

30 APRIL 1963



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tribune



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1 WING ON PARADE



A/C Bradshaw takes the salute as 1 Wing Pipe Band marches past at the Annual A.O.C.'s-Inspection.

See pages 11, 12, 13 and 14

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 reserves the right to edit copy to suit the requirements of the magazine.

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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THE ARROWHEAD TRIBUNE

VOL. 3 N° 8

1 (F) WING, RCAF, MARVILLE

30 APRIL 63

Editorial

In the wake of the critical election just past, there is plenty of comment about Canada's new Prime Minister. While press comment from nearly everywhere is favorably disposed toward him, it would appear that some segments of the Canadian population are not so confident in his leadership and therefore his future. Canadians for the most part however, seem to be adopting a hopeful wait-and-see attitude which is becoming more confident and enthusiastic as time goes on — and not without good reason, press reporters and political experts everywhere are enthusiastically regarding Mr. Pearson's brilliant record.

It seems that the new Prime Minister is the same man who helped draft the United Nations charter in 1946. It was he who guided the plan establishing the new state of Israel through the UN General Assembly. It was also the same Mr. Pearson who served with such distinction as president of the UN General Assembly, that he was the western candidate on two occasions for the post of Secretary General, being vetoed each time by the Russians. In 1952, he sat on the three-man committee that negotiated the cease-fire in Korea. It was he again, who in 1956 conceived the idea of the United Nations Emergency Force which figured so prominently in the solution of the Suez crisis.

For these and other significant contributions to world peace and international relations, Mr. Pearson was awarded the Nobel Peace Prize in 1957. In a world armed for war in order to remain at peace, the Prime Minister has truly been a vital part of this paradox, for it was he and Louis St. Laurent who first conceived the North Atlantic Treaty Organization.

In spite of his impressive record of brilliant diplomacy, there remains more than a hint of the impression that as Prime Minister, « he's not much, but he's all we've got ». While his political record in recent years has shown some set-backs which were unknown to him as a diplomat, the final tally has the scales tipped overwhelmingly on the success side. Mr. Pearson is described as a « doer not a talker » and a man who gives thoughtful consideration to the counsel of his associates — is this not the essence of parliamentary government? While Mr. Pearson lacks public « ear appeal » and an emotionally dazzling public image, he has proven his leadership in the councils of the world — now given the chance to preside over parliament, there is no reason to expect less than the best which he has repeatedly shown elsewhere.

New Editor for Arrowhead

After seventeen pleasurable months of association with this magazine, I now relinquish my position as Editor, in preparation for my return to Canada and to civilian life this summer. The four and one half years which I have spent here at Marville have been rewarding and enjoyable, I shall miss the spirit of comradeship of the Air Force in general and this Wing in particular.

At this time I should like to thank my fellow workers on the Arrowhead for their participation and cooperation, for without it there could not be a magazine. In spite of the volunteer nature of recreational activities throughout the service, volunteers are surprisingly difficult to find and when found, their support is sometimes marginal. Here at One Wing, in a unique environment, the quality of our entire recreational programme is second to none and it is the talented volunteer, the serviceman and his dependents, who have made it so.

As a relatively insignificant part of the amusement program on the Wing, the Arrowhead has received and frequently deserved, criticism — « all the people cannot be pleased all the time, » but if only the negative energy of the critic could be turned into creative energy, every issue of this magazine could be a master-piece and by the same token, and the same people, so would the numerous other activities on the unit.

As the new editor, F/L Robin Rousham possesses the skill and enthusiasm which are sure to make the Arrowhead a much more enjoyable publication. Supported by several new staff members (who will be introduced in future issues no doubt) F/L Rousham could not find a better team to work with.

To all those who have worked so conscientiously and well as co-workers in this under-taking, I offer sincere thanks, while to those who have not been quite so valiant in their efforts I ask you to renew your energy and with the new Editor, endeavor to make this publication more worth-while to all who read it.

F/O FE Reagh

Letter to the Editor



up to 90-95° and he played every day in his regalia. It is hard to imagine just how heavy that regalia is, especially under a blazing hot sun. Vice versa, the most important thing during the winter for a piper is to keep his hands warm and the pipe bag from freezing.

My husband is devoted to the band, has never missed an assignment and yet he gets ribbed for not doing orderly duties. Why doesn't the Arrowhead Tribune print an article on the Pipe Band, it would be very much appreciated by all, and would be some compensation to us Band Widows.

Sincerely,

Band Widow

EDITORS NOTE — In an effort to redeem past over-sights the Arrowhead has devoted pages 11, 12, 13 and 14 to feature coverage of the much appreciated and highly colorful Pipe Band of Marville.

Sir,

I have a private grouse — we hear of hockey widows, golf widows but we never hear of band widows.

Outside the band members, how many of us know that this is a voluntary organization?

On our first summer here, my husband, who is a band member was away for a week and I accompanied him. During that week the temperature was

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Everyone Likes a WAR STORY

EDITOR'S NOTE — In an effort to provide humour and interest of a military nature, the Arrowhead is endeavoring to find and publish stories or anecdotes from World War II. Where and whenever possible such stories will have been solicited from persons here on the Wing or from the Air Division at large.

Should you have a « War Story » whether first person or not, why not share it with the other readers of the Arrowhead ?

MALTA STORY

Probably most of you saw the film with the above title, and maybe even read the book, assuming there was one, of course. However, there were numerous incidents which happened on that embattled little island in the Mediterranean which will never make the history books, but nevertheless deserve a mention, in my opinion. Readers may recall that, in 1940, Malta, strategically a very important place, faced the threat of Axis invasion, and although its defences were pitifully weak, steps were taken to make glider and paratroop landings as difficult as possible. An extremely rocky little island, wood was scarce, and the white stone of which the island was mainly constructed, was used extensively for almost everything, — houses, churches, even fences. Thus the runways of the two airfields were logically the likeliest landing place of invading gliders and the problem was how to block these on a temporary basis, in such a fashion that they could be cleared in a hurry for the use of our own fighters. This was solved in the following manner. There were a large number of old cars on the island, — mostly decrepit old wrecks, and the Government decided to purchase these, — much to the delight of the Maltese, who asked and received outrageous prices for their antique automobiles. These were then towed onto the airfield, and those that were able to move under their own power, — I use the term loosely, were placed on the runways. On receiving warning of an impending air raid, a hooter attached to the Tower would be sounded, and men standing by would dive into the movable cars, and by hook or crook, get them clear, so that the three gallant Gladiators, — Faith, Hope and Charity, could take off and give battle to the incoming Italian bom-

bers with their fighter escort. As soon as the aircraft were airborne, the hooter would again be sounded, and the perspiring natives would struggle, heave and push, until the runways were once again blocked. The preponderance of cars invoked a lot of thought in the minds of a few airmen, and a group of us, representing all trades, decided to do something about it. After a careful reconnaissance and inspection, an old Essex Super Six, a 1926 vintage model, was selected. It was one of the non-mobile jobs, lying derelict on the grass, and was shorn of practically everything that could be taken off. However, with great ingenuity, the six of us cannibalised parts from every conceivable make of car, — Chevrolet, Ford, Dodge, Pontiac, Pierce-Arrow, Durante, Morris, — even an Austin Seven. The result, after weeks of hard work, was the most peculiar car you ever did see, — but it was mobile. The radiator leaked like Niagara, the clutch was as fierce as a tiger with tooth-ache, and the engine grumbled and growled so savagely that speech was well-nigh impossible when we were in motion. The gas mileage, as near as we could figure it, was in the region of 5 miles to the gallon, — but this didn't trouble us unduly, as we were using 100 octane from the nearest bowser. We used it mainly to transport ourselves from the billets to the aircraft dispersal areas, a matter of some considerable distance, and the sight of the old Essex chugging along, chock full of «erks» inside, with perhaps another dozen desperately clinging on outside, was something to see. Many a cold glance was directed from officers and other ranking types as they trudged wearily to work, coughing in the mixture of dust and fumes left by the monster as it rattled by with its merry load of passengers. It was on this monstrosity that I first learned to drive, and I'll never forget the time that I claimed the privilege of driving back from the dispersal point, with the customary overload of «bods». I let in the clutch with the usual savage jerk, and through the roar of the engine, heard a muted chorus of yells as we moved off. This was normal, as there were always more potential customers than we had room for, and the unlucky ones left behind usually voiced their disappointment in this fashion. At the first corner, however, which I took rather fast, on account of the brakes not being too efficacious, the noise seemed to be repeated, though with less volume than before, and again at each succeeding bend. When I finally and triumphantly pulled up at our destination, the car snorting and steaming like an old locomotive, I discovered the reason for the noise I'd heard. It seems at each corner my passengers on the outside had departed rather suddenly, — not entirely of their own volition, but apparently rather through the force of «G» pulled as I swung the old car around the bends. Needless to say, I had to take strong evasive action to save myself from a howling mob of dusty, bruised «erks» who, after picking themselves up, had formed a posse with one aim in life, — Wright's blood.

It was a long long time before I was allowed to even touch the wheel of that old chariot, never mind drive it, but that episode did rather dampen the enthusiasm of our extra-curricular passengers, and they seemed to prefer walking from then onwards.

Canadian News Highlights

A LONG RUN FOR CANADA'S LIBERALS?

(From the Ottawa Correspondent of the London Daily Telegraph).

Although Mr. Lester Pearson has emerged from last week's Canadian General Election just short of the overall majority for which he campaigned so earnestly he is in fact in a very strong position as he takes over the Government from Mr. Diefenbaker.

Opinion here is that he may look forward to staying in power as long as he wishes.

Apart from promised or potential support from individual members of the two minority parties, the Social Crediters and New Democrats, he enjoys the security of knowing that neither the Conservatives nor anybody else will risk the disfavour and disadvantage of ousting him on a vote of confidence.

Canadians have had four elections in six years, and most of them are thoroughly weary of the upheavals these cause.

Two paths are open to him. One is to consolidate his position in Parliament and his standing in the country by staying in office for at least two years and then, at the first suitable moment, arranging for an election in the almost certain belief that he will be sent back with dividends in the form of many more seats.

The other is to stay for a full term. This, it is felt, is what he may well do, but his choice will obviously depend on how he fares in solving the problems that beset Canada.

UNEMPLOYMENT TEST

One of the most pressing and significant is unemployment. If, thanks to his own efforts and the improved atmosphere for trade with Britain and the United States which seems certain to follow his election, he manages quickly to find work for a substantial percentage of the 545,000 Canadians now idle, he might decide on an election sooner rather than later.

Inevitably the Conservatives must now calculate on reorganising under a leader other than Mr. Diefenbaker. His days as party leader might be few indeed. He is 67 and probably not as physically fit as he proclaimed during the recent campaign; and, to be realistic, he has lost the love of most of the electorate.

More to the point, he is thought to have lost the love of many powerful men within his own party. His strongest remaining supporters are the men from the prairies who, thank to his beneficent agricultural policies, kept their seats handsomely in the election.

But most Conservative politicians believe he has served his purpose. They do not forget his historic service to the party in taking it back into power over two decades of Liberal supremacy, and in holding it there for six years. But now he has led it back into the wilderness, and, they say, he will never be able to save it again.

He will probably find it impossible to keep enough friends to prop him up as leader for much longer. Ottawa is saying that there will be a Conservative party leadership convention within a year.

At least half-a-dozen possible successors are being discussed. Of these the man in front at the moment seems to be Mr. Alvin Hamilton, who was Mr. Diefenbaker's Minister of Agriculture. It was he who negotiated the sale of Canadian wheat to the Communist Chinese, and in other ways looked after the interests of the prairie farmers.

He may take much credit as a result for the solidarity of the farming vote which enabled the party to survive the election with the highly respectable total of 94 seats.

CHALLENGERS

But if more than a year passes before the leadership changes, or if a temporary figurehead is chosen, Mr. Hamilton's position as favourite for the eventual choice could well be taken from him by Mr. Davie Fulton, an energetic and popular Tory from British Columbia.

Mr. Fulton worked with Mr. Diefenbaker for several years, but recently broke with him. Temporarily abandoning the pursuit of national politics he took over leadership of the Conservatives in British Columbia, where party fortunes are low, but the prospects brightening with the increasing shakiness of Mr. W. A. C. Bennett's Social Credit Administration.

It seems that all Mr. Fulton needs is time to enhance his reputation by his work in British Columbia. He would then go to a national convention with a good chance of taking over the leadership of his party.

Other «possibles» include Mr. Duff Roblin, the Premier of Manitoba. He is bi-lingual in French and English, a competent administrator popular with the former, and an attractive speaker. He is not yet of national stature, and for him, as for Mr. Fulton, some time might have to pass before he could get a change of power at the top.

Still another candidate is Mr. Douglas Harkness, former Minister of Defence and one of the strongest personalities in Canadian public life. He quarrelled with Mr. Diefenbaker on the question of whether Canada's Bomarc's should have nuclear warheads, and it was his resignation which started the fatal Government crisis in February.

Still another possible contender is Mr. John Bassett, the Toronto newspaper owner. He is a vigorous 47, and a staunch Conservative, although in the recent election he turned his newspaper against Mr. Diefenbaker. He did so not because he had changed his party allegiance but because he thought Mr. Diefenbaker was no longer the man to lead Canada. As matters have turned out, the temporary switch could serve him well in the future.

NEWS FOR THREE SERVICES

GENERAL NEWS

OTTAWA — INTEGRATE SERVICES, HIRE CIVILIANS ROYAL PROBE ADVISES

A farreaching integration of Canada's tri-service defense system and a massive replacement of non-operational military personnel by civilians has been proposed by the Glassco Royal Commission on Government Organization as a means of increasing efficiency and reducing costs. In its fourth report, made public yesterday, the commission urged that increased authority be given to the chairman of the Chiefs of Staff Committee and the deputy minister of national defense — at the expense of the three services — to provide increased unification of the \$1.6 billion-a-year defense organization, and to strengthen civilian control over the military. The commissioners estimated that if the army and air force matched the navy's record of civilian employment, 16,000 servicemen could be replaced by civilian personnel at a saving of around \$20,000,000 a year. The result would be a reduction in the armed forces to around 109,000 from 125,000.

Toronto Globe and Mail (18-4-63)

BUSIEST AIRPORT

For the fourth consecutive year, Toronto International Airport (Malton) was Canada's busiest in 1962. Apart from local traffic, air traffic controllers handled 89,376 landings and take-offs.

Montreal International Airport (Dorval) was second with 82,541 movements, Vancouver third with 67,237, Winnipeg fourth with 61,740 and Ottawa fifth with 58,469.

PARIS — A-ARMED NATO FORCE IS BACKED

The North Atlantic Treaty Organization is to establish nuclear forces including French squadrons, informed sources disclosed last night. The United States will contribute three Polaris submarines, Britain her V-bomber force and France, West Germany and other European powers will make available planes and missiles capable of delivering nuclear weapons provided by the United States. (At Ottawa, informants said the agreement means that assignments of targets for U.S. Polaris submarines in the Mediterranean, British V-bombers and tactical nuclear forces in Europe, including those of Canada, would be made by the NATO commander.)

Toronto Globe and Mail (11-4-63)

WASHINGTON — THE INTER-ALLIED FORCE

Canada's squadrons of nuclear-capable F-104-G strike-reconnaissance aircraft in Europe are counted on to form part of the inter-allied nuclear force

expected to be created when the foreign ministers of the North Atlantic Treaty Organization meet in Ottawa beginning May 21. According to the assumption made here, all such nuclear capable strike forces now assigned to the Supreme Allied Commander, Europe, and targeted by him — as the Canadian squadrons are — automatically will go into the inter-allied force in the absence of decisions by their government to take them out. Washington's view, as has already been explained to the French, who have two squadrons of nuclear-capable aircraft based in Germany on NATO assignment, is simply that SACEUR has the disposal of forces assigned to him. If the May meeting should decide that certain nuclear-capable forces already assigned should come under a different command structure, it will not require any positive act by member governments to join up.

Toronto Globe and Mail (16-4-63)

OTTAWA — 1-MEGATON A-BOMB TO BE CF-104 WEAPON

A one-megaton nuclear bomb, 50 times as powerful as the one that destroyed Hiroshima in 1945, will be the armament of the Royal Canadian Air Force CF-104 low-level jet bomber in Europe authorities say. The eight-squadron RCAF air division in Europe, when fully re-equipped by the end of this year, will have 144 CF-104s for operations plus 56 spares.

Toronto Globe and Mail (17-4-63)

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WHERE THE MONEY GOES



Ever wonder what happens to the profits from the PX operation? Well, there is no great mystery involved. But judging from queries received from several people there has not been enough information given out on the topic. This article may clarify the situation and perhaps dispel some misconceptions. I only hope that it does not raise more questions than it answers as it is not my intention or wish to become involved in a series of letters of the editor, replies and counter questions and replies ad nauseum.

For those who feel a compelling urge to obtain further information, the simplest method is to pass your enquiry to a member of the Station Fund Committee. With almost two dozen members, the Committee represents a good cross-section of the unit and exists for the purpose of ruling upon request for expenditures of Station Fund money.

To begin with, it is necessary to appreciate the scope of the operation. Revenues no doubt will startle a few people who can be expected to ask the obvious question, « Why don't they reduce the markup? ». The answer will be fairly evident once the profits are related to expenditures — which follows later.

The annual net profit from all the outlets accountable to the Station Fund amounts to approximately \$200,000.00. This is what is left to disburse after we pay salaries and other operating costs of the various outlets. If the figure impresses you, just read on. Our expenses make for some impressive figures too!

Everyone has seen the demolition job done on the Airmen's Club. Chalk up \$30,000.00, initially. Second thoughts, small improvements, new furniture and such like, will take care of \$5,000 more before the job

is completed. That extra walk from the grocery store to the PX, resulting from alterations to the grocery store, including installation of a fresh meat counter, will cost us \$50,000.00. To shorten it by designing a new entrance to the PX, we'll need another large sum — rough guess is \$25,000.00 — because there also is a glaring need for more space and better layout in the PX.

Two less prominent projects recently completed tapped us for \$7,000.00. The much-needed and much — appreciated toilet facilities in the Curling Club took \$2,000.00 of this amount, the remainder being the cost of installing a heating system in the NPF garage. The building cost Station Fund about \$30,000.00 four years ago — which is the same amount contributed by Station fund to install the Snack Bar portion of the PMQ Rec Centre — which in turn is matched by outlays to date on the Golf Course (including building). Staying with the theme of past expenditures, we can register \$50,000.00 for the Curling Rink (another \$5,000.00 is slated for insulation this summer). We were lucky at that, the public also paid \$10,000.00 on that job (before austerity).

Our popular and much used mezzanine in the Rec Hall cost \$8,000.00 and the Arena has accounted for \$10,000.00 over the past two years, in the form of additional seating, showers, lockers, CFN booth, storage, etc.

CFN's new « voice » results from purchase of a modern console at \$3,000.00. On the books is a proposed outlay of about \$20,000.00 to enlarge the arena en-

MARV

trance/foyer area. This project has been contemplated for several years and while not fully designed nor approved by higher authorities, it serves as an example of the projects that inevitably arise in one form or another at various times.

Another much needed job now pending approval is the provision of a mezzanine floor in the PMQ Rec Centre for about \$10,000.00.

You will note that I have only dealt with sizeable expenditures. It would take several pages to list the smaller jobs costing up to \$1,000.00 each. Some examples — theatre canopy \$1,000.00 ; Grocery Store canopy \$850.00 ; Light cluster — PX parking lot \$900.00 ; alterations Tourist Bureau \$600.00 ; rewiring stage lighting in the theatre \$1,000.00; renovations to CFN studios \$900.00; ceiling in Judo Room \$400.00 and so on, at the rate of about \$2,000.00 per month.

Such expenditures are one-shot efforts. Even more costly — and yet very necessary — is the sports and recreation programme. Sample round figures are \$3000.00 per year for life guards and other swimming pool requirements ; \$2,000.00 per year to provide a supervised Hobby Shop ; \$6,000.00 per year for rink rats and hockey referees, \$6,000.00 on hockey equipment ; \$3,000.00 on other sports equipment, \$3,000.00 per year for extra staff in the Rec Hall ; \$3,000.00 to operate Golf Club ; \$8,000.00 on Airmen's Entertainment, \$1200.00 for Library books, \$1200.00 for records for CFN, and plenty more on other miscellaneous items. Then of course, there are the everyday types of recurring expenditures such as contributions to Benevolent Fund, maintenance and repair of equipment, records for CFN, etc.

I have not tried to balance the above figures. It would likely take several week's work to gather the data ; in any case my aim here is simply to show in everyday terms how we all benefit from the revenue derived from NPF operations. The foregoing is not a complete run down on Station Fund business by any means, but I hope it serves to show in a general way where the money goes.

It has been argued that profits realized should only cover operating expenses and that *we* should not have to pay for things for *them*. « Them » being people who arrive after us. The reasoning being that « they » have not contributed yet receive benefits.

First —let us be sure that we realize that « they » are members of the RCAF also. Second — let's look at what we have had provided for us by our predecessors. A fine golf club, excellent curling facilities, the NPF garage, PMQ Snack Bar, mezzanine in the Rec Hall and of course multi minor projects. All these cost a lot of money — « their » money ! If they had operated on a short-sighted policy none of these facilities would exist for our benefit.

Fortunately, this has not been the case here, nor is it the case at most units. So that when « we » arrive in Trenton or Cold Lake, « they » will have provided many facilities which « we » can enjoy at « their » expense.

And so it is that we all contribute for the benefit of all. I have helped to pay for many facilities which I will never see again but I also have enjoyed the benefits of other people's efforts. I think it has been a fair exchange.

W/C D.V. Thomas

POMC TRAFFIC COMMITTEE REPORT :

Following are the results of the POMC Traffic Safety Committee meeting held at 1 Wing 5 Apr 63 to review minor traffic violations which occurred during the previous two weeks.

- 1 Point — POMC operator failed to maintain control of his vehicle. (This was caused by a distraction which occurred in the vehicle, such as described in another article in this issue).
- 2 Points — POMC operator failed to stop at traffic sign — Classed as a minor traffic offense.
- 2 Points — POMC operator failed to stop at traffic sign. Stn Gate.
- 3 Points — Speeding infraction — POMC operator volunteered to attend 8 hrs course lectures given by MSE Safety on System of Car Control.
- 2 Points — Driving without due care and consideration for others — Reported by National Gendarmes — Crossed solid line.
- 1 Point — Rear end collision, following too closely, minor damage.

ILLE

★ A guide to THE CONTINENT

On April 12th 963 Luxembourg city was one thousand years old, Historical tradition has it that on Palm Sunday, April 12th 963 A.D., a nobleman descended from Charlemagne, Count Sigefroi of Ardenne, became the owner, by an exchange of property duly recorded on a deed, of the so-called « Boucq », a rock rising in one of the loops of the river Alzette. He built a castle on it, around which the city, then country, and later duchy of Luxembourg developed. Thus, a signature on a deed gave birth to a still expanding city, a still independent country and a community of people who are conscious of their distinctiveness as an independent nation among others. Luxembourg may be justly proud in looking back upon the part it played in history.

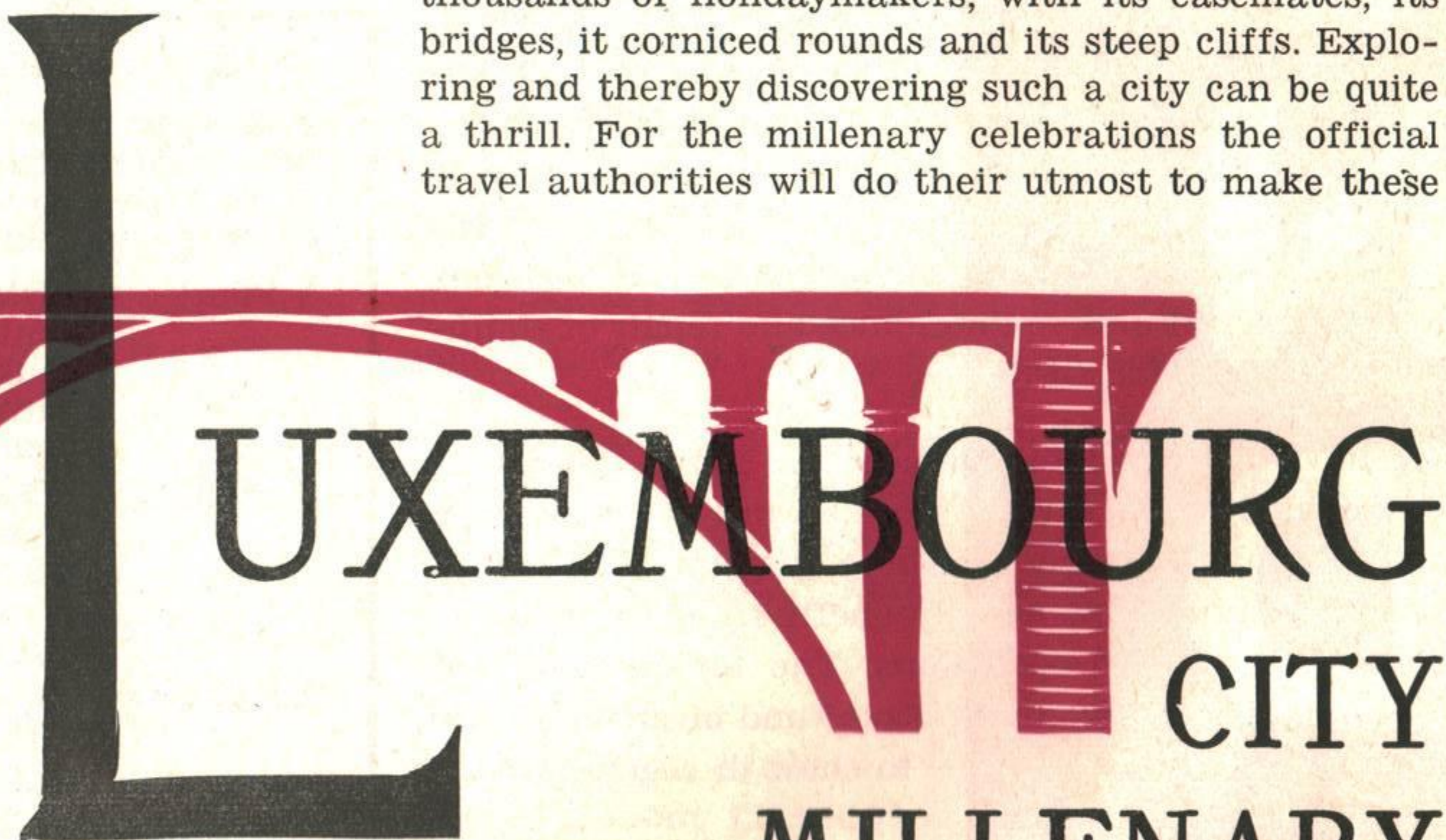
Fate has given the history of Luxembourg a rather sharp outline. We may roughly consider three successive stages, the first extending from 963 to the middle of the 16th century. Whilst the medieval city was rather densely populated, it did not particularly partake in riches or well being. In 1244 Countess Ermesinde granted the burghers their charter of freedom. The dynasty founded by Sigefroi had been followed in 1136 by the dynasty of Luxembourg Namur, which in turn was succeeded in 1247 by the House of Luxembourg-Limbourg. In 1443 the city became the seat of the provincial government of Burgundy. The governor of Pierre, Ernest de Mansfield is worth remembering, because it was a kind of golden era in the history of the city. Like all other cities of the time, Luxembourg was a fortified area, and wider walls proved necessary in 1050 and again the 14th century.

The second period, i.e. the 17th, 18th and 19th centuries, may be called the military period. Luxembourg was then one of the strongest, maybe the strongest

fortress in Europe. Spanish, French, Austrian and Prussian engineers took turns in adding the latest discoveries in fortress building to the rough landscape. This second period ended in 1867 when the Great Powers gathered in London decided that Luxembourg should become neutral territory and its fortress be dismantled.

In the following, third period of its history, the city has expanded to the neighbouring platforms. Avenues, parks, residential and business districts have grown on and beyond the former bulwarks and glacis. Thanks to steady expansion and growing importance in the framework of Europe, the one which is a building, Luxembourg is enjoying a considerable prestige abroad. In 1952, the European Coal and Steel Community set up their headquarters here, thereby starting the process of bringing the sister nations of Europe closer together.

Apart from its political importance Luxembourg, each year, represents a major tourist attraction for thousands of holidaymakers, with its casemates, its bridges, its corniced rounds and its steep cliffs. Exploring and thereby discovering such a city can be quite a thrill. For the millenary celebrations the official travel authorities will do their utmost to make these



LUXEMBOURG CITY MILLENARY CELEBRATIONS

assets look their very best to ensure that guests in 1963 will enjoy their stay.

The celebrations will give ample opportunity to search through the past of the town and country for some historical events suitable for contemporary revival. Exhibitions of official records, of historical paintings, of stamps and of ancient coins will be held. There will be an important exhibition called « Ten Centuries of History » during the months of July and August in the Limpertsberg trade fair exhibition hall.

In the newly established theatre at Esch sur Alzetta a number of open-air performances will be given and the Wiltz Open Air Theatre Festival is scheduled for July 20th-Aug 4th. Visitors will be able to attend performances of Carl Orff's « Carmina Burana » — a German version of Shakespeare's Midsummer Night's Dream.

Luxembourg's national holiday will be celebrated on June 23rd. There will be spectacular fireworks, soldiers trooping the colours at a special ceremony will take place on the « Boucq » rock — at the place where Sigefrois' castle once rose.



THE ISLAND OF BEAUTY

Touring is one of the most pleasant forms of our civilization. In a period where our daily life is more and more agitated, men, overworked, experience the need of a well earned rest, far from their usual activity. Nature, seems to have foreseen our different tastes. Certain sights impress you by their grandeur, others by poverty. Few, however, leave you an impression as strange as the one you experience when you discover the Island of Corsica.

France's 20th department, Corsica, the « Perfumed Island » (as it is often called) is probably the only country that makes the description of tourist guides look pale. First off, its sun always present, without a cloud to tarnish it, not even a drop of water from May to September ; then the wilderness of the mountain, arid, hard, inaccessible but so friendly in its excess. What joy after having driven on a winding road, to be able to stop near an iced and limpid fountain spurting out from between two rocks, or to discover a beautiful village which hangs on the steep mountainside. A most unusual sight is that of donkeys, cows, and pigs left unattended and which can be seen at any unexpected moment on the roads. The sea so blue as can only be the Mediterranean, with sand beaches miles-long, looking almost deserted.

The climate of Corsica varies with elevation and exposure. Near the coast, summers are hot and dry while winters are very mild and rainy. The average temperature of the warmest month is about 75° F,

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Marville Branch: Mr R. LALONDE. Manager

while that of the coldest month approximates 50° F. Lower temperatures, especially in winter, occur inland. The peaks are snow-covered for more than half the year. Rainfall is somewhat higher in the mountains than along the coast.

The lower uncultivated slopes are mantled with a thick brush growth, known as « maquis », which includes such plants as scrub oak, myrtle, broom, honeysuckle, thyme and rosemary. This « maquis » releases such a pronounced perfume that Napoleon is quoted to have said that he would recognize Corsica blindfolded, just by the odor. On some of the poorer soils, a thinner cover with scabway to forests of chestnut, oak and beech on the intermediate slopes and in the mountain basins, and to fir still higher. Above the forests, grassy areas extend to the bare surface of the higher mountain peaks.

The ties between the coastal and interior settlements are still weak, for there are few good roads. A motorable road completely encircling the island connects the coastal towns ; a narrow-gauge railroad follows a tortuous route across the island from Ajaccio to Bastia with one branch to Ile Rousse and Calvi and another to Ghisonaccia. Otherwise, communications are poorly developed ; roads are little more than trails.

Agriculture suffers from lack of cultivable land, labour and capital. Because of the summer drought and the consequent difficulty of obtaining water for some of the crops, much farming is pastoral. Cereal cultivation is neglected despite the suitability of the climate and the fertility of much of the soil. The culture of the vine, citrons and olives, vegetables and tobacco, and the rearing of sheep and goats are the main rural industries. To these may be added the rearing of silkworms. The chestnut forests provide both food for the inhabitants and an item of export.

Most of the inhabitants are proprietors of land. Holdings are scattered to include vineyard or olive grove, cultivable land on one of the plains, and a chestnut woods in the interior. Game and freshwater fish are abundant. The moufflon, a wild sheep, inhabits the less accessible parts of the mountains. Industries include the extraction of gallic acid from chestnut bark, the preservation of citrons, the preparation of macaroni and similar foods, and the manufacture of cigars. There are mines of anthracite, antimony and copper ; granite, marble and asbestos are quarried ; and there are salt marshes and mineral springs. In general lack of means of communication as well as of capital is a barrier to commercial activity.

It's a pity, when one studies the Corsican history, the amount of internal strife and suffering given to these people. It is rightfully said that all the plagues in the world were represented : interior and exterior wars, public and private wars, political and religious quarrels, famines and epidemics, anarchy and violence. Why must it be that in such lovely scenery, the

history of the Corsican people has been built on so much misery.

It's been a long time since the maxim « Thou shalt not kill » has been edicted, and suppression of life shall always be severely punished, but to the Corsicans this is another story. The « Vendetta » which took its roots in a faraway past, was born on the conviction that men's justice does not always suffice to protect the individual's honor and interests. The Corsican soul has been so rudely hardened throughout the centuries that thoughts of revenge are still alive in certain individuals' sub-conscious nowadays. Sometimes killing is done for no reason at all ; the importance of the crime amazes by its disproportion with the motive. (Visitors to Corsica need not worry as long as they don't offend the local customs).

The Corsican is, deep inside, very sad. The music and literature are summed up in « lamenti and senerate » (funeral songs and lullabies). They mourn their dead for a long time, and as in a village the inhabitants are all related to a certain degree it explains why the majority of women always wear black clothing.

How can we describe the Corsicans in a few words ? A book would not suffice. Like their country, they are full of contrasts. Lazy, maybe, but making us remember that we must appreciate the time going by. Vindictive, also, but very friendly.

Unless you're a poet or the like, you can't give justice to the land of Napoleon rightfully called the Island of Beauty.

The winter resorts are on the coast : Ajaccio, Calvi (said to be the birthplace of Columbus), Ile Rousse, and Propriano. The dreamland summer resort is the one at Vizzanova ; during the summer the air has a very refreshing coolness and numerous tourists reside there.

The best period to visit Corsica is spring. It is during April, May or June that the Island of Beauty is in its magnificence. You can enjoy ideal weather conditions, and travel is easier, the hotels fill to capacity in the summer, always have vacant rooms in the spring, without any necessity to reserve in advance.

In the summer months of July and August, Corsica is full of tourists and it is almost impossible to find an hotel room. Hotel, plane or boat reservations should be made at least 4 months in advance of the planned trip.

For those interested in camping, there are approximately 3000 camping sites on the island, but more information on these can be obtained from « L'Union Française des Associations de Camping », 22 Avenue Victoria, Paris 1^e. The Touring Embassy of Corsica, 34 Avenue des Champs Elysees, Paris 8^e, will give you free information on Corsica.

J. Laine

Marville Pipe Band

History of the Bagpipe

To most people, the bagpipe is associated with the traditions and memories of « Bonnie Scotland » and many persons are under the impression that the Scots invented this unique instrument which produces the wailing and stirring music.

There are numerous theories and arguments as to where and when the bagpipe originated, one being that the Scots stole it from the Irish and added a third Drone and exhibited on the improved version. (Irish War Pipes have only two drones). However, whether you are of Scottish Irish or English descent, it is now firmly established by two eminent authorities on this subject, Professor Seamus MacNeil, Glasgow University and Dr Gratton Flood, University of Ireland, that the bagpipe in its primitive form originated in the Middle East, and did not reach the British Isles until centuries later.

This article, it is hoped, will give readers a brief insight into the origin and development of this very controversial instrument.

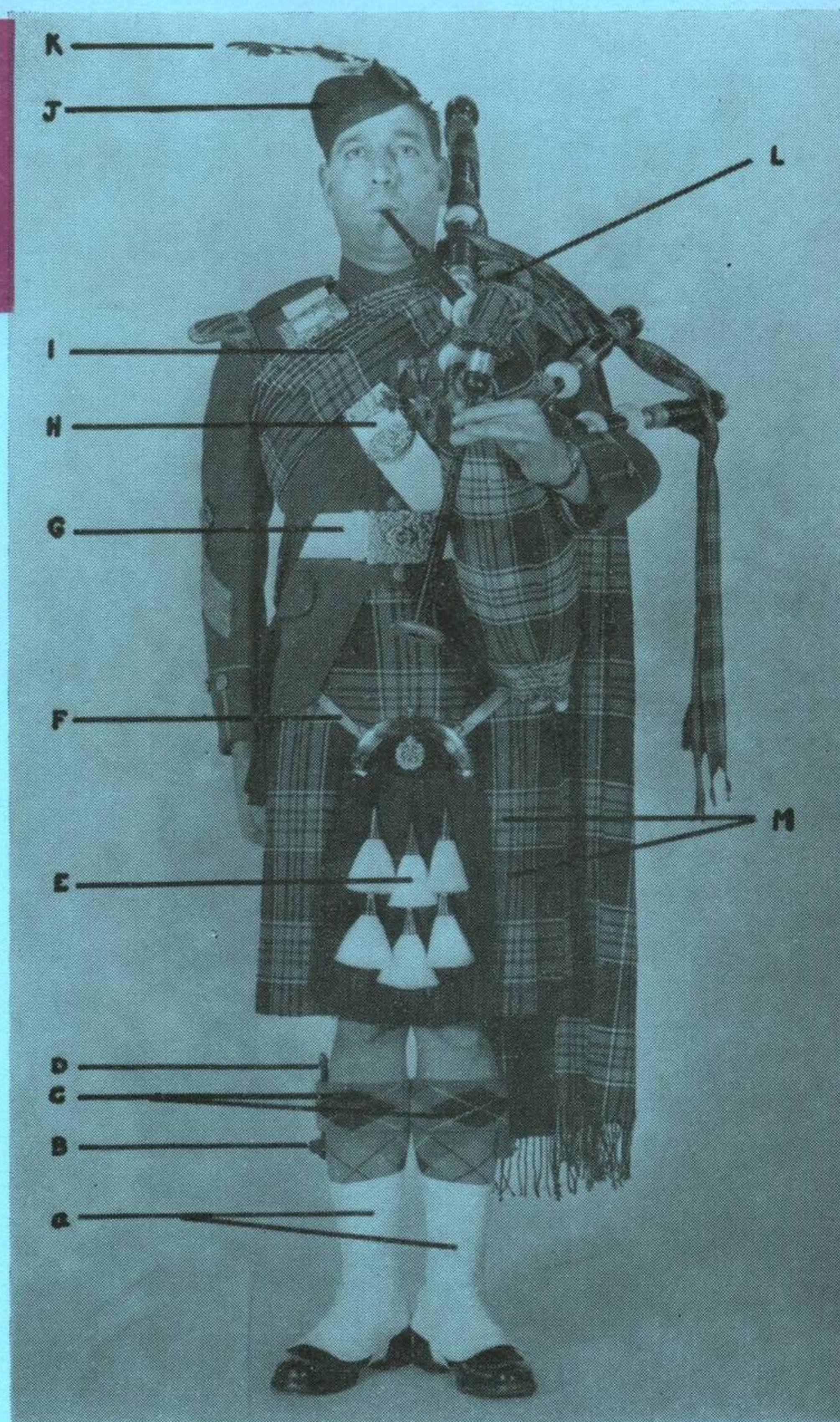
The primitive form of bagpipe in all probability originated in Egypt. The learned gentlemen mentioned earlier devoted considerable time to tracing the origin of the pipe, and both have found convincing evidence in their travels pointing to the ancient Egyptians as the originators of the first primitive pipe.

This pipe of simple design, was called the ARGHOOL, consisting two wooden pipes, one with six holes to provide melody, the other the harmony or drone effect. A few years ago, the writer was stationed in several middle eastern countries and this instrument was still played by shepherds, particularly in parts of Egypt, and also in the hills around Damascus, Syria.

This type of reed pipe gradually spread to the neighbouring Middle Eastern countries and it appears to have been a favourite instrument especially with the Greeks and Romans.

As the centuries rolled by, this simple reed pipe was improved by the addition of a blowpipe and pig

(See page 14)



FULL DRESS CLOTHING AND ACCESSORIES WORN BY RCAF PIPERS AND DRUMMERS

- (a) White Spats
- (b) Garter Flashes (Maroon and Blue)
- (c) Hose tops (Diced RCAF Tartan)
- (d) Skean Dhu (Small dagger type knife)
- (e) Horse hair sporrans
- (f) Sporrans strap
- (g) waist belt
- (h) Cross belt (In olden days the Claymore Sword) was carried by this belt)
- (i) Pipers plaid
- (j) Glengarry cap
- (k) Blackcock feather (The tail feather from the game bird - Blackcock)
- (l) Plaid Brooch (Ornamental pin for securing plaid)
- (m) Kilt — Royal Canadian Air Force Tartan



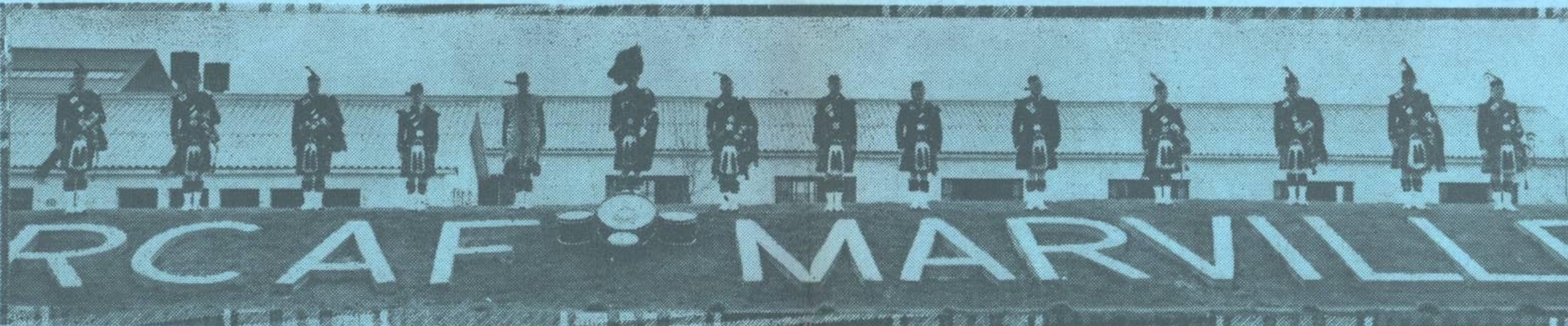
1 Wing Pipe Band Marville



Sgt N.G. JACKSON



LAC J.J. DANIS



Sgt. A. MACQUEEN



LAC J.J. FLAMONDON

Cpl G. PRINGLE

Glen is a Telecom Tech and was born in Manitou, Man. He joined the RCAF in 1954 and commenced his piping career in Claresholm but let it slide for a while and is now again back in the groove. He piping ability has aided the Band of which he is a solid member.

LAC J. DANIS

LAC Danis started piping at the age of 14 with the Air Cadets. He had played with several bands before he enlisted in the RCAF in 1954.

In 1961 he arrived at 1 Wing and added his experience to the 1 Wing Band.

LAC Danis hails from Sudbury, Ont., and is an ITech by trade.

Sgt N. JACKSON

Sgt Jackson's drumming career started with the Army in the Highland Battalion of the 27th Brigade in 1951. His army time was with the 1st Battalion Black Watch (RHR) of Canada in the Pipe Band.

In 1957 Sgt Jackson joined the Air Force as an ETechA and carried on with his aircraft trade until recently, when he remustered to Bandsman and was transferred to 1 Wing as Drum Instructor to our station Pipe Band.

LAC J. PLAMONDON

An M&W Tech by trade, LAC Plamondon is a member of the drum section of the pipe band.

Born in St Raymond, PQ, he joined the RCAF in 1954 and became a solid member of the

Pipe Major John T. MacKenzie commenced his piping career at the early age of nine at Queen Victoria Military College, Buncle, Scotland. On graduation he enlisted as a boy piper in the Scots Guards (1935), serving with this regiment for 16 years — the last nine as Pipe Major.

In 1944, the Pipe Major attended the British Army School of Piping at Edinburgh Castle, receiving his Pipe Major's certificate on graduation. Later in the same year, one of the highest honours awarded to Pipe Majors was presented to Pipe Major MacKenzie. He received by Royal Command his appointment as Piper to the Royal Household (King George VI). In this capacity he performed with other

King's Pipers at Buckingham Palace and Windsor Castle when their Majesties had occasion to use Household Pipers for the



FS J.T. MACKENZIE

entertainment of visiting monarchs, heads of state and nobility from other countries.

In January of 1951, Pipe Major MacKenzie retired from the Scots Guards and in December, was approached to take over and train the recently formed 1 (F) Wing Pipe Band then stationed in England. Enlisting at North Luffenham the Pipe Major remained with this Band until his repatriation to Canada in 1954.

Since his return to Canada, Pipe Major MacKenzie has been the Instructor with the band at Station Rockcliffe, Ottawa, remaining in this position until November 1962 where once again he returned to 1 Wing to take up duties with the Pipe Band.

heavy section in the band as a tenor drummer in 1961.

LAC Plamondon's knowledge of French has on many occasions proved a definite aid to the band.

Sgt A. McQUEEN

A well known person on the station and better known as «Sandy», was born in Glasgow, keelie of Hebridian parents. At the early age of nine he moved to the Isle of Skye — the heart of piping and his career of piping started shortly after.

«Sandy» joined the RCAF in 1947 and added his talents as a piper to 1 (F) Wing Pipe Band in 1961.

Sgt McQueen has been a stable influence in the band, not

only as a piper — but as *THE* «Gaelic Advisor».

LAC L. McCABE

Len McCabe is one of the stalwart members of the Band. Len is not only a piper but a very accomplished drummer.

Len was born in Trail, B.C., and started with the pipes at the age of 13 years. He won the Individual Piping Junior Championship of Interior British Columbia in 1951 while in the RCAF.

Len joined the Air Force in January 1954 as an ETechA and played with Service bands in Claresholm, Borden and now with 1 Wing.

His talent in drumming and piping has been a great asset

to this station's Band.

Cpl SEGUIN

Cpl Seguin, a piper with the Band is a CkAdmn by trade and his knowledge of the French language has proven itself as an invaluable asset on many band trips.

Cpl Seguin comes from Verdun, Montreal but his interest in piping started in Claresholm. When he arrived at 1 Wing he decided to pursue this interest. Starting as a student piper, he is now one of the regular pipers of the band.

LAC E. MATHEWS

LAC Mathews, better known as the «Big Stick», is a member of the drum section.

LAC Mathews played the tenor drum in MacDonald, North Bay and here at 1 Wing, but can be seen now behind the big bass drum.

The «Big Stick» hails from St John's NFLD and joined the RCAF in 1953. His ability to change from tenor to bass drum has proven a great asset and help to the band.

FS J.A. WADE

FS Wade was born in Marysville NB., and joined the RCAF in 1941. In the station band he has the position of Drum Major.

FS Wade has had vast experiences as Drum Major in the Service being with the bands in Trenton, McDonald and Saskatoon.

A smart Drum Major adds a lot to the band when on parade and FS Wade certainly does this job well.

LAC K.A. OUTWATER

LAC Outwater, an ETechA by trade, works in Ground Handling and is a piper with the band.

Born in Peterborough, Ont., he joined the RCAF in 1955 and his piping career started here with the 1 Wing band after his arrival in 1959 and he is now a regular band member.

LAC E.J. MECHEFSKI

LAC Mechefski, an AE Tech comes from Trout Creek, Ont. A regular piper with the band, he is another of the fellows who started his piping here at 1 Wing. Arriving here in 1960, he decided to learn the pipes and became one of the regular pipers shortly after.



LAC C.F. DYKE



LAC L. MACCABE



LAC E.J. MATHEWS



Sgt J. CORNISH



LAC K.A. OUTWATER



FS J.A. WADE (Drum Major)



CPL R. SEGUIN



LAC E.J. MECHEFSKI



CPL PRINGLE



LAC R.A. CLARKE

or goat skin bag (the bag acting as a reservoir for the storage of air) — and from this pipe, now called the Auskoulos, our present day bagpipe resulted. This instrument continued popular throughout the years and during the Middle Ages, still in its primitive form, was one of the most common instruments in the countries of Southern, Central and Western Europe, being one of the favourite woodwind instruments played by the wandering minstrels who provided much of the music then played. It would be interesting to note that the Church organ came into being about this time and in its primitive form, was really a type of bagpipe. The wind for the organ reeds was supplied by the lung power of two blowers, who alternately supplied the required pressure of air.

These instruments remained popular until the eighteenth century, but with the growing up of towns and cities and more people leaving the villages to live in the industrial areas, they caused a curtailment of making money in the open air and music became an indoor activity. Thus the elaborate instruments of modern times were invented and developed and with their coming, the bagpipe died out over most of Europe, though traces of it still survive in Brittany, Southern Italy and the Balkans, where the original simple form of bagpipe has little changed.

In Britain, its history and fate, except in the Highlands of Scotland, followed the same pattern as on the Continent. It was introduced by the Celts and Romans and flourished for centuries as the instrument of the common people. It provided music at weddings, fairs, open-air dancing, pageants and all sorts of merry makings and references to it are made in Shakespeare's plays, and in numerous books by authors of that period.

In the Highlands of Scotland, however, its history was different. The martial type music produced by this instrument appealed to the warlike spirit of the Scots, and at an early date it superseded the harp. The original form with bag, chanter, blowpipe and one drone remained unaltered until around 1500 when a second drone was added — a third big drone or bass drone being added about two hundred years later.

The Piob Mor or Great Highland Pipe fitted into the clan system then operating in the Highlands. The Chiefs of the various Clans, (MacDonalds, MacKenzies, MacLeods, etc.) having their own Pipers, and in some instances, their own school for the teaching of bagpipe players. In these colleges was developed the « PEOB MOR » or Piobaireachd, the classical music of the bagpipe.

The most famous of these colleges was that of the MacCrimmons at Borreraig in the Isle of Skye. They were the hereditary pipers to the MacLeods of DUNVEGAN, and this particular college was in existence for over two hundred years, training pipers from all over Scotland.

After the 1745 Rising, the playing of the bagpipe was forbidden in Scotland — the law being harshly enforced, the piping colleges were disbanded and the hereditary pipers scattered. At this time and for many years after, there was grave danger that the fate of the bagpipe, here as elsewhere, would decline and

disappear, but fortunately that playing of the instrument was again allowed.

Highland societies were established in Edinburgh, London and elsewhere for the purpose of keeping alive the traditional features of life in the Highlands and to foster interest, Bagpipe competitions were organized. The bagpipe also became the favourite music of the Scottish soldiers who, in increasing numbers, were becoming enlisted in the British Army. All this helped their revival and spread their popularity, so survival was made certain and today the bagpipes are blown and played throughout the world, wherever men of the Scottish race have travelled and settled.

F.S. MacKenzie

The Scottish Bagpipe

MATERIALS USED AND METHOD OF OPERATION

The three drones (one Bass and two tenor) are made from cocos or African Blackwood with ornamented ivory mounts. The chanter and blowpiece are also made from these hard woods. The bag, until a few years ago, was made of sheepskin, however today most pipers prefer the hide of leather bag. Pipe bags are treated with special seasoning to keep them pliable and airtight — and not with « Scotch » as some people are led to believe. Whisky is for the lining or seasoning of the pipers own bag (stomach) and is never wasted in the manner suggested. The hide bag is normally covered with clan or regimental tartan.

The Scottish instrument has the three drone reeds housed in the drone stocks. They are single bladed reeds of bamboo. Air escaping from the inflated bag causes the reeds to vibrate, which in effect gives the droning sound peculiar to the bagpipe. Drones are tuned to the pipe chanter by the raising or lowering of the adjustable trip sections on the tuning slides.

The chanter reed differs greatly from the drone reed, it is a double bladed cane reed similar to the Bassoon and Oboe reed and is positioned or set in the head of the chanter inside the chanter stock. This reed operates in a similar manner as drone reeds, the pressure of air escaping from the bag causing the double blades to vibrate, and by fingering the chanter, rhythmical patterns are produced which, when arranged, create bagpipe music.

It will be interesting to note that the majority of materials used in the manufacture of this instrument are not of Scottish origin. Cocos and Blackwood is imported from the Belgian Congo, Nigeria and other South African countries. Ivory the ornamental drone mounts is shipped from India. Cane used in the manufacture of drone and chanter reeds comes from Spain, and the animal hides and leather for making the bags are imported from Canada and Australia. Only the Tartan bag covers and decorative ribbons and cords on the drones are actually of Scottish origin.



C.F.N. MARVILLE

A Station within the Canadian Forces' Network (95. FM).



THE SCOOTER SET AND RADIO

by Mrs Mary Freen

Although the voices of CFN's teen-aged DJ's are most familiar to the members of the community's teen set, they are also often heard by our adult listeners, because the duties of these scooter-set announcers include duty controlling.

In addition to the 12 teen-aged boys on our staff, there is also one young lady, Gloria Mathews. (Gloria and the boys are of course children of RCAF personnel).

Although Miss Mathews does no announcing and controlling, she makes a valuable contribution to the operation of the radio station by assisting the regular record librarian.

The twelve boys are responsible to the manager and executive directly, as well as through an elected spokesman. This spokesman is chosen by election, with a new member elected to the job every six months — so after Mark Junior's term expired a few weeks ago, the boys selected Scott King as the newest junior representative. The Jr. Rep's biggest responsibility is to find disc jockeys and controllers to fill the shows and controlling hours which are allotted to the teen-aged boys. Two such shows, which are popular mainly with the young listeners, are Tops 'n Pops, heard each Saturday at noon, and the Teen Show, which is heard Monday through Friday at four thirty.

The controllers and announcers for Tops 'n Pops are selected by a rotation system with the boys working in teams each two Saturdays. These boys also work as regular teams on the Teen Show with Bill Lynch and Mark Junior doing the show on Monday, Tom Hunt and Dave Thomas on Tuesday, Mike Harper and Danny Murray on Wednesday and Scott King and Don Dale on Thursday. Stephan Lacroix does the Friday edition of the show unassisted at this time, but John Malo and Austin Wheaton are training to step into a vacancy.

One of the most important duties of CFN's teen-aged boys is the job of opening the radio station on Saturday morning and beginning the day's broadcasting with two fairly new local shows; Music from Marville at 9 am and Saturday Star at 9.30. At ten the host of these shows then switches the station to receive the network programme from CFN Metz and stays on at the radio station as duty controller until noon, when the Tops 'n Pops team of the day come in. Jim Walker has been doing the Saturday morning beat recently with Scott King acting as his standby.

The work of the junior announcer is by no means limited to the duties mentioned however, since any of the boys will step in to fill a controlling vacancy during holidays, during day time on weekends and have even done a turn on the Friday All Nite Show (now Night Owl Show).

All the boys are students at the 1 Wing High School. Some of them are athletic while others are scholarly and while others still are a combination of both. They are drawn together in the broadcasting game through their common interest in radio work and they work at CFN as a closely knit and smooth-functioning organization within an organization.

The following will be broadcast on the « Quiet Hour » on May 7th 1963 :

Do-Re-Me	Sound of Music	6.30
Royal Windsor March	Coldstream Guards	4.25
Maria Mari	Mario Lanza	3.15
The Cuckoo	Obernkirchen Childrens Choir	2.00
Dance of the Camarristi	Boston Pops Orch.	3.30
The River is Wide	Kingston Trio	3.35
The Three Bells	Les Compagnons de la Chanson	3.25
March « Figaro »	Coldstream Guards	2.05
Drink to me only with thine Eyes	Countrymen	2.55
Ebb Tide	Earl Grant	3.55
Carmen Fantasy for Orch.	Bizet	10.00
Bless this House	Patricia Clark	2.30
Clair de Lune	Melachrino Strings	3.45
At the End of the Day	Pat. Clark & Brendan O'Dowda	2.10
Entrance - Madame But- terfly	Joan Hammond	3.20



feminine fancies



EDITOR — F/L Anna KEATS

The Last Pedestrian

I read an article the other day which started off with «The World's Last Pedestrian is Dead!» Obviously they didn't know about me! So as not to make a liar of the author, I decided I should learn to drive. The MSE Section kindly consented to give me lessons. I have already completed the first one and am deliberating as to whether I'll try the second or if I should take the easy way out and take pilot-training.

The area around the ex-445 Squadron hangar was selected as the scene of the crime, and from the expressions on the faces of those standing around, I could tell that they'd feel much safer having a CF-100 roaring around than me behind the wheel of a car. However, they persisted in putting on a vulgar display of courage and instead of taking refuge inside the hangar, they continued to stand outside — and laugh.

My driving problem seems to be that I haven't enough equipment for the job. Take for instance, the number of hands you require — two on the wheel, one to change gears and one to signal with. The way I add, that totals four, leaving me two short. Five feet are essential — one each for the accelerator, brake and clutch and two to stand on. (The first three will be suffering from nervous exhaustion at the end of the lesson). As for eyes, how can you look ahead, in the rear-view mirror, right and left, not to mention an occasional glance at the gears or the pedals on the floor, with only two eyes?

People with a conscience are definitely poor risks as student drivers. Cats, dogs and all such living creatures that get in your way are considered fair game. In addition, conscientious individuals would have a guilt complex a mile long if they considered the mental strain caused the Instructor, not to mention the internal injuries he suffers by the beginner's «take-offs» and «landings».

For the brave, (and obviously I'm considered brave), there's no place to start driving like a runway. Mind you, I could go to a driving school and start on the back roads, but then I'd have to pay. This way all it costs me is Blood, Sweat and Tears, with the Sabres zooming off on the next runway and me wondering who's going to pass who, or if we're going to «get together». There's a lot to be said for togetherness but this kind doesn't exactly appeal to me.

So you gals who have, on occasion, been annoyed by masculine remarks regarding the calibre of your driving, remember you have one staunch admirer. Anyone who graduates to the «Driving Licence» level evokes my utmost admiration. In any case, if I ever reach that degree of proficiency, I shall expect, at the very least, to be voted «Woman of the Year».

How do we Rate?

I notice in one of the back issues a dissertation on European men. I think it's time we looked at European women and see how we compare. Mind you, I've made no official survey, but these are the impressions I gained from seeing the average woman on the street in various places.

I was dreadfully disappointed in the women of Paris. The magazines at home lead you to believe that all Frenchwomen are terribly, terribly chic, but as you have probably noticed, such is not the case. I did see, at a nightclub, some «typical Frenchwomen», beautifully groomed and wearing their «little black dress», diamonds and mink with an air of understated elegance.

The women of Germany, to the last one, are so *sensibly* dressed. Their clothes are obviously purchased with a view to comfort and durability and remind me of the «no-nonsense» look of many of the women of Western Canada and the States. I can spot a German hat anywhere — a good sensible felt, rather mannish, but guaranteed to keep the head warm.

In England, they don't seem to wear hats — the majority of the women go for blond hair and seem determined to show it off. I saw beautiful clothes in the stores, but not on the street. It's clear that they depend on the tourist trade, and when I looked at some of the price tags, I realized that one would have to be a Texas millionaire to do any extensive buying.

Surprisingly, the Greek gals present the best appearance of all (I don't know why I was surprised, but I was). They pay more attention to their hair-do, make-up and general grooming than any other group I've seen. While not spectacularly dressed, they are smart.

The women of Rome, they tell me, have real chic. The only Italian women I've seen were those in Pisa and while some of them had beautiful features, their clothes would never be featured in «Mademoiselle».

A friend of mine was recently shopping in Holland and assumed she was being taken for an American until the saleslady told her «I knew immediately that you are Canadian — you are so well dressed». So maybe we don't compare unfavourably, after all!

What's New in the PX?

The «first fine day» always fills me with an ir-repressable urge to go shopping and this Spring was no exception. The first sign of greenery and a warm sun found me moving «sleep-walker» fashion towards the nearest store, in this case, the PX.

For the benefit of those who haven't been PX-ing lately, here are a few of the «buys» I noticed. First, some gorgeous white skirts, terylene and wool, and to go with them, those wonderful dark-bright silk blouses, or if you prefer, lambs sweaters in multi-shades (and not expensive).

As I moved along, I noticed a box of novelty silk head squares. As much as I love hats, I find a head square indispensable in Europe (those sudden showers) as even our suitcase-type purses can't pack a hat.

In the midst of this finery, I passed a table of baseball mitts, but I don't have to mention these — the kids will no doubt advise you of the brand, size — and the price.

I wandered into the cosmetic department and found a new supply of lipsticks, Molyneux and Lancome have a particularly choice selection. The cool, pink and off-peach variety that look so summery.

I was especially taken with the towels and scatter rugs for children, complete with fairy tale pictures.

I by-passed the shorts and bathing suits — there seemed to be a good selection, but it's not that warm yet!

I looked again at what I consider a real bargain — Irish linen Place Mats for one dollar and something. When I think of the prices at the «Irish Linen Shop» at home, I feel like buying the complete stock and going into business when I go back.

The last item I looked at were rose bowls. I don't know how you feel about rose bowls, but I personally think that no home should be without one. One rose bud and a spray of green artistically arranged in a rose bowl gives the impression that even one more blossom would be ostentatious.

As usual, I bought nothing and finished my tour at the Tall Cards stand (I love them).

See you next issue at the PX.

WORDS OF THE WISE

The men who try to do something and fail are infinitely better than those who try to do nothing and succeed.

Lloyd Jones

Whoever serves his country well has no need of ancestors.

Voltaire

Lemon Dessert (Rosa's)


Remember we had it one night when the Colbert's were here :

1 pkg Robin Hood Angel Food cake mix, and make according to directions. Remove when cool and cut off crusts. Then —

Putt 6 egg yolks, 3/4 cup sugar, 3/4 cup lemon juice and 1/2 tsp grated rind in recipient and cook in top of double boiler over hot but not boiling water, until mixture coats spoon. Add a few drops of lemon food coloring. Dissolve 1 pkg Knox gelatin in 1/4 cup of cold water and add to above. Set to cool.

Beat 6 egg whites until stiff, add 3/4 cup white and fold into custard mixture. Break cake into medium sized pieces, arrange about 1/3 in bottom of pan (Angel food pan), pour 1/3 custard mixture over cake and continue until all ingredients are used. Chill for 2 to 3 hours. Run knife around pan and funnel, dip in hot water and remove from pan. Ice with whipped cream, if desired, although I found the whipped cream was not necessary.

New arrivals :

- 
- 6th APRIL 1963
LAC & Mrs Lewis, a son, Tracy John
 - 11th APRIL
Cpl & Mrs Leclerc, a daughter, Suzanne Michelle
LAC & Mrs Oulton, a daughter, Heather Mae
 - 12th APRIL
LAC & Mrs Matthews, a daughter, Lou Le
 - 13th APRIL
LAC & Mrs Wilson, a son, Morgan Lachlan Splane
 - 14th APRIL
F/O & Mrs Splett, a son, Michael Edward
 - 15th APRIL
LAC & Mrs Leblanc, a son, Alain Paul
 - 19th APRIL
LAC & Mrs Oberholzer, a son, Kenneth James
 - 22nd APRIL
Sgt & Mrs Antonette, a son, Joseph Marc Eric
 - 23rd APRIL
LAC & Mrs Tomchuck, a son, Grant Edward

JET WASH

ARROWHEAD SECTION NEWS

Fire Prevention Flight News

Since our last report the Fire Hall Staff are very proud to announce two promotions. They are, Sgt Deveau to Flight Sgt and LAC Busse to Cpl. Congratulations to both you fellows and all the best from the boys.



Sparky says : The danger of fire is with us every hour - every day - every night. We must use all our experience all our organizational facilities in a ceaseless fight to conquer it.

Aircraft Repair Section

Yes, believe it or not, two write ups in a row !

The bowling has ended and was a barrel of fun for everyone taking part. It consisted of 27 teams coming down to semi-finals and finals — or the top 4 scores, and finally the top two. The winners were N° 1 team,

Matteau, Wrightman, Rae, Enokson, Bates and Gauvin.

It is rather late to impart this news, but we feel that we must tell you of the little trip a few of us made to 4 Wing to see the last game between the Arrows and the Raiders. It was a worthwhile trip, even though I nearly went round the bend listening to the banging bells and the cheers coming from Pete Denny and Tom Wallace — I was never so happy in my life when Pete's voice gave out and Tom's bell broke. We really enjoyed ourselves. The scenery was beautiful (mountains and valleys) and 4 Wing looked after us very well. Tom just can't get it through his head about all those rabbits ! Everything went very smoothly and we hit the sack after the game in order to be ready for the long drive back. We very much appreciated the Commanding Officer's gesture in giving us time off — it was well worth it. Most of N° Two Crew were there.

Back to the hangar once again where quite a lot of re-decorating has been done, making the whole place look very sharp. Entering the hangar the other morning we were met with the good news that Joe Leblanc had just become the father of a healthy baby boy, both Mother and son are doing well.

The long weekend has come and gone, the weather was perfect for long drives and quite a number of us were on the highways. LAC Bob Newell and family started off the season by camping out. He told us that it was just a wee bit chilly.

Last week we held a small stag for a friend who has departed for Canada — it was a great time of cards and refreshments and the party split up at a reasonable time.

By the way, Pete Wonitowy says he is doing OK in flying the heavy bombers — in no time at all he will be flying the 104's.

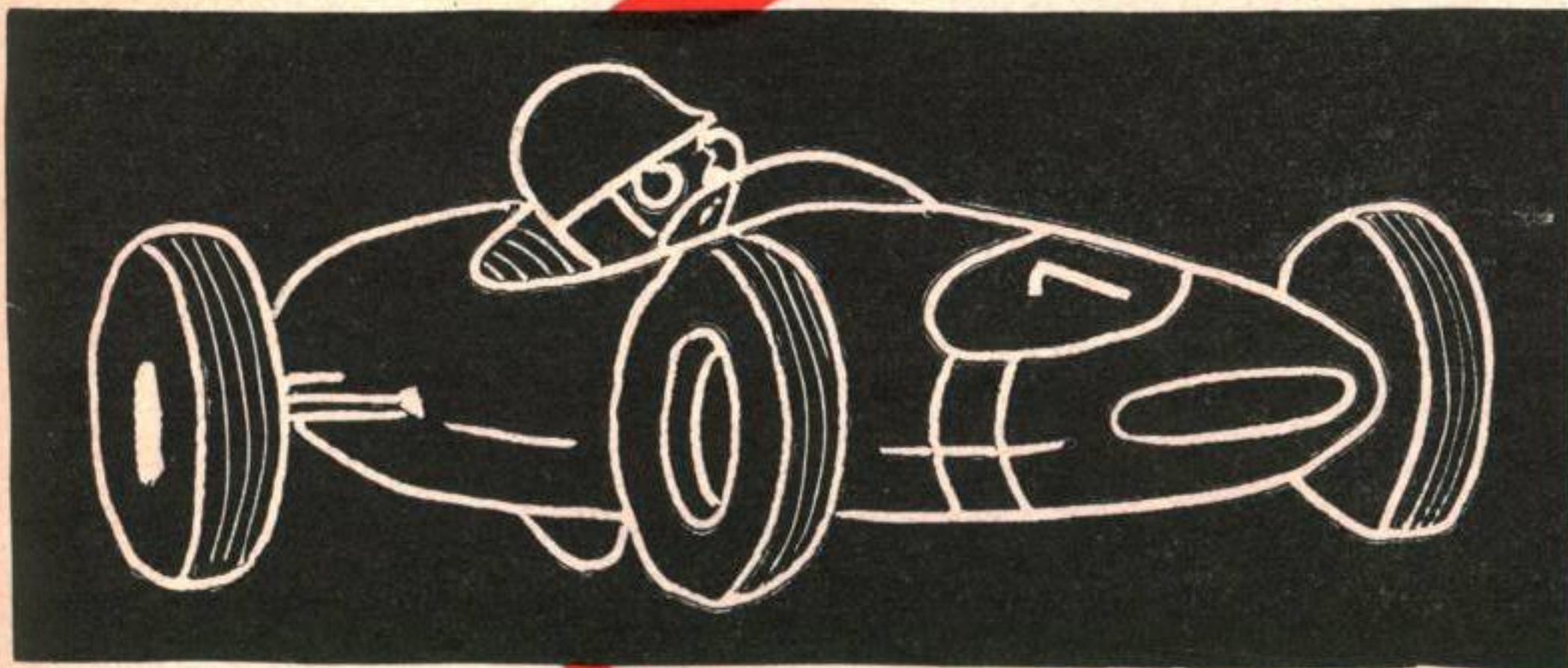
Bye for now,
« Dutch »



Recreation Section

SPORTS · MUSIC · DRAMA · ARTS and CRAFTS · SQUARE DANCING · SWIMMING.

FORMULA ONE



GRAND PRIX RACING

presented by the Marville Car Club.

After our initial write-up which appeared in the last edition, it is probably time to go into the car manufacturers and driver teams. This year some monumental changes have taken place in driver line-ups with the most significant being that Phil Hill of the USA, the 1961 World Champion driver who is no longer with Ferrari but will drive for a completely new team to racing, called ATS, abbreviation for Automobile Turisimol & Sport. This team will comprise an engineer and team manager of Hill's championship year ; Chiti and Tavoni who quit Ferrari to form their own racing team. Hill's partner is Giancarlo Baghetti who is, according to most write-ups, an up and coming first driver. A very promising team !

Secondly, Porsche is no longer sponsoring a team apparently because of financial difficulties. This drop out has placed California's Dan Gurney with Jack Brabham and they will be driving, of course, the Brabham. An interesting point concerning this team is that the manufacturer's and the driver's crown could be worn on the same head, namely Jack Bra-

bham's. Brabham of course is an old pro and world champion of 1959 & 60. Dan Gurney drives « everything » and drives very well indeed. He has driven stocks, harts, Indy machines, sports cars and formula one cars. BRM (British Racing Motors) is the current king of the constructors and will have the same team as last year with Graham Hill of England, last year's world champion, attempting to hold on to his crown. Team mate to Hill will be Richie Ginther, expected to be the surprise driver of the year.

Cooper will have the same drivers this year in the form of Bruce McLaren of New Zealand and Tony Maggs of South Africa. Both drivers are young and reliable and when the the old pro's drop out, these boys will take over and finish in the gravy.

Ferrari has a new team this year and it looks as though it will be, as it usually is for the black horse,

the most interesting team. John Surtees and Willy Mairesse will comprise this team — these men are said to be the bravest men this side of Ireland and both have loads of competition experience. Surtees comes to Grand Prix racing from motor cycle racing circles and Mairesse from tough open road rallying. Possibly they will maintain the usual Ferrari procession of at least first, second and third.

The Lotus team will remain the same, with top world champion contender Jim Clark of Scotland on the gas pedal assisted by Trevor Taylor. Jim Clark lost the world championship last year when his Lotus retired with engine trouble fifty miles from the finish and the championship with a hard won 30 second lead — definitely a top contender team.

Now, briefly, the independent drivers. Ray Salvadori occasionally races but is rumoured to have quit. Maurice Trintignant of France it is rumoured will race for the Walker team this year, but is on the verge of retirement. Trintignant is the only pre-war driver still active. Mostin Gregory (USA) is not known as one of the better drivers but has done well on occasions — is still active and will be performing for the fans as usual this year. Jo Bonnier is rumoured to have retired but may race again if offered a car. Lastly, Innes Ireland, stated in « Car and Driver » as a « child of the moment and children are not champions » is still around and is racing for BRP (British Racing Partnership) sponsored by Alfred Moss — Stirling Moss' father. Innes Ireland by the way, has placed first in one of the first Grand Prix of this year at Goodwood, England, driving a BRM powered Lotus. So maybe children do make champions!

The results of the two formula one races run on April 15th at Goodwood England and at Pau, France are as follows — Goodwood; 1st Innes Ireland in a Lotus BRM; 2nd Bruce McLaren, Cooper and 3rd Tony Maggs, Cooper. At Pau it was 1st Jim Clark, Lotus; 2nd Trevor Taylor, Lotus.

Some local international races of interest will be at Spa, Belgium on May 12; Grand Touring II & III Nurburgring Germany 1000 kms, Sport Prototype. On May 5th, at Trier, Germany there is an international race with all types from sports class to formula one participating.

Now for the local Marville Car Club news. The big

event to report on is the Spring Rally which proved to be as interesting as organizers anticipated it would be. Besides the local 1 Wing entrants cars from Verdun, Etain, 2 Wing, Metz and Phalsbourg participated. First place team was F/O Nipper Cumming and F/L Doug Christensen in an MG Midget 62, 2nd was a team of girls, Mrs Lois Christensen and Mrs Pat Kennedy in a 60 Volks and third place team was Jack Robertson and Bob Cole in a Sunbeam le Mans from 2 Wing. First and second teams were from 1 Wing. All in all a very interesting event and a very enjoyable afternoon.

Next edition — Driver placing last year, a little track info and flag interpretations, along with car equipment costs.

by D. L.

GOLFERS

ARROWHEAD GOLF CLUB — OPEN MAY 1st

Memberships now available for the 1963 Season

Memberships

Men \$12.00 Ladies \$8.00 Family \$25.00

Daily Green Fee 75 cents

Golf Driving Range now Open

25 balls for 20 cents

AVAILABLE FOR RENTAL

Golf Clubs — 25 cents

Golf Carts — 25 cents

Snack Bar Opens 1st May. Coffee, refreshments, hamburgers, hot dogs, sandwiches, bars etc., sold at low prices.

For further information contact the Arrowhead Golf Club.

BOLLS *Shoe Gin*



Air Division Ladies Bonspiel

The big event has come and gone with the McCabe rink from 4 Wing taking the championship, two years in a row. The Spiel got underway with a terrific banquet held in the Airmens Mess, where Mrs. A. Thomas, President of the 1 Wing Ladies Club, welcomed the visiting rinks. The first stone was thrown by Mrs D.P. Hall, our Commanding Officer's wife and then the battle was on. Our ladies did themselves proud by coming second in the first event and winning the second and third events.

A lot of old acquaintances were renewed and many new friends made, letters congratulating our committees on a job well done have been received from the visiting rinks. We would like to thank the Mens Curling Club for their assistance and a special bouquet to Thelma Large, Sue Ward, Cpl Tim Knight and FS Roy Faulkner.

Mrs Thomas congratulated the winners and presented the prizes to each curler of the winning rinks.

Winners were :

1st Event — 4 Wing

Muriel McCabe, Joan Byrne, Barbara uee & Connie Buchanan.

Runners-up — 1 Wing

Esther McWilliams, Pat Wagner, Dot Simpson & Betty Sheppard.

2nd Event — 1 Wing

Marge Gaudet, Dot Earle, Dot Hall, Vivian Barkley.
(Top Photo)

Runners-up — Ramstein

Charm Watkins, Pat Hammond, Anna McLeisk, Fran Bloye.

3rd Event — 1 Wing

Clare Halland, Ceclia Knight, Barb Thomas, Freida Balmer.
(Centre Photo)

Runners-up — 2 Wing

Betty Creelman, Martha Schweler, Pat Cameron, Betty Hetherington.

The Ladies Curling came to an end with a Novelty Bonspiel. I'm sure that if the MO had made an appearance he would have committed us all to the nearest mental home ; at times our ice-maker for the day was seen shaking his head. Our dress was out of this world — far out. However, it did prove one thing, we now have a new brand of skips coming up for the next season. At time we were so mixed up, one would have thought they were back in Ottawa at Confusion Square at five o'clock. The prizes were excellent, the food good and the laughs terrific and, speaking for contestants, the ultimate end to wind up a successful year of curling.

Well done girls, see you at the rink next season.



THE MART

Arrowhead Classified Advertisements

CARS FOR SALE

1957 Mercury Monterey, 2 tone black. Excellent mechanical condition. \$700.00 cash or \$150 down & \$52 per month for 12 months — financed by Goldring Motors in Verdun. Call Lt Davidson at Verdun Military 7368.

1958 Black Volkswagen, in perfect condition, recently overhauled, price \$600.00. Contact F/L G. Greenaway at Local 178, or PMQ B27.

1959 Opel Caravan, colour grey, in A1 condition. Call LAC Coburn at Accts, Loc 23.

1959 Opel Caravan. 79,000 kms. Custom radio, seat belts, floor mats, new tires. Contact F/O Reagh at Loc 172.

1960 Envoy Vauxhall Station Wagon. 43,000 miles. Excellent condition. Contact F/L Yerxa at Loc 175 or 48 Ave Bouvier, Virton.

1960 Pontiac Catalina, red and white convertible. Power brakes & steering. Good condition — \$1800.00. Call Lt DD English at Verdun Military 7435.

1960 Taunus colour cream & red. In very good condition. Contact Sgt M Oates at PMQ F22 or Loc 213. Price \$875.00.

1961 Volkswagen with sunroof, ww tires, undercoated, export equipment, snow tires, snow chains, radio Blaupunkt (AM, FM, LW), floor mats, front seat covers, fog lamps, extra pair white sealed beam headlamps. Eligible for shipment to US at government expense. Contact Captain Morreale, Verdun Military 7204/7393 (0800-1700 hrs).

1963 Oldsmobile c/w all accessories, power steering, brakes, etc. Contact VME0 at Air Div HQ.

TRAILER FOR SALE

Trailer with 50ft extension. Call F/O Dore at Loc 183 or Trailer N° 6, Ire le Pres.

Trailer with extension, overall length 22' x 38'. Carport, cement drive, large storage shed, 2 bedrooms with folding partition to construct into 3 bedroom, e piece bath, living room, large kitchen, hot water tank, amply equipped with cupboard & counter space. Excellent location 4 miles from base at Ire-le-Sec trailer (behind stone wall). Contact FS MackIntosh at Local 150, Available end of July.

Holiday trailer — 1962 Sprite Alpine, 12 ft (excluding hitch). Purchased Aug 62. Sleeps 4 comfortably. Has 1 large & 1 small table, propane stove c/w 2 burners & grill, sink & 2 propane lamps, enclosed chemical toilet wheel brakes, plug in for external electric power with fuse box. Blue & Grey exterior with orange curtains. Weighs only 1100 pounds & can be towed with as little as 50-60 hp. Contact F/O Moffat at Loc 192 or PMQ C34. Available mid-June. Price \$825.

42 ft Paladin house trailer with 25 x 10 ft extension, big shed, large porch, garage, situated at Ire le Pres Trailer site (across from Loox Esso Service Station, Montmedy). Contact WO Froment at Loc 36 or at Ire le Pres.

MISC. ITEMS FOR SALE

1500 watts transformer — \$10. Also 2000 watt twin bar radiant heater — has appearance of small fireplace. \$20. Contact F/L Norman at local 172.

Arthur Martin Fridge for Sale. 220 volts. Large size, only two months old. Also, 1500 watt transformer. Contact LAC Uniks at Local 112 RAPCON or Ire le Pres Trailer Site.

American style baby carriage — can be made into car bed, price \$10.00. Baby crib & mattress — in good condition — mattress only 8 months old size 27" x 54". Price \$15.00. Contact Sgt Ashton at WWO's office, Local 7.

3 speed bike in good condition. Has new inner tubes. Contact LAC Wright at Loc 204 or Fbrg d'Arrival, Virton.

« Philco » American type washing machine. 15 months old. \$60.00. Contact LAC B Horochuck at Loc 203, or 54 rue des Eperires, Florenville, Belgium.

Childs play house, 4ft sq & 4ft High. Built from popular Mechanix plans — walls of lumber & hardboard. Floor 1/2" plywood — roof hardboard — includes wooden stove & table — easily disassembled for shipping or storage. Price \$20.00. Sand box — 9 x 36 x 36" — 1/2" plywood sides & bottom — painted white — perfect condition. Price \$10 (without sand). Childs car seat — padded seat — folds compactly — \$1.50. Contact F/O Moffat at Loc 192 or PMQ C34.

1961 Saba radio (3000 stereo). In perfect condition. Best offer for quick sale Contact F/O RE Smith at Local 200.

Minolta Super « A » 35 mm slide camera, new in 1958. Comes complete with wide angle lens, detachable light meter coupled to speed control, self-timer and various filters. Best offer. Contact F/O CW Groskorth at Loc 192.

Specially modified DKW 1000 engine, bored out to 1100 cc. Comes c/w special coils, Weber carburettor and is barely broken in. Produces 87 bhp at 5300 rpm. Fits standard DKW exhaust manifold and transmission. Best offer. Contact F/O Groskorth at Loc 192.

Miscellaneous automobile items for sale, including two good Continental 5.60 x 13" tires, Triumph Herald 13" and DKW 15" wheel rims, etc. Contact F/O CW Groskorth at Loc 192.

APARTMENTS FOR RENT

Living room, kitchen, 1 bedroom, complete bathroom Apply 13 rue des Roses, Ethe, Belgium.

Complete house, comprising kitchen, living/dining room, 2 bedrooms, bathroom equipped with hot water system using electricity at cheapest rate (1.7¢ per khw). Garage suitable for small car, garden, laundry room, reasonable rent. Contact « Speedy » at Central Warehouse, or Mrs Jacquet at 4 Allee des Roses (new city) Virton, Belgium. House situated at 94 Grand rue, Ethe, Belgium.

1 bedroom, living room, kitchenette, bathroom — 2,000 francs. One more bedroom available at slightly higher rent. Contact Authelet, Route de Couvreux, Dampicourt, Belgium.

Very nice apartment, comfortable, living room, kitchen, hot and cold water, one bedroom, private bathroom, back yard, garden, garage, telephone. Address : 12, Rue de la Station, Virton-St Mard.

The same apartment with two bedrooms, will accept not more than one child. Address : 12, Rue de la Station, Virton-St Mard.

2 bedrooms, kitchen, bathroom, living room. Contact M. Marcel Bekaert, Torgny, Belgium.

WANTED ITEMS


Guide suit, size 14 (just the tunic) & guide camp suit, size 12-14. Contact LAC Wright at Loc 204 ar 22 Fbrg d'Arival, Virton. (Near NOPRI store)

Wanted one man's bicycle. No extras necessary. Call F/L Gartner at Loc 200.


Baby carriage. Contact LAC Foley at Loc 105 or PMQ E17.

NOTICE

LUGGAGE SALE AT ETAIN PX
From 16 Apr to 4 May.
Substantial Savings can be realized during this sale.



Volkswagen
1200+ 1500



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Hi Kids,

It is with sadness that I tell you that this is my last article « Playtime with Auntie Lyn ».

Next month I shall be heading back to Canada. I want to thank all my little friends for the kind letters I received, the beautiful colour drawings you've done for me and last, but not least, your requests you've sent in for my radio programme, for if not for all these and your appreciation, the Auntie Lyn's Playtime could no have been possible.

Here is a little dancing puppet I leave for you to make.



A DANCING PUPPET

Cut and paste picture on a piece of cardboard. You could colour his suit bright colours. When paste is dry

cut around the cardboard. Cut out a strip of cardboard about one inch by three inches and paste it to the back of the man, like this —



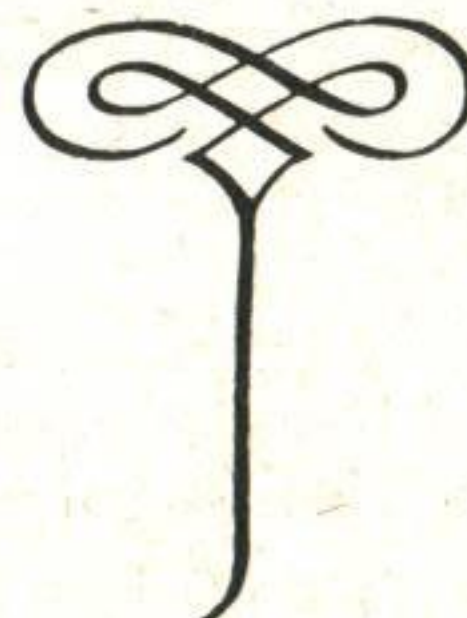
With a piece of cellophane tape, fasten the strip to the back of your hand, like this —



Now fold the shoes slightly, along the dotted lines, and strip them over two of your finger tips. Pretend that your fingers are his legs. See how quickly he learns to dance — he can even do the twist.

And REMEMBER, what I've always told you, play safe and be good.

Bye, Auntie Lyn



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THE NEW HAMPSHIRE INSURANCE COMPANY
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IF YOU WANT THE BEST RATES LOOK BELOW

AGENT AT MARVILLE:
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The *lightest* whisky
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ASTRA MARVILLE CINEMA



Theatre Manager :
Sgt KG HARPER

Assistant Manager :
LAC C. MAHEUX

Forthcoming Attractions

Week commencing 5th May 1963		
Sun 5th 1800 & 2030	One Hundred & One Dalmations	Technicolor W. Disney « U »
Mon 6th 1800 & 2030	Island Escape	Eastmancolor Jeff Hunter, B. Perez, M. Thompson « A »
Tues 7th 1800 & 2030	Light in the Piazza	Cinemascope-Metrocolor « A »
Wed 8th 1800 & 2030		Y. Mimieux, O. de Havilland, R. Brazzi
Thurs 9th 1900	Oliver Twist	« A » J. Howard Davies, R. Newton, Kay Walsh
Fri 10th 1800 & 2030	On the Beat	« U »
Sat 11th 1800 & 2030		Norman Wisdom, J. Jayne, R. Huntley
Sat 11th Children's Matinee	Come out Fighting	Bowery Boys
Week commencing 12th May 1963		
Sun 12th 1800 & 2030	Very Important Person	« U » James R. Justice, L. Phillips, S. Baxter
Mon 13th 1800 & 2030	The Manchurian Candidate	« A » Frank Sinatra, L. Harvey, Janet Leigh
Tue 14th 1730 & 2030	Hatari	Technicolor « U »
Wed 15th 1730 & 2030		John Wayne, Elsa Martinelli, H. Kruger
Thur 16th 1900	Above us the Waves	« U » John Mills, John Gregson, D. Sinden
Fri 17th 1800 & 2030	Girls! Girls! Girls!	« U »
Sat 18th 1800 & 2030		Laurence Harvey, F. Nuyen, M. Hyer
Sat 18th Children's Matinee	Five Little Peppers in Trouble	Robert Newton, Edith Fellows



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