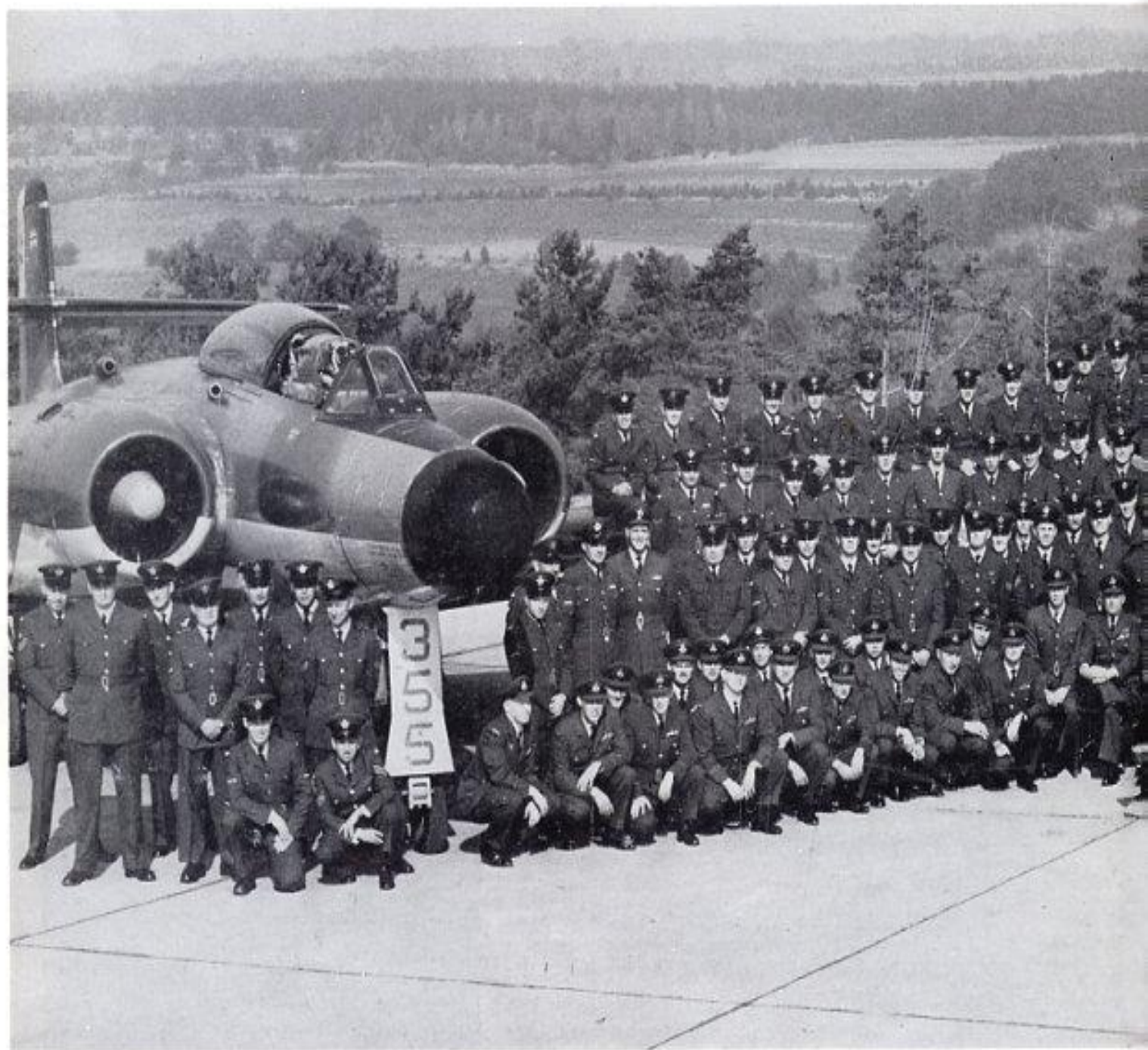
A tear trickled down Augustin's face last week at our final stag where he was heaped with presents in appreciation of his faithful service and good comradeship.

Now, as the squadron disbands, Augustin himself is retiring. Apparently he doesn't want to work for anyone else on the base. This is verified by the fact that three or four years ago he was transferred to another section on the station and immediately quit his job. After a few weeks he was re-hired and returned to the Wolverine den.

The squadron will miss you, Augustin, so «au revoir» et bon chance.



445 SQUADRON



MARVIL

OCT

“WOLVERINES”



FRANCE

R 1962



A SQUADRON TRADITION — AN AERIAL SALUTE TO THE NEWLY-WEDS

Lightning Bolts

Shall amble a little in this our final column. Reminiscing over the last three years it is without hesitation we say our tour on « 445 » has been the best ever. In fact it has been the only one.

Seems as if the term « sprog » has been lost somewhere along the way. Pity, you know, because when we arrived in Marville we were forced to eat everything and like it. Funny how times change — after three years we're still eating.

Oh ! Those gay parties ! Those lively, exuberant, exhilarating parties ! Enough said. Just remembered how much drinks cost at home. Shall never forget our mother's final words when we left for Europe, « Have a good time, son, but don't come back an alcoholic ». Poor mother, if she only knew its impossible to make an alcoholic out of an alcoholic.

About women, guys and marriages : Strange how the ol' barracks have changed over the years. Used to be real wild in here, then some of the troupe decided it was better being a wild married man than a crazy single one. Note the picture above showing four CF100's in a box and a married (just) couple observing the scenery. That chap used to be one of us until the bugs got him. Must say one thing for marriages though, they're great social events — free

food, free drinks and free entertainment, especially when the knife won't cut the cake.

About horses : rumour has it they're still walking on all fours. Reminds us of some of the fellows at work. Some day soon, man will learn to walk on his own two feet.

You know, its a stange thing, but Europe has become home to us. This easy-going way of life crawled into our skin so that everytime we scratch we'll know why. Yes, its Europe calling.

There's no doubt about it, we're going to miss this place and all the things symbolic of life in Marville ; breathing in an AFP's face after a Friday evening beer call ; painting treads on our tires so the nice men will let us out of the gate, jockeying with our friendly neighbours from the south during a Friday night tour of the PX ; sneaking that extra little across the border ; obeying the 50 mph speed limit while trying to get to work one minute ahead of next door neighbour ; and alerts.

Time has come to bid adieu. As the years pass and memories become first and foremost it is our wish that you think a little about good ol' « 445 ». We'll be thinking of you.

Forget me not is the name of a flower,
Forget me not is the wish of my heart.

ChaMaco



The Zulu Hangar or « ORP », containing two loaded aircraft, two pilots, two observers, and three ground-crew. Few indeed are the squadron members who have not spent one or two days and nites per Zulu week « awaiting the bell ».

ZULU ALERT!

Our reason for being in Europe.

Aircrews and ground crews of 445 All Weather Fighter squadron have stood « zulu alert » since the arrival of the squadron to Marville.

Whether for the « real thing », an aircraft in distress, or unidentified, squadron crews on alert have

remained ready to launch the two waiting interceptors at any time of the day or night and in all weather conditions.

Following the scramble alarm the aircraft have generally been launched in under 3 minutes.

CHAMPIONS

Volleyball

Left to Right :

F/O Jackson F/L Kipps, F/O Little, W/C Trotter, F/O Blessin, F/L Russell, F/O Wardstrom, F/O Karn



Softball

BACK ROW — Left to Right :

CPL Antch, F/O Jackson, LAC Kennedy, LAC Lingenfeiter, LAC Spearing, F/O Karn, F/O Walker.

KNEELING — Left to Right :

LAC Whelen, CPL Perry, FS Follette, CPL MacDonald, CPL McMullan, LAC Neil.



Football

FRONT ROW — Left to Right :

F/O Heon; LAC Barabal; F/L Kipps; F/O St Cyr, mgr; F/O Popovich; S/L Lowry, coach; F/O Karn; F/O Tufts, coach; F/O Harwood; F/L Fabbro; F/O Walker.

2nd ROW :

F/O Guerette; F/O Jackson; F/O Wardstrom; LAC O'Neill; LAC Scarfe; F/O Beuener; CPL McDonald; LAC Danis; F/O Purich; F/O Little.

3rd ROW :

CPL Perry; F/O Scott; CPL Hamilton; F/O McLeod; LAC Small; LAC Clarile; LAC Connell; F/O Wilkinson; CPL Miles.

MISSING :

W/C Trotter; CPL Antch.



SQUADRON SPORT

ENJOYMENT with VICTORY

From the arrival of « 445 » Squadron in November 1956 to its disbandment this month, squadron personnel have taken an active part in all station sports activities from mess leagues up to inter-wing leagues. Support from 445 has also been strong in the minor sports.

A great number of our men have represented 1 Wing throughout our years at this base. At one time nearly the entire station softball team consisted of 445 players. Presently the majority of the station rugger and soccer team players are from 445. Other teams that have had a large representation from the squadron are the station volleyball and basketball teams.

Our hockey players have formed strong teams in both intersection and mess leagues. LAC Buckley has been a staunch defenceman with the Arrows for three years. Anyone who ever supported our « Quatre Quatre Cinq » team will not forget our playing coach, Doug Tufts and Roger Thibodeau in the penalty box with LAC Coty streaking down the ice and Chuck Harris, who was always put in at a crucial moment — not to score goals, but simply to confuse the opposition. In its final season of play, our team made it to the finals.

The squadron softball team currently holds the station championship. Players of note here are Pete Kennedy, our pitchers, Del Walker and Mac MacDonald. Then again, there is Doug Tufts known for mis-

sing that catch after his spectacular leg-breaking leap over the embankment.

The football team also made a championship spot this year. Although a relatively new sport on the base, the trophy was very highly prized. Each game was full of excitement, climaxed by the terrific final with 439 — 445 winning by one point. Undoubtedly a hero in this game, W/C Trotter, more than once stopped an almost certain touchdown for the opposition. Another player of note was Lin Kipps who not only played outstandingly but managed to hold on to his shorts throughout the entire game.

Last but not least of our championship teams, in this our final year, is the volleyball sextet. Sparked by the crew combination of Kipps and Little with flavour from Russell and Wardstrom, our team retained the trophy it won last year.

Many of our personnel have participated actively in bowling, curling, swimming, judo and golf. Our teams have played to the best of their ability and have always succeeded in having fun. A motto that may be applied to all activities of 445 is « It matters not whether one wins or loses, its how one plays the game that counts ».



The Boys and an Orphanage

Although it is not the squadron's wish to advertise its work with orphanages a few words in this regard are fitting at this time.

Aside from personal contributions to orphanages in Sardinia and Sedan, 445 has adopted a moderately-well-to-do Boys' Home in Lemé. Distance has prevented a real personal touch, but Christmas has always been a great event of the year for giving open-heartedly.

Indeed, it is a strange sight to see grown men with tears in their eyes and emotion so choked that its difficult to speak, but anyone who has ever seen an orphanage receiving Christmas presents of clothing, toys and good food will know exactly the feeling expressed here.

This year, the boys from Lemé were invited to

Marville as guest of 445. Arriving early in the morning and departing late in the afternoon, the orphans were given a full day's treat. Climbing around CF100's, watching aircraft in flight, cartoons in the theatre, Christmas party and dinner in the Airmens' Dining Hall and Augustin, our squadron cleaner, acting as Pere Noel, brought expressions of happiness to each boy's face.

The name of F/O Norm Richards must be mentioned here as organizer of the final event. Under Norm's guidance and the open hearts of squadron personnel, a total of \$1200.00 was raised in two days. This provided clothing, blankets, boys, games, sports equipment and a Christmas party for over sixty boys.

It is our sincere wish that someone, somewhere, will keep providing for this orphanage and with over \$100.00 obtained at a recent auction during our farewell stag, as a nucleus for next year, we feel certain that our good friends will be cared for.

Squadron Deployments

To aid the Airforces of NATO serving in Europe in meeting and better understanding each other, The Inter Allied Exchange program was formed. This program enables a Squadron on exchange to become conversant with how foreign Airforces operate, and in particular to study at close hand the tactics used by both the Aircrew and ground controlling agencies.

Since its arrival at No. 1 (F) Wing in Nov 56, 445 Squadron has had the privilege of participating in an exchange almost every year. These exchanges were made with the Royal Air Force, The Royal Belgian Air Force and the Royal Danish Air Force.

During normal Squadron exchanges which lasted for 10 days, the Squadron was broken down into two parts. To the first group, composed of approximately 30 groundcrew, 16 aircrew and eight aircraft fell the privilege of visiting the foreign base. Competition was naturally keen among the groundcrew for a spot on this group which visited such places as Bruggen, Beauvechain, Geilenkerchen and the gem of them all — Aalborg. The aircrew were better off because half way through the exchange they and their aircraft rotated, with the people at 1 Wing going to the foreign base and the group there returning. The second part composed of the balance of the Squadron remained at 1 Wing, and to them fell the job of playing host. It is a credit to their organizing ability, on both operational and social levels, that narry a visiting Squadron was heard to complain. The benefits of these exchanges, in terms of better NATO relations, were worthwhile indeed.

445 Squadron took part in its first exchange during Mar 59 when it travelled to Bruggen, Germany as a guest of No. 87 Squadron of The Royal Air Force, who were flying Javelins. Bruggen is a quiet peaceful station situated in a forest near the German Dutch Border approximately 30 miles west of Dusseldorf.

The fondest memory for the squadron officers, was to wake up in the morning to a knock on the door and a gentle voice saying < your tea Sir >.

The next exchange during June 1960 took 445 Sqn to Beauvechain, Belgium and a visit with 349 Squadron of the Belgium Airforce flying CF100s. 445 Squadron must have made quite an impression because the following year March 1961 saw the Squadron returning once more to Beauvechain.

Beauvechain, an old WW II Airfield that has had a runway extended for jets, is located approximately 30 miles southwest of Brussels. While there, almost everyone took the opportunity to visit Brussels. Everyone recalls the meals at the mess and in particular, < Filet American > (Raw Hamburger).

The powers that be, must have thought 445 deserved a bonus because for the second time in 1961, the Squadron went on Exchange, this time it was to Geilenkirchen, Germany with No. 11 Squadron Royal Air Force flying Javelins. Geilenkirchen is situated right on the German Dutch Border approximately 15 miles north of Aachen, and 40 miles west of Köln. Like Bruggen, Geilenkirchen is a peaceful well tree'd base with an atmosphere that makes you want to relax and put your feet up on the chesterfield. While operating there, we found the Javelin to be one of the few aircraft with speed brakes as effective as those on the CF.

August 1962 saw the last of the Squadron Exchanges for the Squadron, and it was fitting that it was to Aalborg in that fun loving country of Denmark. The host Squadron was 726 Squadron of The Royal Danish Air Force flying F86D's. The airfield is situated almost at the top of Denmark, and few miles from the city of Aalborg. The only memories of Aalborg it seems are of Chug — a lugging a 2 litre glass boot — full of beer. Now it seems all the single boys are taking leave and rushing back to Aalborg to try and regain what they missed — or is it that they remember too much.

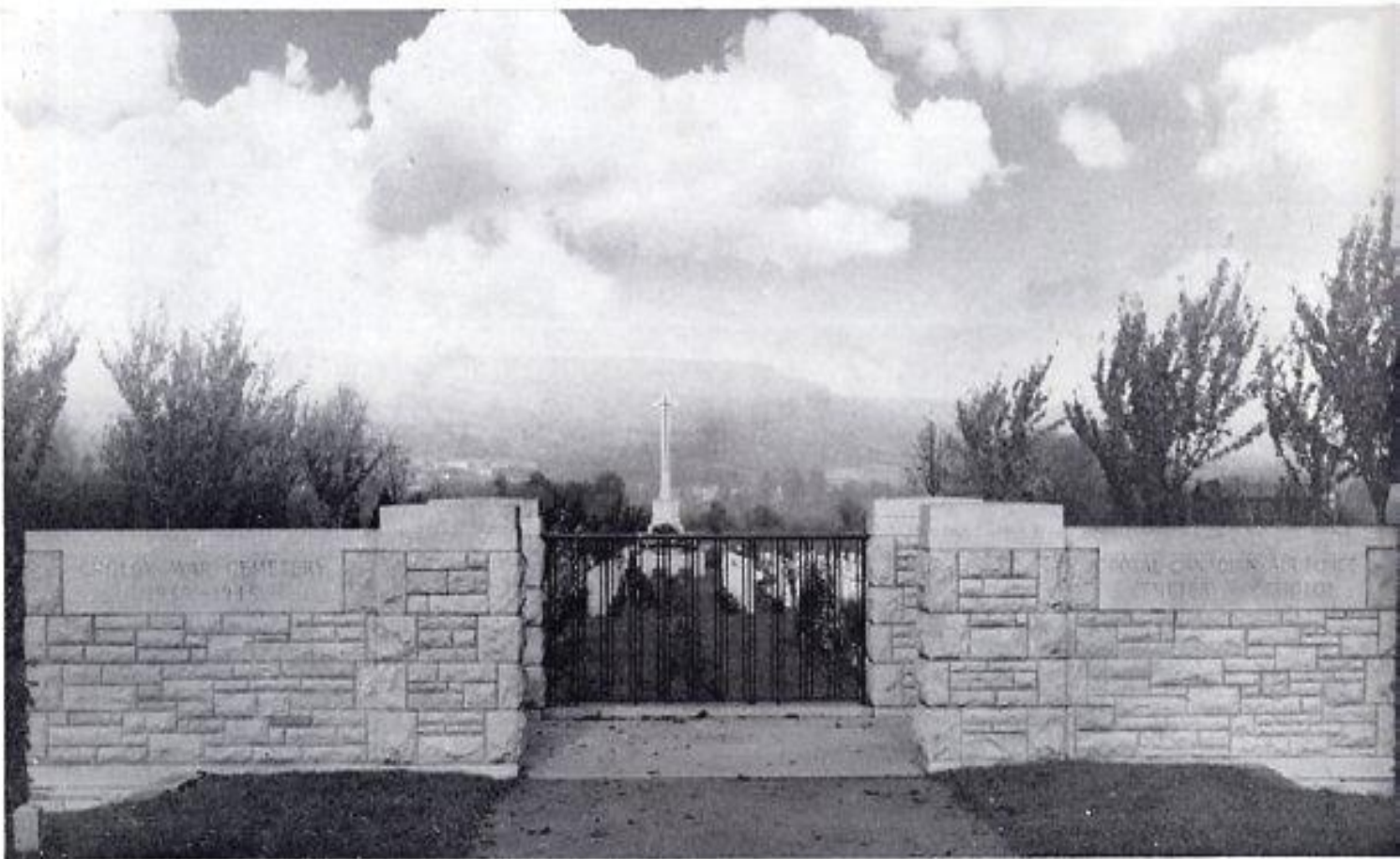


ORPHAN BOYS FROM LEME WATCHING A FLYPAST GET UNDER WAY.

«HIGH FLIGHT»

*Oh ! have slipped the surly bonds of earth
And danced the skies on laughter silvered wings ;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of — wheeled and soared and
swung*

*High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor even eagle flew—
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand and touched the face of God.*



AND SOME WILL NOT RETURN

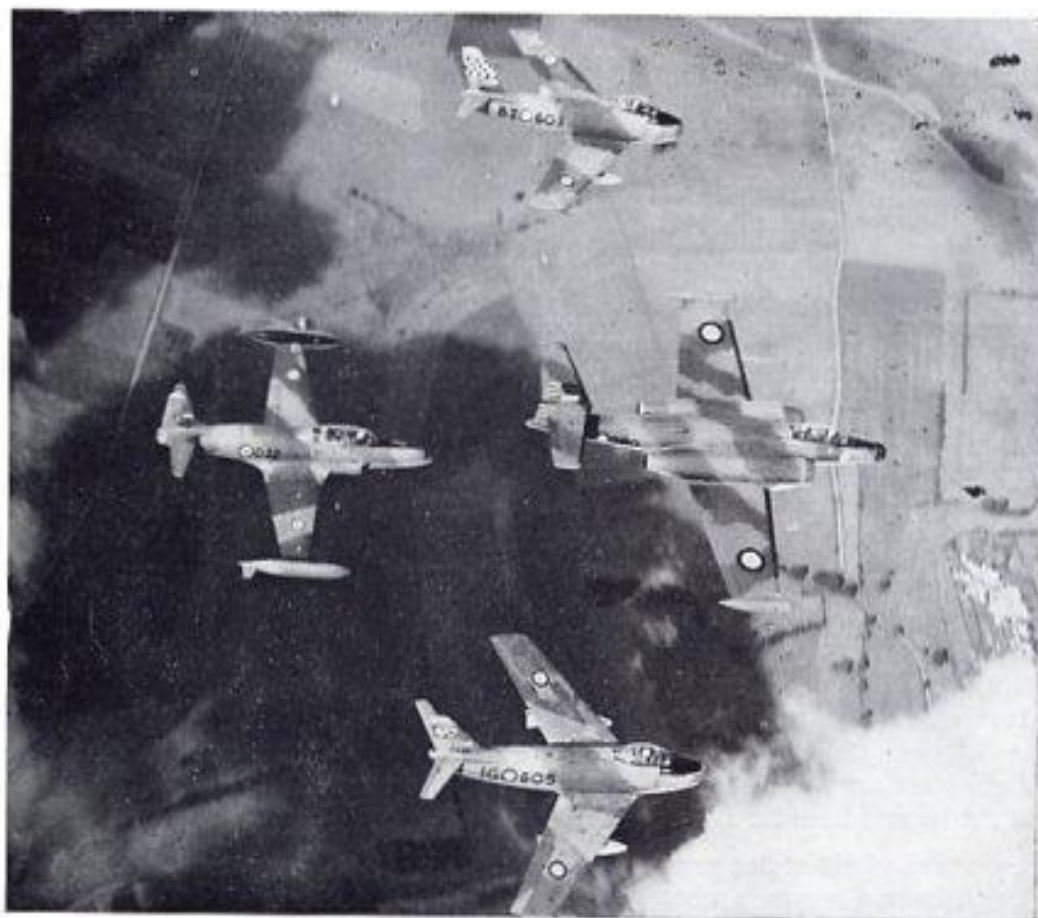
CO's Farewell Message to 445 Squadron

The major part of 445 Squadron's history has been based at 1 (F) Wing, and from the day of its arrival from Canada it has consistently set the pace for the CF100 squadrons of 1 Air Division. Those who are familiar with the Squadron's operations will be fully aware of its outstanding aircraft serviceability record, the enthusiasm with which its members approached every task, and the initiative they have displayed in continuing to advance, right up to the Squadron's closing days. The same drive and initiative have always been demonstrated, with equal effect, in the Squadron's athletic and social activities as well.

The members of 445 have not confined their interests to strictly Squadron activities, however, but rather they have constantly played their full part in Wing and wider community affairs. In this connection their outstanding charitable support for a nearby boy's home, for example, has been quite remarkable.

For everyone who has been at Marville during the years since late 1956, it has been a source of pride and pleasure to be associated with 445 Squadron. As its disbandment at the end of 1962 approaches, I welcome this opportunity to join with the rest of 1 (F) Wing in saluting the Squadron on its fine record and in wishing each of its present members continued success as they move on to their new duties.

D.P. Hall
Group Captain
Commanding Officer
1 (F) Wing, RCAF, Marville, France.



ARMED FOR PEACE

FAREWELL MESSAGE

from

Wing Commander EJ TROTTER

Officer Commanding 445 AW (F) Squadron



Another chapter in the history of the RCAF will be concluded on 31 Dec 1962 when the CF100 has retired from service as an all weather interceptor. The four Squadrons serving with NATO in Europe are the last of the 13 CF100 Squadrons which until recently comprised the RCAF All Weather Interceptor Force. 445 Sqn has the distinction of being the first of the last.

Our Squadron was formed on 1 April 53 at North Bay, Ontario, as the first CF100 Sqn in the RCAF. Unlike nearly every Squadron in service today the numerical designation of 445 was a new number not previously allotted during the Second World War. Although our Squadron history, which covers the relatively short span of slightly less than a decade, is not as glamorous and exciting as those of many older Squadrons, it is nevertheless one of which we can be justifiably proud.

Another Squadron first, occurred on 1 Nov 56, when the Wolverines departed from Uplands, Ontario bound for Marville, France, to become the original CF 100 Squadron assigned to the NATO forces. It was on this occasion that the official Squadron Crest was presented to the Squadron OC, W/C Ireland, by The Prime Minister, The Right Honourable Louis St Laurent, who had gone to Uplands to wish the Squadron « bon voyage ».

The first Sqn Zulu commitment was held at Marville on 14 November 56, and the first Christmas in Europe found the squadron occupied in the same manner. Another first to which all Squadron members have been looking forward with great pleasure will unfortunately never happen. Christmas 1964 would have been the first one since arriving in Europe in 1956 that 445 would not be scheduled for Zulu.

I am sure that the disbandment of 445 comes as a disappointment to all those Squadron members who

have worked so unselfishly to make it the best in Air Div, a fact which is easily substantiated by a comparison of statistics regarding hours flown per month, serviceability rates, and accident rates.

However, we must realize that frequent re-equipping is essential to maintain a modern and progressive Airforce, and that the phase-out of the CF100 is but another step in the development of our Service.

I am proud to have been associated with 445, and would like to thank all members of the Squadron for the loyalty and support which has been so willingly given, and without which we would not have the envious distinction of being the finest of the last as well as the first of the last.

The best of luck to you and your families as you proceed to your new assignments, which I am confident will be carried out with the same high degree of professionalism and enthusiasm as you have demonstrated at 445 Squadron.

To all of those sections on the Wing who have so unselfishly provided us with their support over the years, I would like to say thank you. Its been a real pleasure to be the team of the number One Fighter Wing.

« Au Revoir »
EJ Trotter (W/C)

Pulling Away from Christmas



It is ten days since we celebrated the feast of Christmas. By now the glamour of the feast has faded. The Christmas tree is drying out and shedding all its needles ; the wreaths that looked so fresh and crisp five days ago now look dull and lifeless. The piles of cards, the array of toys and games, the fancy boxes of candy, all seem out of place. The general air appears to be : « Well, we had a good time, but now it is all over. Let's forget about it ».

Of course, Christmas is more than a holiday. And thank God for that. Surely, material things fade and wither and die. That's natural. After a while children do tire of games and candy. Pleasure is a passing thing. We are more than children. We are not satisfied by pleasure alone. We want joy, and joy is not a passing thing. It is spiritual. Spiritual things live and blossom and grow. The spiritual harvest of Christmas is in the soul. The joy that comes from communion with God through prayer, through sacrifice, through grace, through the reception of the sacraments does not fade away with the dying Christmas tree and the wilting wreath.

The soul in love with God expects not only consolation, but also, from time to time, desolation. Suffering is a part and condition of life. For some mysterious reason God presses us down with sorrow. Even in Our Lady's great hour of joy, the shadow of the cross was spread before her : « ...thy own soul a sword shall pierce... » (Gospel). So it was in the lives of the saints. None escaped the cross of suffering in some form or other. Each one of us, too, must adopt the proper attitude toward suffering as a part of our spiritual growth. That attitude is resignation to God's

will. What is happening to us, at this moment, is for our own good, our own purification.

As we pull away from Christmas, our thoughts should turn to sorrow and suffering and the part these elements play in our lives. Really we should not pull away from Christmas, but rather bring Christmas along with us. Christ came in suffering for us. Mary and Joseph were chilly outcasts on the first Christmas day. The shepherds were huddled around good news to them. The Magi travelled a great distance to adore the Infant King. Simeon and Anna waited years to get a glimpse of the Christ Child. So, though the birth of Christ brought more joy to men than all the world has known before or since, yet surrounding that event is a hint of sorrow and suffering.

Christmas has passed, but the spirit has not, Christ came on earth to bring men to heaven ; Christ became man to make men divine. That thought should inspire us as we enter a new year.

We live here ; we suffer here, but always before us is the prospect of eternity.

S/L JMA Sabourin
RC Chaplain

Farewell to a Gallant Gentleman

As Officer Commanding, 445 AW (F) Squadron, Wing Commander E. J. Trotter, D.F.C., D.F.M., C.D., has earned the reputation of being a « grat guy », a « pilot's pilot », and a man of tremendous energy and drive. Speaking of drive, he's no mean golfer, though he *has* been known to make the odd three-putt on the green. An air force veteran of 19 years, Wing Commander Trotter came to 1 (F) Wing in May 1960, having served twelve years in the RCAF in peacetime in various categories and out-of-the-way places.

He joined the RCAF on September 1st, 1941, and after going through the Manning Depot at Brandon, was posted to Initial Training School at Regina, from where he proceeded to tackle Tiger Moths at the Elementary Flying Training School at RCAF Station, Virden, Manitoba. From there he was posted back to Brandon, where he completed his pilot training on Cessna Crane aircraft at the Service Flying Training School and then proceeded overseas.

He has flown many types of aircraft, including the Oxford, Whitley, Halifax, Lancaster C45, C5, C47, North Star, Grummond Goose, C119, Comet, T-33 and of course, the CF-100. During the war, he flew with the RAF in 101 Squadron in Lancasters, 156 Squadron, Pathfinders and 582, also a Pathfinder Squadron. This was highly specialized and dangerous work, and the percentage of casualties was high. On one occasion, over Berlin, his aircraft was hit repeatedly by flak and then further damaged by a German night fighter, but Wing Commander Trotter pressed

home his attack, and although the controls were rendered practically useless, both wings holed, the belly of the aircraft ripped open and the dinghy shot away, he was able to nurse the crippled Lancaster back to base. For this, he was very deservedly awarded the Distinguished Flying Medal. He completed two tours of operations with the Pathfinders, and was four times « Master of Ceremonies ». This entailed remaining over the target and directing the marking of the area with flares and the resultant bombing — an extremely hazardous job.

In recognition of his courage and the skill he showed in bringing back his Lancaster on one engine after another brisk encounter with a persistent night fighter, he was further honoured by the award of the Distinguished Flying Cross. His luck finally ran out however, on a somewhat appropriate day, Friday 13th August 1944, when a determined pilot of a JU-188 bored in savagely, with guns blazing, and within seconds the bomber was a mass of flames, plunging helplessly towards the ground far below. Wing Commander Trotter gave the order to bale out and after

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waiting until the last man had gone, himself took to the silk. Only three members of the crew survived, the other four having been killed by the raking fire of the German fighter. The Wing Commander spent the next ten months in the notorious German prison camp, Stalagluft III. He took part in the infamous horror march across Germany, towards the end of hostilities, and eventually met up with the advancing British troops. Many of his comrades were not so lucky.

So much for some of the highlights of his wartime experiences, but this was by no means the end of his exciting career. After his demobilization in 1945, he re-entered the RCAF in 1948 with the rank of Flying Officer, and was subsequently posted to 435 Squadron. Following a tour with this squadron, he served with 426 Squadron for almost two years on the Korean airlift and was then transferred to Resolute Bay as Officer Commanding. After seven months in the Arctic he was transferred back to Lachine as Chief Instructor of N° 4 Operational Training Unit. Further promotion came when he was made Staff Officer (Planning) at HQ Transport Command, and later,

Staff Officer Operations, after which S/L Trotter, as he was then, went to Staff College and finally took over as Officer Commanding 445 SQUADRON.

Now a little older, though still full of the driving energy so characteristic of him, he is happily married to a most charming lady who has presented him with four bonny children. A great guy indeed, and an officer under which all of here in 445 Squadron have been proud and honoured to serve.

God speed, Sir, and the very best of luck to you and yours in your new assignment at RCAF Station Gimli.

We wish you well.

★ *Read*

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feminine fancies

Farewell to Four-Four-Five

As I walked into the Airmens Mess kitchen, I spotted «it» and as always, I grinned in recollection of its origin. The object in question was a box — but this is no common ordinary box it has «445 SQN» stamped on it in big bold letters. It has but a short history attached to it for, unfortunately, as it nears its first birthday, it is in danger of becoming obsolete.

It seems that even though our boys of 445 had their own set of dishes in the ORP, for some reason it was far beneath their operational dignity to buckle down and wash them. They thought the kitchen staff should wash the dishes, especially as their water supply was most inadequate. The CTSO advised me that should any of our CF-100 pilots become ill, the finger of accusation would automatically point at me. So pen in hand, I sat down one evening and wrote the following memorandum to the OC 445...

Dirty Dishes - 445 Sqn vs FSv0

With reference to duty dishes being difficult to wash at the ORP, I have been assured that your water supply is inadequate for proper sanitizing. In order that the whole of Four-Four-Five doesn't get sick-sick-sick, we will wash your dishes if you return them to us.

To make double sure that the whole of four-four-five continues to remain in a healthy state, it is essential that a metal carrying box be constructed for transit purposes. (Plan and details attached). On this basis I will do my best to ensure that none of your Lightning Strikers contract that contagious disease commonly known as dishpan hands.



With amazing rapidity a special metal box was constructed. The workmanship was of superior quality — obviously its builder was told to construct it with tender loving care.

Rather than see this faithful box fall into disuse when the squadron leaves, I propose that it be donated to F/L Lin Kipps. He is the one who really dreads dishpan hands and, ironically, he just may be stuck with dirty dishes when he leaves this unit.

Farewell to four-four-five! May good luck, lots of laughter, but very few dirty dishes always be with you.

Val Liss



New arrivals:

9th DECEMBER 1962

F/O & Mrs Corbett, a son, Jason Drew

11th DECEMBER

LAC & Mrs Cole, twin boys,

Richard Gordon and David Gerald

13th DECEMBER

Sgt & Mrs Lacroix, a daughter, Rosemary Jan Fincham

15th DECEMBER

LAC & Mrs Foslett, a son, Kevin Robert

17th DECEMBER

Cpl & Mrs Powers, a son, Anthony Edward

RECREATION

Minor Hockey Statistics

JUNIOR A

	W	L	T	Pts
Canucks	1	0	1	3
Flyers	1	0	1	3
Stampeders	1	1	0	2
Warriors	0	2	0	0

SCORING

	G	A	Pen. Min.	Pts
Kramp	3	—	—	3
Sawatsky	2	—	—	2
A. Cumberbisch	1	—	—	1
Morgan	1	—	—	1

MIDGETS

	W	L	T	Pts
Black Knights	1	0	0	2
	0	1	0	0

SCORING

	G	A	Pen. Min.	Pts
Sedore	1	2	—	3
Smith	2	—	2	2
Carlow	1	—	—	1
Murray	1	—	—	1
Atkins	1	—	—	1
MacDonald	1	—	—	1
Promont	—	1	—	1
Sherrard	—	1	—	1
Freshwater	—	1	6	1
Cervantes	—	1	—	1

N.H.L. BANTAMS

	W	L	T	Pts
Black Hawks	3	1	1	7
Rangers	2	1	2	6
Maple Leafs	0	3	1	1

SCORING

	G	A	Pen. Min.	Pts
Carlow	10	2	2	12
Matthews	6	5	2	11
Harvey	5	3	—	8
Wagner	5	3	4	8
Herriot	6	2	6	8
Murray	7	—	—	7

Bertrand	3	2	2	5
Pielps	2	2	—	4
Chantell	2	1	—	3
Smith	3	—	—	3
Cumberbirch	2	—	—	2
Knight	2	—	—	2
Baker	2	—	—	2
G. Ruse	2	—	—	2
Michaud	1	—	—	1
Rae	1	—	2	1
Moore	1	—	2	1
McFarlane	1	—	2	1
Shaw	—	1	—	1

AMERICAN LEAGUE PEE WEE

	W	L	T	Pts
Bison	2	1	0	4
Indians	1	0	0	2
Hornets	0	2	0	0

SCORING

	G	A	Pen. Min.	Pts
Caesar	5	4	2	9
Lynch	4	4	—	8
Russel	6	—	—	6
Grogan	5	1	—	6
Ruttle	3	3	—	6
Cumberbirch	4	2	2	6
Ball	2	3	—	5
Adamson	4	—	—	4
Pascoe	2	1	—	3
Swetnam	1	1	2	2
MacDonald	—	2	—	2
O'Connor	1	—	—	1
Beauchamp	1	—	—	1
Newman	1	—	—	1

Basketball

Sunday, 8 December 1962, saw the Arrows host a French National team from Villerupt Cantebonne. The score at half time was 31-0 for the Arrows and with the pressure of the team eased up, coasted to a 49-27 victory. Scoring for the Arrows were as follows ; Don Carver 9, Ron West 4, Dick Millward 18, John Starcha 12 and Mike Leblanc 8. Spooks Bittle and Jarvis, though not scoring, did yeomen service and proved their worth.

On 6 December, the Arrows played their second inter-wing game, this one against Air Division. The game was exciting with the lead changing hands right to the last 30 seconds of the game. The first half saw Air Div fast breaking and the Arrows playing a slow game with lots of time to shoot but unable to connect consistently. The half ended 24-22 in the Arrows favour. The second half was a repeat except that the two forwards for the Arrows, Mike Leblanc and Ron West started hitting. With 45 seconds left, Air Div tied the game up 41-41 and started to press Wing, only to see Mike slip through to put the Arrows ahead 43-41. An error on the part of Air Div gave 1 Wing a steal and Mike swished two more points and an interception and pass to Ron West who put the cap on the game as he took his shot standing under the basket all by his lonesome.

Scoring for the Arrows were Al Howe 4, Don Carver 4, Dick Millward 7, Ron West 17 and Mike Leblanc 15.

STATISTICS — INTER-WING

GP	Won	Lost	Pts for	Pts against	Pts
2	2	0	105	63	4

EXHIBITION

1	1	0	49	27
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SCORING

NAME	GP	Pts	Fouls
Dick Millward	3	45	6
Mike Leblanc	3	41	4
John Starha	2	22	2
Ron West	3	22	2
Don Carver	3	22	6
Al Howe	1	4	3
Spooks Bittle	3	0	1
Jarvis	3	0	0
Al Holtzhauer	2	0	0

and instructional film on driving. This will be of interest to all drivers, from beginners to competitors. This film is in keeping with the car club's goal of promoting better understanding of your car and developing better driving habits. Again, in the not to far distant future, we hope to have films on driving and technical points.

In closing we would like to take this opportunity of explaining to our readers just what constitutes a rally. A few people may consider this racing and abusive to the average family sedan. This is completely false. Rallies are motoring events where the driver, under instructions from his navigator, travels from point A to B, at a calculated average speed derived from information given on instruction sheets issued by the rally officials. The rally course is supervised by checkpoints and hidden checkers who check for speeding. Excessive speed, along with other misdemeanours, results in penalty points which are tallied against the competitor. The objective is to arrive at the checkpoints within the prescribed time with the minimum of penalty points. Sounds easy! Why not come out and try for yourself in our next rally? Trophies are awarded for first, second and third drivers and navigators. Everyone is welcome to join the car club regardless of type of car or driving experience. As a matter of fact, it is not necessary to own a car or to be able to drive! All that is required is a genuine interest.

Arrowhead Gun Club News

Snow and cold have not deterred the interest of our skeet shooters the past few weeks. Sixteen shooters and as many spectators turned out for the weekly shoot on 25th November.

For others who are not afraid of the weather, we will attempt to tell you of some of the hunting available to one Wing personnel. The reaction of most newcomers to France in regards to hunting is to give it up as a loss and sit back and reminisce about hunting days in Canada, impatiently waiting to finish their tour here so that they might once again enjoy their favourite sport. However, it is not necessary to forego this sport during your tour merely because the language and customs are different. A hunt with your French or Belgian neighbour can be a very rewarding experience and after having taken part in one, you will have some pleasant memories to reminisce over when you return to Canada.

A hunting permit for France is easily obtainable at a reasonable cost of approximately \$7.60. It is first necessary to obtain from our French Liaison Officer a letter bearing the signature of the CO and stating that you are a member of the RCAF and have permission to hunt in France. Other requirements are

Car Club News

After the write-up we had in the last issue of the Arrowhead, we thought it would be timely to present our plans for the next event we plan. To date, approximately one hundred and ten miles have roughly been laid out and this is to constitute our next rally. Along the same lines as our last rally, this one will require a little more navigational skill. Possibly our rally will run along novelty lines to provide even more fun than the regular type of run. Weather permitting, the second week in January is the date set for the start.

The car club meeting night is in the process of being changed, so it appears that in order to attract new members, the meeting night will have to be a night when there is little or no recreational activity going on the base. Details will be advised as soon as possible. In the meantime we hope to have a lecture

two passport size photographs and hunters liability insurance obtainable from your local insurance agent for 10 francs. The letter, photographs and receipt for insurance is then taken to the town hall of the village in which you live, where an application form is filled out and after a payment of 28 francs is made to the town clerck, you will receive your permit.

The cost of a hunting permit in Belgium is prohibitive for most Canadians, as it costs approximately \$80.00 per year. However, you can hunt in Belgian on invitation and the local gamekeeper will usually ac-

cept you as a guest of the hunting party under the sponsorship and responsibility of the person inviting you.

The language difficulty is negligible as you will certainly be able to communicate to some extent with your sponser and the way you carry your gun and conduct yourself will speak for you to others. The rules and customs for a drive hunt are easy, enjoyable and sensible, keeping in mind that a drive hunt is a social event and also that safety must be observed at all times.

(To be continued next edition)

Recreation Facilities

The staff of the Recreation Center are proud to announce the following changes to enable you, the user, to gain more service through use of the facilities. The three programme charts shown below are now in effect at the Rec Centre, Arena and Swimming Pool. One feature provided for your convenience is

that a duty staff member will be in the building to keep with your recreation needs. He will be there to service the groups and individual's recreation requirements. There will be no further need to sign equipment out on a permanent loan basis as it now can be returned immediately following the activity. For those desiring noon hour travel service, the Station Travel Bureau will be open during the lunch hour.

Note timetables below :

TRAVEL BUREAU

	Mon	Tues	Wed	Thur	Fri	Sat	Sun	
Open	0900	0900	0900	0900	0900	Closed	Closed	Travel Bur. closed all Holidays
Closed	1630	1630	1630	1630	1630			

REC CENTRE

	Mon	Tues	Wed	Thur	Fri	Sat	Sun
Open	0830	0830	0830	0830	0830	0830	1300
Closed	2200	2200	2200	2200	2200	2200	2200

ARROWHEAD ARENA

	Mon	Tues	Wed	Thur	Fri	Sat	Sun
Open	0830	0830 (c)1300	0830	0830	0830	0730	0930
Closed	2300	2300	2300	2300	2300	2300	2300

SWIMMING POOL

	Mon	Tues	Wed	Thur	Fri	Sat	Sun
Open	1500 Casual Swim	1500 Sw. Team Sw. Less.	1500 Casual Swim	1500 Sw. Team & Instruct	1500 Casual Swim	0830 Child. Ins.	
Closed	1700	1700	1700	1800	1700	1200	
Open	1800 Womens Inst.	1800 Wom. Inst. Scuba	1800 Mens Inst Cas. Sw.	1800 Casual Swim	1800 Casual Swim	1300 Casual Swim	1300 Fam. Sw. 1700-1800 c
Closed	2100	2130	2100	2100	2100	2100	2100

THE MART

Arrowhead classified Advertisements

CARS FOR SALE

1954 Semi automatic Dodge sedan, radio equipped, good tires and battery. Only \$100.00. Mr Cornish at the Highschool during school hours on weekdays or at Rm 22, BB 40.

1958 Opel Station Wagon. New paint job in past few months (Sherwood Green). Complete new brake system job and all new bearings in rear end (guaranteed). Radio, Insurance good until March 63. F/G McLeod at 187 or at Virton 607.

1959 Simca Beaulieu, 4 new tires, radio in excellent mechanical condition, Will take best offer. LAC Boucher, Local 93.

1957 Porsche 1600 Super. New clutch & exhaust system. 2 new tyres. Prices for quick sale. \$995.00. Contact F/L Palmer at Local 400 or phone Florenville 31068.

FOR SALE 1958 Opel Rekord. Needs engine but otherwise in good condition best offer. F/L Ehman at Local 208.

MISC. ITEMS FOR SALE

21" TV set (Philips). For european use only. Complete with antenna. Only 14 months old. Price \$150.00. Canadian model tent (9 x 12) with 5 camping chairs, \$25.00 and 4 used tyres, size 7-50-14, \$15.00 LAC Girard, 445 Sqn' Local 214-2.

General Electric Refrigerator. Price \$90.00. 9 c.ft, large freezer compartment, 110 volt transformer supplied free. Also, Transformers, 1-2000 watt, \$9.00. 1-1500 watt, \$7.00 and 1-100 watt, \$5.00. F/O Walker at 445 Sqn, Local 208.

Belgian type Baby Crib - 30 x 54. Sleeps child up to 6 or 7 years. Price \$10.00. Arthur Martin Refrigerator, 6 cu ft. Transformer included. Price \$80.00 or best offer. F/L RAD Arthur, 445 Sqn or 4 rue des Recollets, Virton. (Street behind Metropole).

2 boys bikes - one 26 inch and one 20 inch. 6 months old. Price \$13.00 & \$11.00 respectviely. Apply PMQ C24.

TRAILERS FOR SALE

38 ft Atlantic Homestead trailer with 20 x 12 ft extention. Inside of extension is still unfinished and buyer can complete this to his own requirements. Trailer has living room, kitchen, 2 bedrooms, full bath, is completely furnished. With 4 burner gas stove, washing machine and many more extras. Situated locally at the Han Trailer Park (turn off towards Petit Faily) or contact LAC Chouinard at 445 Sqn, LLocal 214.

Willerby trailer with 20 x 8 ft extension. Cpl Morehouse at C12, Maple Leaf Park, or Local 135.



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1200+ 1500



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APARTMENTS FOR RENT

4 room privately furnished apartment. Also furniture for apartment. Asking price for furniture \$400.00. Rent for apartment alone, per month, is \$35.00. If interested see LAC Yakimshyn at Local 213 or 4 rue Chemin Morel, St. Mard, Belgium.

Attractive self-contained apartment. 2 bedrooms, living room, kitchen with new frig and bath room with modern plumbing. Large garden, pleasant view. \$50.00 monthly. Mr Lambinet, 491 Grande Place, St Leger, Virton.

Kitchen, living room. 2 bedrooms, big spacious bathroom, hot water in kitchen & bathroom. Washer & dryer. Available middle Jan 63. Apply 11 rue de Pacquis, Lamorteau, Belgium or call LAC Donnelly at Wing Ops, Local 173.

New apartment for rent, comprising, kitchen, living room, 2 bedrooms, bathroom, washing machine, big stove. Available end Jan 62, or call LAC Donnelly at Wing Ops, Local 173.

Modern self-contained 2 or 3 bedroom apartment, central heating, large living room, kitchen, 3 piece bath, laundry room with tubs, washing machine included. Large patio, wired for telephone. Rent \$80.00 monthly. Available Jan 15. F/L Arthur, 445 Sqn, or see 4 rue des Recollets, Virton, Belgium.

2 bedroom furnished apartment on second floor of one year old house. Central heating, private entrance, garden and real Canadian style Closets. One kilometer from Virton centre. Rent \$95.00 per month, including heat. Apply Mr. Donneaux at 39 rue des Deportes, Latour, Belgium or phone S/L Deyell at Virton 57584.

WANTED TO BUY

Pair of hockey pants, size 38 or 40. Sgt Sinclair at PMQ F38 or at Stock Control, Supply Section, Local 124.

Washing machine, an American style preferred, 220 or 110 volts. Also 2,000 watt transformer. Cpl. SL Walker at Wing Armt, Local 160-2.

NOTICE

The Officers' Wives Club would like the public to know that from a raffle which was held, from club funds, and from cash donations they have been able to donate \$93.70 to the Station library and \$85.83 to the senior school to buy books for the young people of 1 (F) Wing.

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Manager : Sgt KG HARPER

A/Manager : LAC K. HUTCHINGS

Forthcoming Attractions

Commencing January 2nd.

Wed 2nd 1800 & 2030 Thurs 3rd 1900	The Notorious Landlady	Kim Novak and Jack Lemmon	« A »
Fri 4th 1800 & 2030 Sat 5th 1900	Billy Budd	CinemaScope Robert Ryan and Peter Ustinov	« U »
Sat 5th	Son of Rusty	<i>Children's matinee</i>	
Sun 6th 1800 & 2030 Mon 7th 1900	Gidget Goes Hawaiian	James Darren and Deborah Walley	« A »
Tues 8th 1800 & 2030	No Love for Johnnie	CinemaScope Peter Finch and Mary Peach	« X »
Wed 9th 1800 & 2030 Thurs 10th 1900	Jigsaw	Jack Warner and Yolande Donlan	« A »
Fri 11th 1800 & 2030 Sat 12th 1900	Bambi	A Full length W. Disney colour Feature	« U »
Sat 12th	Stick to Your Guns	<i>Children's matinee</i>	

All tickets sold for « A » certification films will be 40 cents (adults and children). No children will be admitted for « X » certification films.

Time

Difference

by Atrill



The Bank Manager looked across the desk at the airman sitting on the other side.

« And now », the Manager said, « How long do you wish to take for repayment of this loan ? »

« Two years or 24 months whichever comes soonest », the airman answered without hesitation.

« Two years or 24 months ? » repeated the puzzled bank manager, « Isn't this the same length of time ? »

« Well, I'm not sure », came the uneasy reply. « I came to 445 for four years and I'm returning to Canada after serving only 30 months. »



TO THE OFFICERS AND MEN OF 445

FAREWELL AND GOOD LUCK

FROM ALL OF US AT MARVILLE



