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THE ARROWHEAD TRIBUNE

VOL. 3 N° 15

1 WING, RCAF, MARVILLE

31 AUG. 63

The *Arrowhead Tribune* is published twice monthly through the kind permission of Group Captain A.F. Avant D.S.O. D.F.C. C.D., Commanding Officer, N° 1 Wing RCAF, Marville, France.

Articles printed in this magazine should in no way be construed as RCAF opinion or policy unless accredited to an official source.

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Section reporters and personnel contributing articles to the *Arrowhead Tribune* 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 all requirements of the magazine.



HANDING OVER CEREMONY

Shown in our photograph above is Group Captain D.P. Hall, the former Commanding Officer of 1 Wing RCAF and the new Commanding Officer Group Captain A.F. Avant D.S.O. D.F.C., C.D. at the Handing Over Ceremony on Friday August 1963.

PHOTOGRAPHS

Photographs in this issue obtained through the RCAF and Cpl Hincks.

COVER STORY

441 Squadron on the occasion of their retirement from their fighter rôle.

Deadline date for the next issue is :
Friday 20 September 1963.

NOTICE — The next issue of the *Arrowhead Tribune* will be 30 Sep 1963. Advertising contacts will be extended.

FIRST FALL ALL RANKS DANCE

REC CENTRE

27 September 1963 - 21.00 hrs

Professional Entertainment to be on hand. Let's start the season off with a good attendance.

PERUTZ — Two boxes of/slides have been left at the *Arrowhead* office. They were sent away for developing on the 26 Jun and 30 July and depict scenes of Greece and Holland.



Recreation Section

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

Arrowhead Golf Club Programme

22 September 1963

A final open tournament will be held, followed by refreshments and many prizes. Members who expect to attend are requested to register at the club house. See your tournament committee member and club house notice board for details.

Minstrel Show

The Merry Minstrels of Marville will be taking over the Astra theatre early next November for three, two hour performances for you the serviceman and your dependents. The organization for this production has been set up and the material for its presentation has arrived from America.

Inter Wing Ladies Softball

On the 31st July at 1 Wing, the Ladies Softball Team were hosts to the 2 Wing Ladies for the first game of the semi-playoffs. 1 Wing took the first game 6-5 ; it was a very close game and very well played by all participants. 2 Wing took the next game 6-4, another well fought game ; the third game was then played at 4 o'clock of the same afternoon with 2 Wing winning by the score of 11-5. The 1 Wing girls congratulate the 2 Wing team and wish them good luck in the playoffs against 3 Wing.

At this time the Ladies Softball Team would like to say a special thankyou to the Rec Centre, ME Section and all the sections who so willingly gave the girls time off to play all the games. A hearty thanks also to LAC Harry Salahub, first coach, and WO2 Coutts and Sgt « King » Arthur who so willingly took over when Harry went on leave and continued on to take us into the semi-playoffs.

Myself, I would like to congratulate the girls on their well fought games, good sportsmanship and doing their best at all times. A thankyou, too, to the married girls who so willingly gave up their time.

LAW Betty Knox
Manager

Following the last two talent shows staged during the last eight months a considerable number of requests came into the Recreation Centre regarding future entertainment and continued shows to encourage local servicemen and dependents to participate. After questioning this group and others it was encouraging to note that 90 % agreed that a Minstrel Show would be a good kind of entertainment to organize and to stage for the fall months.

Based on this information the W Rec O arranged to get Minstrel Show material from Canada. This has arrived and plans for the organization and production of such a show are in the making. There are a few people who have volunteered their services to help us get the show on the road, however, we need all the ideas we can get, so as to make this the Stellar Production of the year. Any of you who have worked Minstrel Shows, or any who are interested in helping to produce such a variety programme please let us know soon, so that practices can be started. Maybe your interest lies in Make-up, Costuming, lighting, or prompting, maybe as a participant in the show proper as a Singer (whether you read music or not) banjo player, soft shoe artist, end man, etc. Register your interest, or specific talent at the Recreation Centre as soon as possible. For any not able to register at the Rec Centre there will be an open meeting 2.15 pm on the Mezzanine Floor 3 September 1963. You will be advised of practice dates and time when you register. Phone 10 51 or 52.

Annual Air Division

Dependent Swim Meet

During the past month, a number of dependents from this Wing have been practicing for the Annual Air Division Dependent Swim Meet. On the 20th August the team journeyed to 2 Wing for the meet.

The contestants had practiced quite diligently but, faced with such a small number of competitors, it would be difficult to match the results of previous 1 Wing teams. At the end of the 22nd event, 1 Wing was one half point off first place, but with only eight members of the team being eligible to swim in the five style relays, (which needed four members to a team), 1 Wing had to settle for third place in the overall contest.

The final standings were as follows:

3 Wing 99	4 Wing 76½
2 Wing 95	Air Div 32
1 Wing 78½	

The following is a list of the 1 Wing team members and the events in which they participated. At the present time the official results are not available.

BOYS UNDER 11

25 m Free style: Nigel Harvey; Fred Lewis
25 m Breast stroke: Danny Casgrain; Bobby Randell
25 m Back Stroke: Fred Lewis; Nigel Harvey
100 m free style relay: Danny Casgrain; Fred Lewis;
Bobby Randell & Nigel Harvey.

GIRLS 11, 12 & 13

75 m Medley relay: Diane Casgrain (back); Verna Miller (breast); Marlene Macklam (free)
25 m free style: Diane Casgrain; Marlene Macklam
25 m Back stroke: Diane Casgrain; Darlene Macklam
25 m Breast stroke: Verna Miller; Patsy Avant.

BOYS 11, 12 & 13

75 m Medley Relay: Darcy Ruse (back); Bob Pascoe (breast); Pierre Casgrain (free)
25 m Free style: Pierre Casgrain; Darcy Ruse
25 m Back stroke: Gred Ruse; Bob Pascoe
100 m free style: Tom Rae; Greg Ruse; Ricky Brown; David Harmer.

GIRLS 14 & OVER

150 m Relay: Julie Ball (back); Lorraine Harvey (breast); Adele Bollis (free)
50 m free style: Lorraine Harvey; Adele Bollis
50 m Back stroke: Adele Bollis; Barbara Proux
50 m Breast stroke: Lorraine Harvey; Barbara Zeigler
200 m Free style: (none).

BOYS 14 & OVER

150 m Medley: Larry Avant (back); Stan Bulger (breast); Peter MacDonald (free)
50 m Free style: Larry Avant; Peter MacDonald
50 m Back Stroke: Peter MacDonald
50 m Breast Stroke: Larry Avant
200 m Free style relay: (none).

Marville Car Club

It has been several weeks since the Marville Car Club reported on organized automobile racing to the readers of this very popular station magazine.

The writer intends to pick up the strings by reporting on the Grand Prix, held at Neurenbergring in Germany, August 14th (approx 100 miles from Marville). In the opinion of the writer, the aforementioned contest was by far the most exciting car rally yet attended by him since his association with the car racing business. John Surtees of England won the race driving a Ferrari — the first non — English made car to win this year. Graham Hill (last year's world champ) retired with engine trouble; Bruce McLaren and Willy Mairesse suffered injuries when their cars left the track. The course was considered to be very difficult by all participants, proof of this is evident by the fact that only six contestants finished the race. This standings were as follows:

- 1 - John Surtees (Ferrari)
- 2 - Jim Clark (Lotus)
- 3 - Rickie Ginther (BRM)
- 4 - Gerhard Metter (Porsche)
- 5 - Jim Hall (Lotus BRM)
- 6 - Joe Banneir (Cooper Climax)

Marville Car Club, like other RCAF recreation clubs is always seeking new members to keep the ranks of the organization filled, therefore, any of you interested in car club activities, get in touch with any member of the executive or call the Rec Center for further information. The club is losing some members at this time and special mention is made of Captain Ted Penwill, who is going to Soest, Germany. Captain Penwill is the Club's Treasurer and has held that position since the club was organized early last fall. With a keen sense of business and a clear understanding of the constitutional limitations, Captain Penwill has been a guiding hand to the members.

MacCreary (Club Secretary) has been transferred to CJS London. Mac will no doubt be in a position to obtain automobile movies for the car club. He will undoubtedly belong to one in England.

The Club will hold its annual election during October and therefore, anyone interested in holding office watch for the date of the meeting and attend. If the Arrowhead Tribune is not published in time to warn all of the election date, notification will be provided through DRO's and over CFN.

A note of interest to members and others, is that some members are planning to attend a racing drivers course at Mallory Park, England. If any readers are interested, contact LAC B Kennedy at Local 195, 439 Squadron. More information on this course will be given in the next edition of the magazine.

Any Car Club members who have not returned their questionnaire on the types of car rallies, are asked to get them in as soon as possible, to Cpl Hank Acorn and 441 Squadron.

Coming Events in September

Beginning
of
September
1

CANNES : International Festival of Amateur Films.

ANDUZE-MAS-SOUBEYRAN : Assembly of the Desert (Grand Protestant Meeting).

Every year thousands of Protestants flock to this tiny mountain village in the Cevennes to commemorate the heroic struggle for religious freedom waged by the « Camisards » (peasants in shirt-sleeves) after the revocation of the Edict of Nantes in 1685. It took 30,000 troops to subdue 3,000 Protestant guerilla fighters, whose leader's house, La Maison de Roland, is now a museum of Protestantism, Le Musée du Désert.

BAYONNE : Bullfights in the Arena.

VERSAILLES : Night of the Strolling Minstrels or « Pipers' Day ».

DIGNE : Lavender Fair.

2 to 9

VICHY : World Championship of Water Skiing.

2 to 8

LOURDES : Pilgrimage of the Rosary.

5 to 15

BESANÇON : International Music Festival. Philharmonic Orchestra. National Orchestra of French Radio-Television.

5
7

Symphonic Concerts.
Chamber Music Concerts.
Two concerts of sacred music.
Two choreographic galas.

The season of festivals comes to a climax in the old Spanish town cradled among its green hills. Concerts and a most interesting competition of young orchestra leaders are held in the Theatre, in the sumptuous Hall of Parliament of the old Franche-Comté, and under the medieval vaults of St. John's Cathedral.

6 to 14

DIJON : International Autumn Games.

6 to 15

CHAMBERY : Commercial Fair.

7 and 8

DIJON : International Festival of the Vine.

8

CASAMACCIOLI : Festival of Saint Niolo. Procession of the Granitola.

1 and 15

VERSAILLES : Display of Fountains.

8

FRONT-ROMEUE : Pilgrimage to Our Lady of Front Romeue at the Hermitage.

LE FOLGOET : Pardon of Notre Dame.

One of the most important of Breton pardons, celebrated in the splendid Gothic Church of Notre-Dame at the miraculous fountain of « the Madman of the Wood », fed by a spring under the altar. A lily, springing from the pious madman's tomb and spelling out the words Ave Marja in gold, occasioned this famous pardon, which dates from the 14th century.

JOSSELIN : Pardon of Notre-Dame-du-Roncier.

Another moving Breton pilgrimage commemorating the appearance of the Virgin to a Breton peasant in the year 800.

RONCHAMP : Pilgrimage to Notre Dame of the Heights.

The famous « shed » sanctuary of Le Corbusier was designed to accommodate large crowds, and admirably performs its function during the grand procession of this pilgrimage.

8 to 15

ROC-AMADOUR : Pilgrimage of Our Lady.

History, art and legend have combined with geography to create one of the most striking sites in France at Roc-Amadour. This pilgrimage, dating from the 6th century, has attracted such historic personalities as Roland, Saint Louis, and Louis X, all of whom climbed on their knees up the steep steps carved into the rock just as pilgrims do today.

12-14-15-16

CRAON : Horse Races.

24 to 27

SAINT-REMY-DE-PROVENCE : Local festival with « abrivado » and bullfights.

29

MONT SAINT-MICHEL : Traditional Pilgrimage to the Famous Monastery « In Peril of the Sea ».

End of
September

PAULLAC-MEDOC : Wine Harvest.
SAINT-EMILION : Festivals.

A MESSAGE FROM THE

COMMANDING OFFICER, 1 WING, RCAF

After more than a decade of flying Sabres in Europe, the time has approached when 441 Squadron is to be separated from that famous and faithful aircraft. Though the event may well bring a pang of

regret to the hearts of all members of 441, past and present, it will also provide an occasion to reflect with satisfaction on the enviable

record achieved by the squadron during the Sabre era. That record has been outstanding in all respects; it will provide a proud and solid background for those of you who will remain with 441, and those who will soon join you, to meet the challenge presented by a new aircraft and a new role with confidence and similar success.

On behalf of all those who have had the good fortune to be associated with the squadron during the past ten years, congratulations to 441 Squadron on its fine achievements and best wishes for its future with the CF104.



SILVER TOP DRY GIN



Summary of 441 (F) «Silver Fox» Squadron (Postwar Years)



441 «Silver Fox» Squadron was reformed at St Hubert, Quebec under RCAF organization order number one, 1951. The first squadron Commanding Officer was S/L A.R. MacKenzie DFC, an experienced WW II fighter pilot. The squadron was first equipped with de Havilland Vampires, but after a number of months received its first F86 MK II Sabre from Canada. The first F86 arrived on the 19th of June 1951. A gradual build up, both in pilots and aircraft brought 441 to a combat ready state and in February 1952 the squadron moved across the Atlantic to North Luffenham, England. 441's aircraft were flown to Norfolk, Virginia and taken on board HMCS Magnificent for the sea voyage. Upon arrival at its new

home the serviceability problems associated with the new aircraft were soon overcome and 441 took its place among the top fighter squadrons in the U.K. The margin of performance which the F86 provided soon brought the Canadians into great demand. Every exercise was a concerted effort by pilots and ground crew to maintain and surpass the very high standard demanded of them. The R.C.A.F. Sabres fitted well into the defence plan of the United Kingdom and many joint exercises were carried out with the Royal Air Force. 441 was also in great demand for airshows and displays and the pilots soon became practised in flypasts and aerobatic displays. One squadron pilot F/L Dean Kelly, enjoyed a reputation as one of the

finest solo aerobatic pilots in the U.K., and during his tour did many shows at various spots around the country.

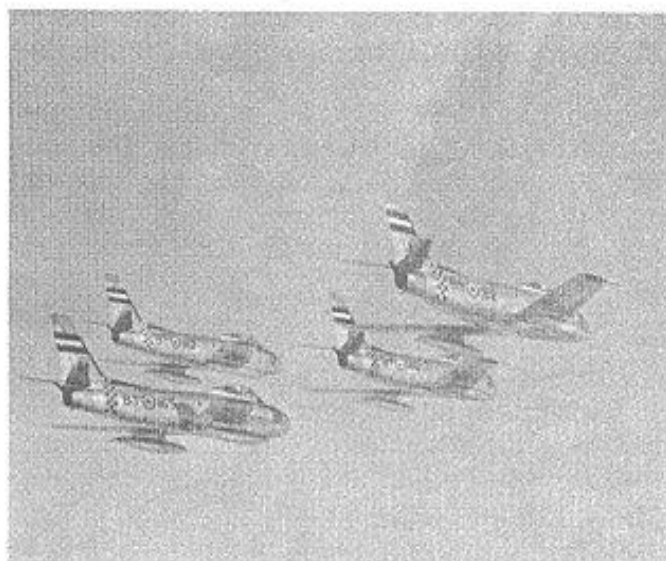
In October of 1962, S/L MacKenzie left the squadron for a tour of duty in Korea with the United States Air Force. Only two months passed before he was reported missing on air operations and as it turned out he was not to return from a Chinese Communist P.O.W. Camp for four years.

In February 1953, S/L W.T.H. Gill, DFC, took over officially as Squadron Commander, from Acting OC, F/L Kelly.

Early in 1953 the squadron took part in the Coronation flypast for Queen Elizabeth the Second and shortly afterwards in the Queen's review at R.A.F. Odiham.

During the summer of 1953, 441 along with its sister squadron at 1 (F) Wing, 410, took part in intensive air firing against towed drogues and gliders. The scores rose gradually to a quite respectable level due to keen team work on the part of all personnel.

S/L D.R. Cuthbertson, AFC, took command of the squadron in February 1954 and in November of 1954 the Silver Foxes made the move to the continent. As the airfield at Marville, France, was not yet complete, the initial shift was to Zweibrucken, West Germany. 441 shared squadron facilities with 434 (F) Squadron and a few crowded months were spent at Zweibrucken. In March 1955 the first 441 Sabres landed at Marville and one month later the squadron completed the move to its present home.



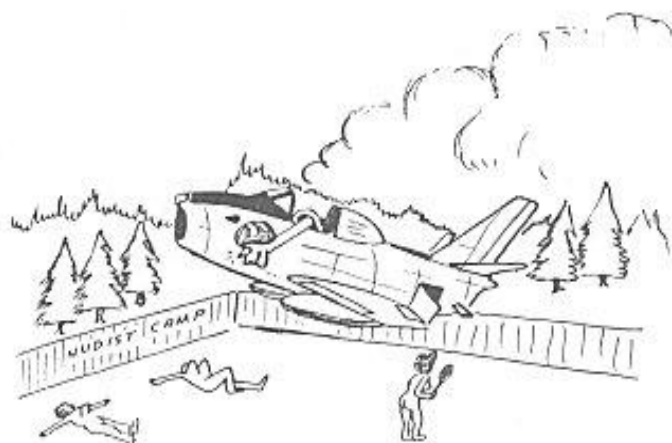
F86s in 441 Squadron's former livery.

During the spring of 1955 the F86's received their drab camouflage paint to fit them for European operations. As the summer progressed the RCAF G.C.I. site at Metz, code-named « Yellow Jack », came into operation and quickly established itself as the best in Europe. In the fall of 1955, after intensive cine work, the squadron deployed to Rabat in French Morocco for air firing. 441 achieved the highest trophy shoot score for Air Division in that year (34.88 %).

In December 1955, 441 stood Zulu for the first time, a high state alert program which quickly became an accepted part of 1 Air Division life. For the first Zulu operations, the squadron deployed to 3 (F) Wing but by May of 1956 the high alert was taken at Marville, making the entire operation much more effective and, of course, simpler to organize.

At Rabat in August of 1956, 441 was again the highest scoring squadron. On their return to France, late in August, the F86 MK V was replaced by the new production F86 MK VI. This aircraft quickly established itself as the finest day fighter on the European continent. R.C.A.F. pilots in this Canadian built and powered aircraft were to rule the skies of Central Europe for many years to come. Indeed, the West German Air Force was so impressed with the MK VI that all the day fighter wings of the new Luftwaffe were equipped with the Canadian aircraft.

The fall of 1956 saw a change in OCs, S/L Fisher taking temporary command from S/L Cuthbertson.



Low Level Navigation

At Christmas time another change of command took place, S/L Hill taking the reins from S/L Fisher.

In September 1957, 441 made its first deployment to the new RCAF Air Weapons Unit at Decimomannu, Sardinia. The squadron made the trip non-stop, skirting the westernmost tip of Switzerland, crossing the Alps, then across the Mediterranean parallel to the Island of Corsica and finally to the southernmost tip of the Italian Island of Sardinia.

On its next visit to Decci, 441 again set a high for the trophy shoot of that year (28.5 %). The deployment to Sardinia was to be repeated many times in the years between 1957 and 1963 and 441 was generally among the top squadrons.

S/L Hugh MacLaughlan, DFC, took command of 441 in October, 1958, becoming its fifth post war officer commanding.

For a period of nearly four years, 441 was the 1 (F) Wing deployment squadron. This «honour» involved spending several weeks under canvas at Rocroi, France, another RCAF airfield. It was a truism that it started raining the morning of 441s departure for Rocroi and stopped just about the time that the squadron returned.

In June 1961 W/C DAB Smiley DFC took command of 441 Squadron, replacing W/C Hugh MacLaughlan.

The Guynemeyer Trophy Shoot is an «Air Cent» wide, annual air firing competition in which the RCAF has been particularly successful. In five out of six competitions the Canadian pilots have emerged victorious and 441 has been represented on several of these teams. F/L Ron McGarva led the team to victory for two consecutive years and F/O CA Winegarden established an all time high record in the 1962 shoot, receiving the Prince Bernhardt medal for his professional attitude and ability.

During the years between 1960 and 1963, changing tactical requirements and the obsolescence of the F86 have led to many changes in Air Division policy. In 1960, organized air fighting came to a much mourned end and flying hours have been reduced on several occasions. Despite these restrictions 441 pilots have continued to maintain a very high standard in all phases of operations. Perhaps the only way in which a squadron's ability can be assessed in peacetime is in air firing results, where you can actually «count the bullet holes in the flag».

In the fall of 1962, due to intensive cine practice and a very high standard of co-operation between ground and aircrew, the squadron attained the highest air firing average in 1 Air Division history. When the final flag was down, 441 had achieved an overall average of 37.2 %, surpassing by a considerable amount any previous RCAF score.

During the Sabre phase-out in the spring of 1963 the Squadron increased its Zulu commitment to 12 aircraft, more than ever before. Despite the gradually declining number of squadron aircrew, the usual combat ready strength was maintained. The aging F86 also presented many new problems to the groundcrew but every morning at least 80 % serviceability was reported and usually it was much higher.

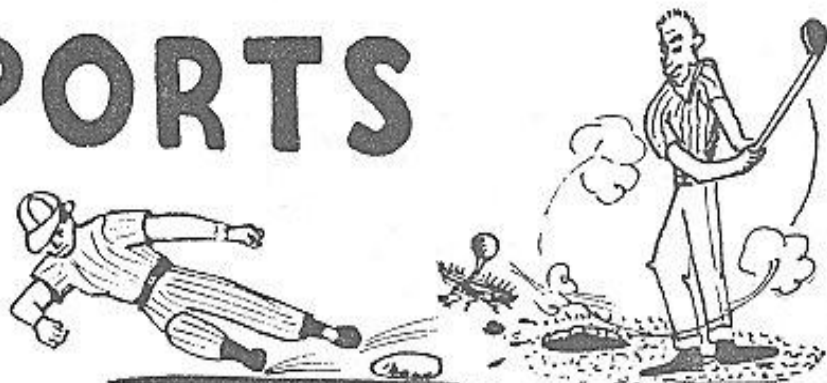
W/C Smiley turned over command of the squadron to S/L EL Arnold in June 1963 who in turn handed over to S/L Les Price on 26 Aug 63. The «Checkerboards» made their last deployment, to Skrydstrup in Denmark, in July of 1963, shortly before the end of their existence as a «day fighter» squadron. The F86 aircraft will be ferried to Prestwick in Scotland to meet the eventual fate of all fighter aircraft, the scrap metal pile. Many a pilot will be down hearted, as the Sabre's passing marks the end of a long history of day fighter operations in the RCAF. Certainly if the future squadrons of the airforce become as competent as the ones of the past, the reputation of the RCAF will always be a fine one.



441 Squadron lined up in strength.



SPORTS



The squadron has participated through the years in all the inter-section sports, unfortunately the results were not always successful, but the effort and time involved helped immeasurably in making the squadron a better « team ».

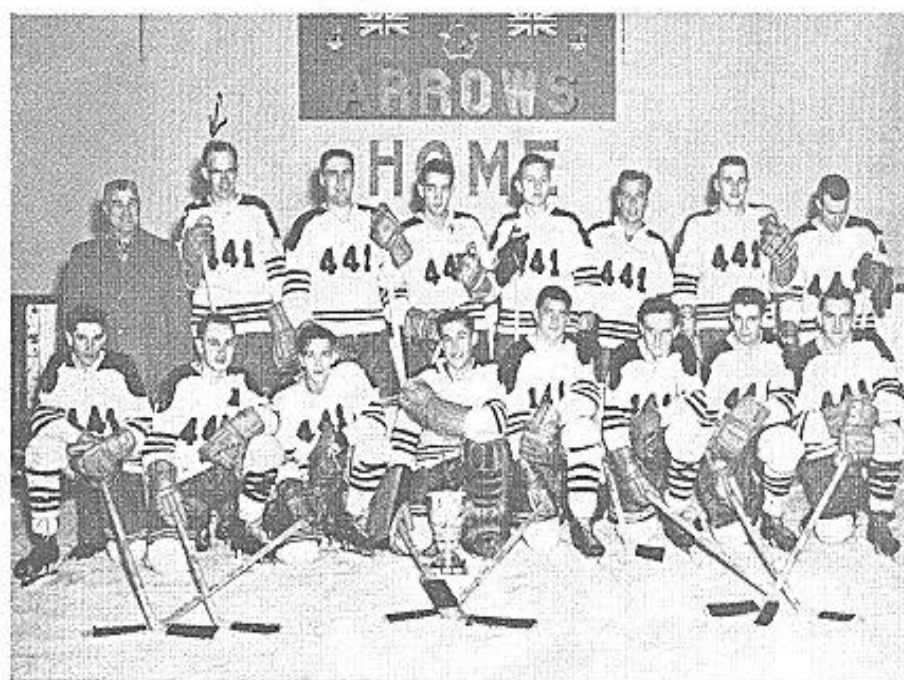
Hockey seemed to be our best sport with station championships in 1960-61 and 1961-62. Unfortunately the Checkerboards couldn't make it three in a row this past season because of a late start. Several squadron members deserve honourable mention for carrying most of the load in hockey and other sports, notably the captain Tom O'Dowd, « Pistol Pete » Pietraszko, Matt Kurio, Don Dodd, Terrible - tempered Robichaud, Butch Donnelly, and a later starter named Matthews. Two ex-members, « Matty » Watson and « Rocket » Boutet came back to help their old squadron field a better hockey team.

The squadron won the station basketball championship in 1961 and has tried to field a softball team the past few seasons with little success, but this year rumour has it that it's 441's year.

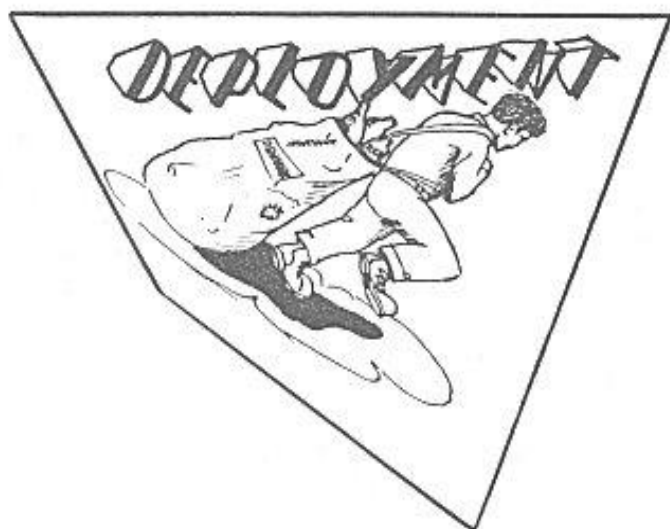
Space doesn't permit individual mention of everyone who has represented the squadron on the sports field but to those that did so, our thanks again for helping make a better squadron.



1 Wing Basketball Champs 1961.



Hockey Champs 1960-61 (And again in 1961-1962).



pilots, aircraft and groundcrew of 441. These people are replaced in 441 hangar by personnel from the opposite base. Exchanges of this type occurred perhaps only once a year. But they were always « Goodies ». In 1960 part of the Checkerboard hangar went to Skydstrup in Denmark for a period of 10 days. This was an excellent exchange, especially for the pilots the type of flying varied quite considerably from what we were used to. Groundcrews worked alongside the Danish personnel in a harmonious atmosphere checking for the inevitable overstress on the F-86.

Another « Deployment » was carried out with the German squadron formerly commanded by the famous Richthofen of WWI., presently at Wittmundhaven in Germany.

The last such deployment was carried out just a short while ago with the above Danish squadron. This was the last deployment that 441 Sabres will do in Europe and things were done up quite brown.

Among the various types of aircraft 441 has seen parked in front of its servicing shack are F-84s, Mysteres, Meteors, Hunters, Javelins, and many brands of the F-86 such as the F-86D, F, H, and E.

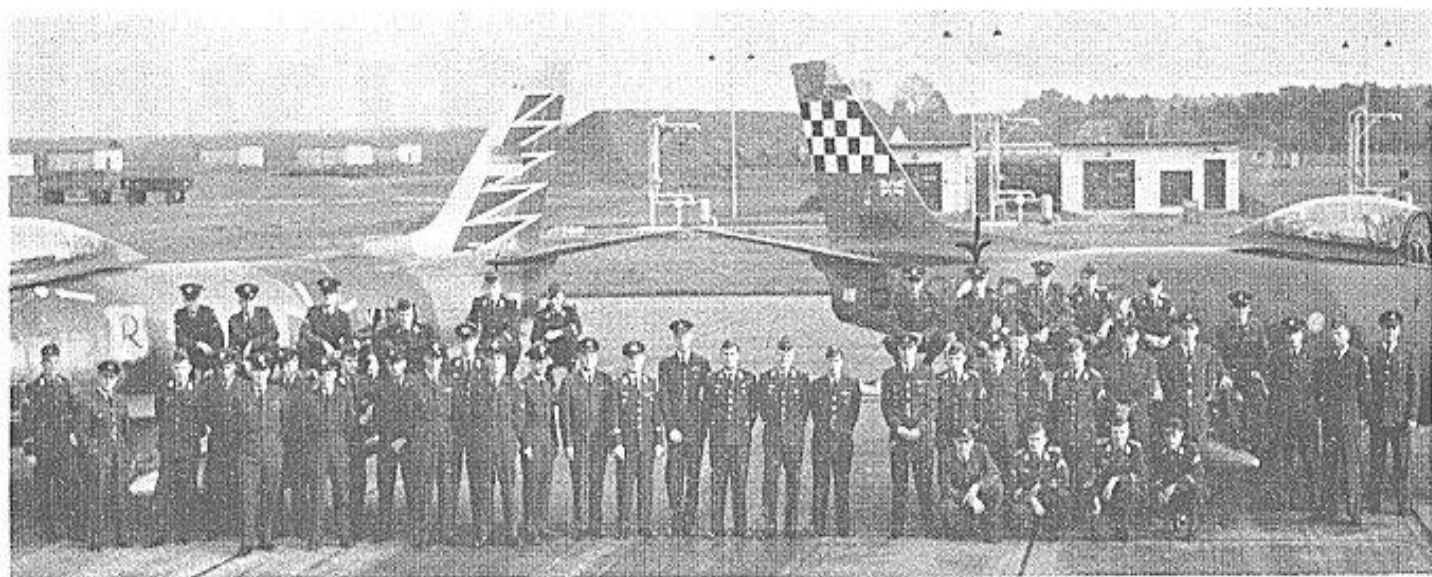
Within the NATO complex a number of countries try to combine their forces to be able to resist further aggression. Each country selects its own aircraft and equipment for its allotted role. This naturally results in quite a variety of aircraft and support equipment. NATO, ideally, should function as a single unit in which each airforce is familiar with the other not only in as far as machinery but also personnel. In the event of an emergency it may be necessary for an airforce to operate from another airfield, possibly situated within another country. If aircraft were to be launched it would be mandatory that the base in question be prepared to service the visiting aircraft and the pilots be thoroughly familiar with the flying procedures. To do this efficiently requires actual practice in the form of a Squadron Exchange.

The squadron exchange is done in two ways. In one, a single flight of four aircraft proceed to a base such as Rygge in Norway for approximately one week. From Rygge four aircraft and pilots would deploy to 441 squadron for a similar period. The pilots become familiar with the operational aspect of the other squadron and the ground crew learn to cross-service unfamiliar aircraft. This type of exchange takes place several times a year with such countries as Italy, France, Belgium, Britain, Germany, Denmark, Norway, and including the USAF that is stationed in Europe.

The other type of exchange or as it is sometimes called, « Deployment » includes perhaps 1/3 of the



Off to Denmark



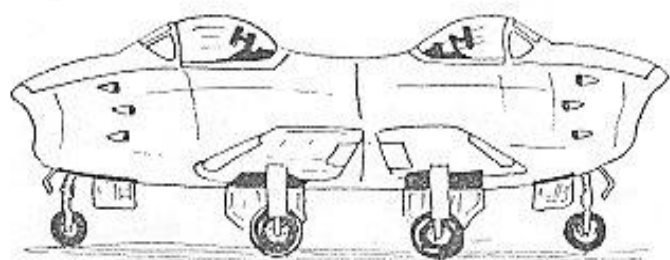
On exchange at Ahlhorn with the Richthofen Wing

On all the Exchanges in which the Checkerboards have participated the host bases have put themselves out, both, socially and physically to ensure that a good time would be had by all concerned. Even though the food at times left something to be desired, there never seemed to be lack of an occasion for a party. Frequently on weekends the visitors would be loaded into a vehicle and taken to Copenhagen when in Denmark or into Hamburg when in Germany. At times though, it appeared that the host countries had a sadistic streak in them, for they seemed to get the greatest kick from watching the Canadians come to work in the morning behind a blanched expression and a pair of bloodshot eyes. But it is a feather in the Checkerboard cap that the opposite strength would sometimes be down to about half, come time to go to work.

These exchanges did much to foster good relations with other airforces and gave a chance for 441 personnel to watch and in some cases learn new methods employed by the other NATO countries. The Checkerboard tail will be remembered by many countries for a long time to come by those who saw them parked on their tarmacs. Although a Checkerboard tail has been seldom, if ever, seen in the air by another aircraft, the NATO pilots will remember how it feels to be really « had », when they remember the mighty 441 squadron.

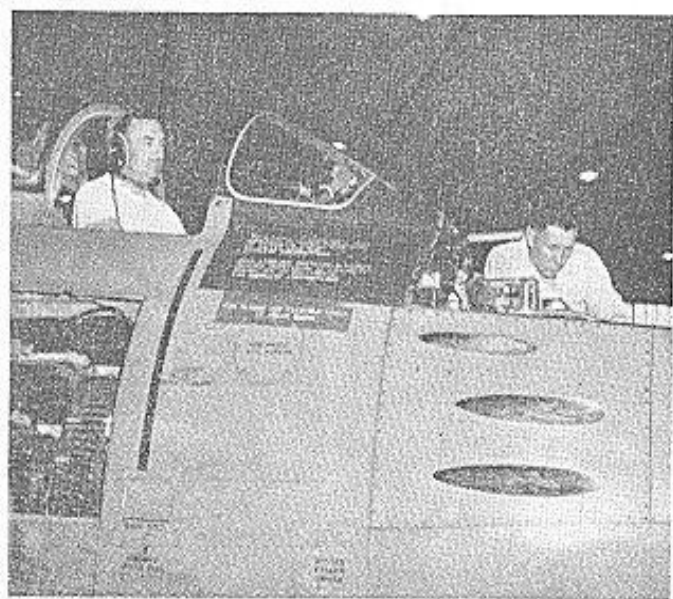
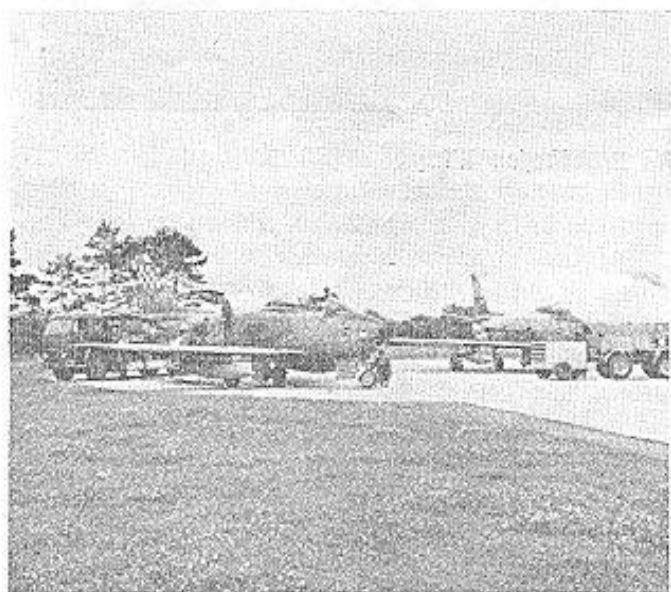


Welcoming the O.C. of 724 Squadron, Royal Danish Air Force



Maintenance Problems

SILVER



FOXES

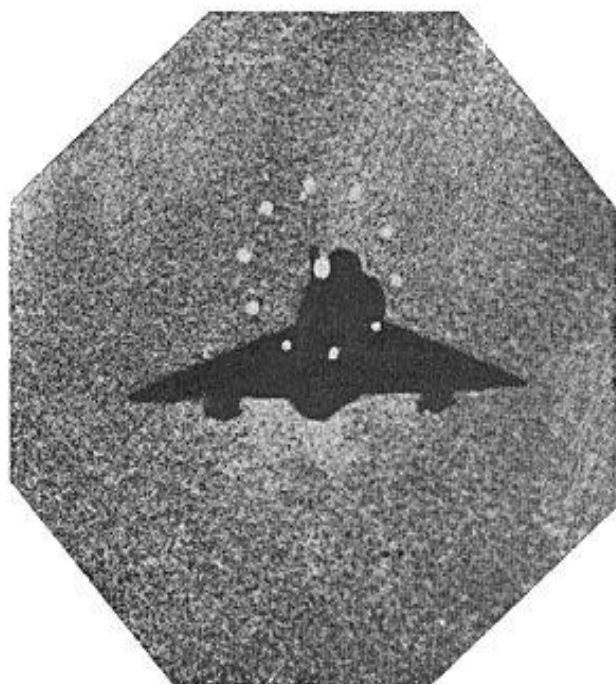


Relight

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S/L ARNOLD E.L. — Our previous OC, «Gene» came to 441 Sqn with wide experience in the Air Force.

Joining in 1948, the S/L spent the next ten years with Transport Command, flying operationally with 435 Sqn and Transport OTU, and in administration with Transport Command Headquarters. On completion of Air Force Staff College in 1959, S/L Arnold attended the day fighter OTU at Chatham and was transferred to 434 Sqn at 3 (F) Wing Zweibrücken. From there he came to us, in Jan 63.

He has just assumed the duties of OC, 5 AMU at 1 Wing Marville. Good Luck, Sir.

S/L PRICE L. — Les Price, OC 441 Sqn, joined the Air Force in 1951 and completed a tour on Sabres with 444 Sqn. After a tour as a QFI in Portage and a short stint as a «ground pounder» in TCHQ Winnipeg, S/L Price was one of the lucky ones selected for a second Sabre tour. He arrived at 441 Sqn as a brand new S/L in Aug 1961. After Squadron disbandment he will bide his time until December when he will again start paper pushing, this time on exchange with the RAF at their Staff College in Bracknell, England.

F/L BERTRAND J.R. — A veteran of 441 and flight commander of «A» flight Carl arrived in February 1960. He soon established that he was as deadly with the 50 mm's on the Sabre as he was with a shotgun on the skeet range and last year was chosen as a member of the Guynemeyer trophy team. After he sells or burns his trailer, and packs a couple of his cars, he will be heading for a tour in Montreal with a good start on his first million.

F/L CUMBERBIRCH P.R. — The flight commander of «B» flight and Lord Mayor of PMQ's arrived at 441 in March 1961. After a tour on CF-100's in Canada, Pete seems to have enjoyed his tour on a modern swept-back aircraft, and his theories on all subjects from airfighting to championship ping-pong were much appreciated. If he is as busy in his future job as he was at Marville, we all hope he has his own telephone and a switchboard operator as well.

F/L GILKINSON D. — An old veteran at 441, Don came to the squadron in March 1959. In 4½ years he has had two short tours in Canada, at the fighter weapons school and the junior Staff College. He returned from the former course to successfully teach the squadron to shoot at Decca and has just returned from the latter with the knowledge that Canada is expensive and 4½ years more at Marville wouldn't be hard to take.

F/L HIND J.W. — Bill came to 441 in May 1961 for a second tour in Europe, but this time as a married man. Since he had a wealth of experience behind him, and a method of either getting out of doing the dirty jobs or doing them with a minimum of fuss, he was chosen as squadron adjutant. The result was that the job got done with a minimum of fuss and Bill got out of doing Orderly Officer. His posting isn't in yet but he feels that Vancouver Island or Hawaii would not be so bad.

F/L MCAFFER G.W. — As an answer to the Berlin crisis, the Air Force sent George to 441 in January 1962. He has had two short tours since arriving at Marville. The first was with the Single Men's Union which was brought to an abrupt end when Pat arrived from Canada, and the second at the junior Staff College. George has had his bags packed for some months now to attend the 104 simulator course and came close to getting on an airplane once. Next time he gets that close we hope he makes it all the way.

F/L GARTNER B.L. — Barry arrived at 441 in May 1960 as an eligible bachelor, and leaves not as eligible, but senior member of the S.M.U. His many talents have been put to good use by the S.M.U. and 441 Squadron, both of which received much of his time and his full support. After his first flying tour he was hoping that ex-telecom officers were not too badly needed in ground positions and that another flying tour would come along. As a result he is happy with his posting to flying duties at C.E.P.E.

F/L SMITH R.E. — To keep 441 near the top in station sports, Roger was sent to Marville in June 1961. As well as participating on squadron hockey, baseball and basketball teams, he was able to get everyone a pass in the physical fitness tests with his sports programme. Rog has been posted to Ottawa where he will be able to carry out flying duties at C.E.P.E. as well as keep a close and scrutinizing eye on Canadian politics.

F/O MCGRAE G.M. — Mac came to Marville in July 1959 and managed to remain a member of the S.M.U. for 3½ years. He spent a short tour in Prestwick, Scotland, six weeks at the flight safety course in Canada, and six months at the simulator where he played mean tricks on his squadron buddies. In December a woman conquered him and he turned in his membership to the S.M.U. Mac is returning to B.C. to pursue a scholastic career and the best wishes of the squadron go with both he and Rieke.

F/O HOWLETT D.W. — Doug has been Marville and with 441 since September 1959, which makes him one of the oldest (not in age) members of the squadron. After a tour in Canada at the Fighter Weapons School he returned a real sharpshooter and is presently the squadron F.W.I. Doug spent almost three years with the S.M.U. but decided the social obligations of that organization were too much and is returning to Canada a married man.

F/O ANDERSON J.E. — The strong, silent type, Andy came to the squadron in December 1961 to bolster the then faltering S.M.U. Between the squadron, S.M.U., and teachers quarters he has been able to keep himself very busy. Andy was squadron inventory holder and when we disband he will be remaining in Air Division, and some of his time may be spent taking inventory at the teachers lounge.

F/O LEDWELL T.A. — In April of this year 441 squadron and the S.M.U. received a welcome addition when Tom arrived from 442 squadron. Although he lacked the fine training of 441 in air-fighting, he soon learned to shoot everyone down like the rest of us without ever going into the air. Tom is returning to Nova Scotia Tech. to further his engineering studies and our best wishes go with him.





F/O PAULSON G.H. — 441 Squadron and the «stook table» acquired a valued member when Gary arrived at Marville in December 1960. His financial genius in the back room was soon realized by the squadron and he was placed in charge of the squadron fund. As a result, Gary has seen that all members will receive a squadron crest, mug, sabre and financial statement before they leave for Canada.

F/O CUMMINGS D.A. — Dark, good looking, chubby but not too fat; this is what the 441 S.M.U. was faced with in January 1961 when Dave arrived. The S.M.U. survived and the squadron received a fine entertainment and sports officer. Dave is returning to Canada with his membership to the S.M.U. still valid and a tour as a telecom officer at Trenton ahead of him.

F/O ROBICHAUD J.E.R. — Robby came to Marville in July 1961 to provide the S.M.U. with an interpreter on their many excursions and the squadron with a public relations officer. The squadron has benefited greatly through his efforts and the S.M.U. has done well in Germany, Denmark, etc., but not so well in Paris. We feel that Roby will be happy to return to Canada where he can drive his Porsche on a straight road and where there will be no language barrier.

F/O DAVIDSON J.A. — Jack came to 441 during the Berlin crisis in January 1962. Another crisis began to develop at S.M.U. when he bought a stereo to put himself to sleep at night. Fortunately, Judy arrived from Canada to save the day and take him away to live on the economy. Jack finishes his tour on the squadron with the comforting thought that he may have been the last to bail out of a Sabre.

F/O HARVEY L. — Leroy arrived at Marville in May 1960 and spent nearly two years at Wing Maintenance as an Engineering Officer. In March 1962 he came to 441 Squadron to take over as Squadron EO from F/L Adamson. The squadron thought they were getting a fine addition for their hockey team but the station team needed him more where he had been a stalwart on defence for them. Leroy is going back to Wing Maintenance after the squadron disbands to look after the 104's.

F/O LITTLE M.A. — Since August 1961, the 441 S.M.U. has had the benefit of Mike's talents in masterminding exceptionally exciting parties for them. Many of the married men owe him a debt of gratitude as well for the numerous Saturday nights he danced with their wives so that they could stand in the corner and «talk shop». Wherever his posting may take him, we are sure his talents will erupt, as they did at 441.

F/O GILLIS P.C. — In November 1961 Gus arrived at Marville to receive a warm welcome and wet initiation by the S.M.U. Since then he has been a solid member of the organization and his wit has often eased the tension and frustrations of fellow members. Gus is remaining at Marville after the rest of the squadron leaves to insure that wing operations functions smoothly and efficiently.

F/O DISS M.J. — In July 1960 Mike arrived at 441 in time to spend three hot weeks with the squadron in Sardinia. Since that time his talents have been applied to flight safety, intelligence, and squadron history. His favorite hobby is airplanes and after he returns to Canada there is a good chance that somehow he will get back to Europe to attend the airshows at Farnborough and Paris.

F/O BOYD D. — Lately Don seems to have become better known as «Fangio» among his squadron mates. The name resulted from a recent squadron exchange in Denmark where Don demonstrated his skill at go-karting. His career was highlighted and also terminated by a rather spectacular «prang» with two Danes and several hay bales.

Don came to 441 Squadron in Jan 63 after a tour of a little more than a year with 434 Squadron. He proved himself a very competent flyer with 441 and quickly attained his flight lead. Don is among the many who at the time of writing, is still anxiously awaiting his next posting.

F/O «ARNIE» MATTHEWS — Better known to his friends as «Spider» came to 441 Squadron in May of 1960 after graduating through the ROTP with a Mechanical Engineering Degree. A native of New Brunswick, Arnie became a stalwart of the squadron hockey team, starring on the section teams of '60-'61 and '62-'63 (he held-out in '61-'62).

From here F/O Matthews is furthering his career at the Telecom Officers course at Centralia, then to St-Hubert, P.Q., for his ground tour, as a Telecom Officer. Good Luck Arn!!!

F/O PIRIE W. — Walt «Soft Shoe» Pirie has been another valuable addition to the 441 S.M.U. He is known widely for his dancing talents and has even been known to twist on top of leaking radiators. His performance under the severe handicap of 12 inches of water in a small pool was also commendable.

Walt arrived on 441 Sqn in Jan 63 after an 18 month tour on 427 Sqn. His flying time on 427 was rather limited due to an unfortunate automobile accident but his keenness for flying has certainly helped him catch up since being on 441. At the time of writing, Walt is still in the dark as to his next posting.

F/O DUNN R.M. — Another rather recent import, Dick arrived on 441 in Jan 63 after a year long tour with 427 squadron in Zweibrücken. Dick has been a valuable addition to the S.M.U. with his lively spirit and great love for parties which, by the way, occasionally end rather early and abruptly.

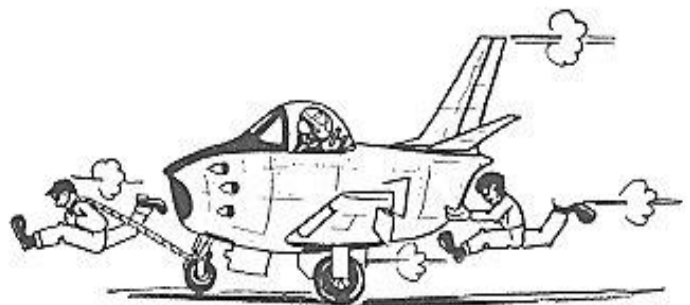
Dick has proved to be a very competent pilot and a very worthy entertainment officer. He also belongs to that large hopeful group who as yet have no idea as to the nature of their future employment.

F/O DUNKERLEY D.W. — Dave a native of Montreal, came to 441 Sqn in Sep 60 as Sqn Armament Officer. The high quality of work by the men under him enabled us to achieve the highest squadron average ever attained at a Decci camp. On Squadron disbandment, Dave is furthering his career in Merry Old England by attending RAF Technical College at Henlow to learn the intricacies of rocket propulsion. Good Luck Dave..... Next trip, the Moon.



Aircraft Maintenance Supervisors

441 Fighter Squadron achieved, in both 1961 and 1962, one of the highest aircraft serviceability rates in No. 1 Air Division and more recently, for the first time in the memory of our personnel, was able to declare all 25 Squadron Sabrejets serviceable at the same time. These are two of the many achievements of which our maintenance personnel are most proud. This enviable record was achieved through team work! — team work under the direction of Maintenance Supervisors FS D.R. Dempster, WO2 A. Danforth and FS H.C. Pangborne.



Hard Start

SEWING CLASSES

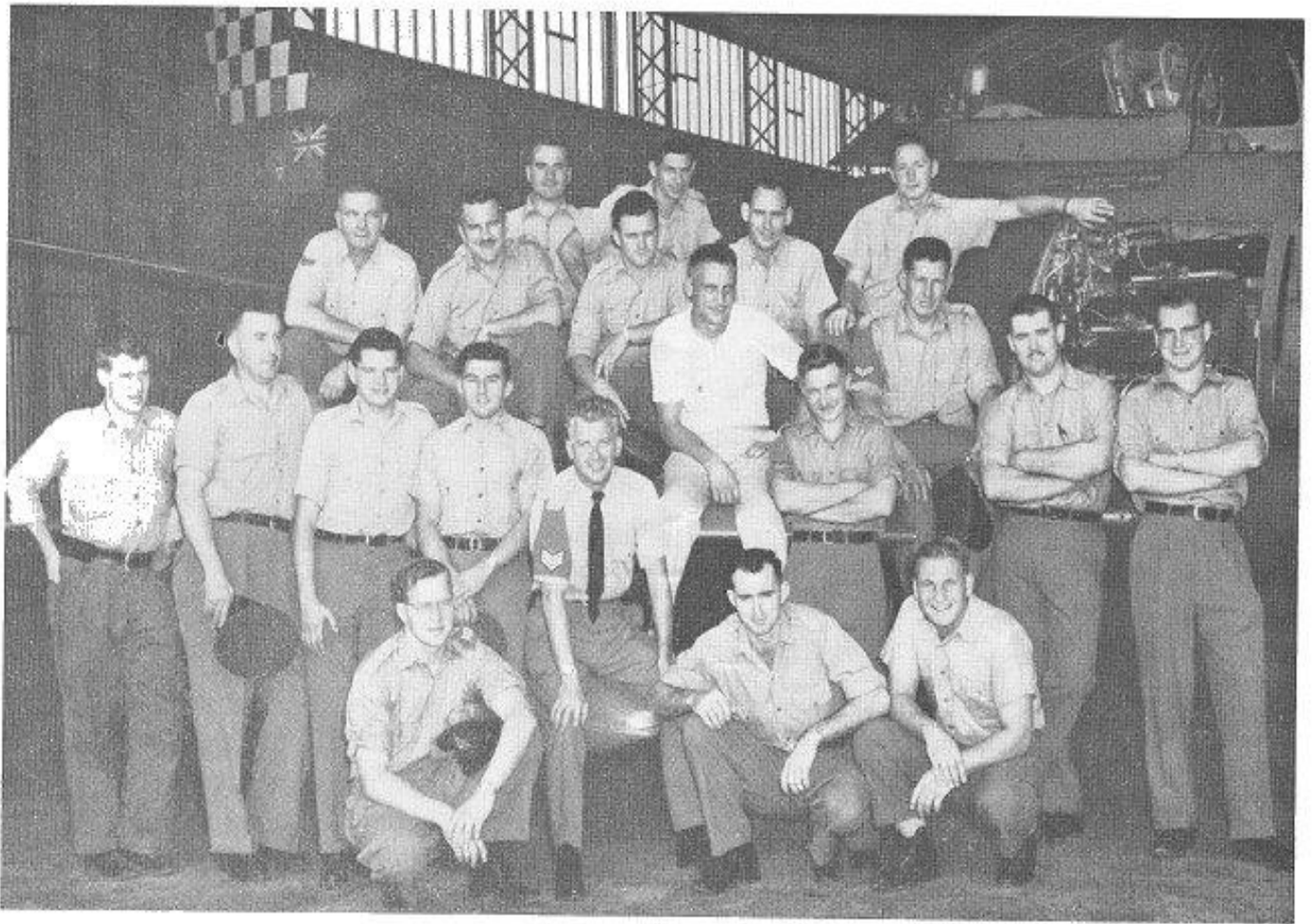
At the PMQs every Tuesday afternoon at 2 pm in the PMC Rec Centre. *Base Sewing Classes* every Tuesday evening at 8 pm in the Library Building (N° 15), Classroom N° 1.

For further details contact Mrs Yates
at PMQ C55

The Squadron's only Supply Technician, LAC R.A. Keith, has the responsibility of procuring parts necessary for the maintenance of 441's Sabrejets. Additional duties include issuing and receiving of tools and other supplies.

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AIRFRAME

The maintenance and inspection responsibilities of the Airframe Trade at the Squadron include the Sabrejet's hydraulic systems, undercarriage and control systems, as well as tyres, brakes and other duties. Our AFTechs pride themselves in the part they have played in maintaining the high aircraft serviceability rate of the Squadron.

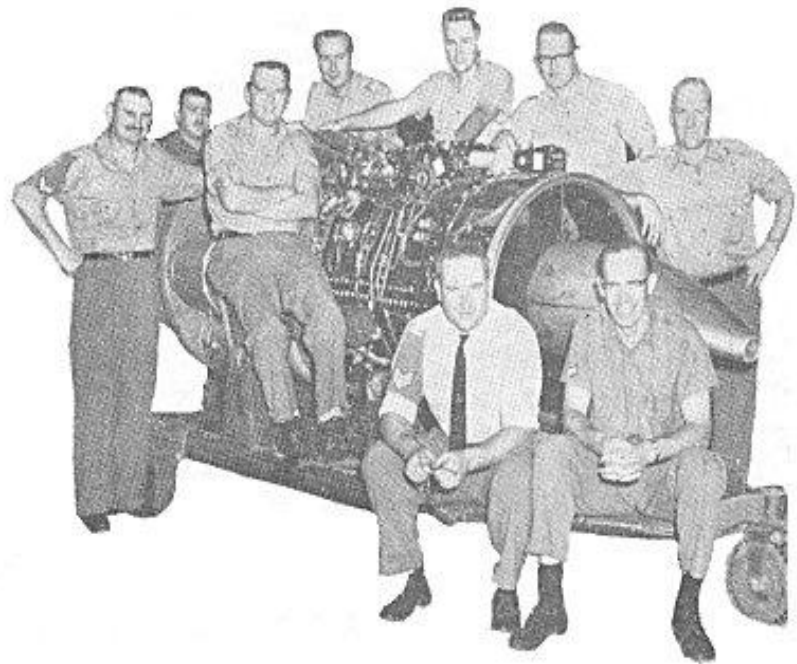
Front Row : LAC's L.B. Murdock, E.E. Kelly, M. Hoggan ;

2nd Row : LAC's C.A.G. Fullerton, E.J. Standing, J. Leduc, E.R.S. Mills, Sgt H.G. Earle, Cpl. D.Dè Drefke, LAC's C.C. Perry and E.B. Hutchinson ;

3rd Row : Cpl. C.O. Halland, LAC J. Barriault, LAC D.M. Lewis, Cpl E.E. Bundus, Cpl D.M. Campbell ;

4th Row : LAC's R.G. Ramey, B.R. Downing, J.J.G. Bedford, K.G. Morley.

AERO ENGINE



Aero Engine Technicians here are pictured with the object of their trade, a 2430 pound Orenda 14 jet engine which develops up to 7275 pounds thrust, which is sufficient to enable the Sabrejet to fly at speeds exceeding 690 m.p.h.

L to R : Cpl O.W.L. Harmer, LAC's Z.R. Moore, H.G. Kellock, G.K. Nauss, C.D. Anderson, S.G. McDonald and G.C. Bar ;

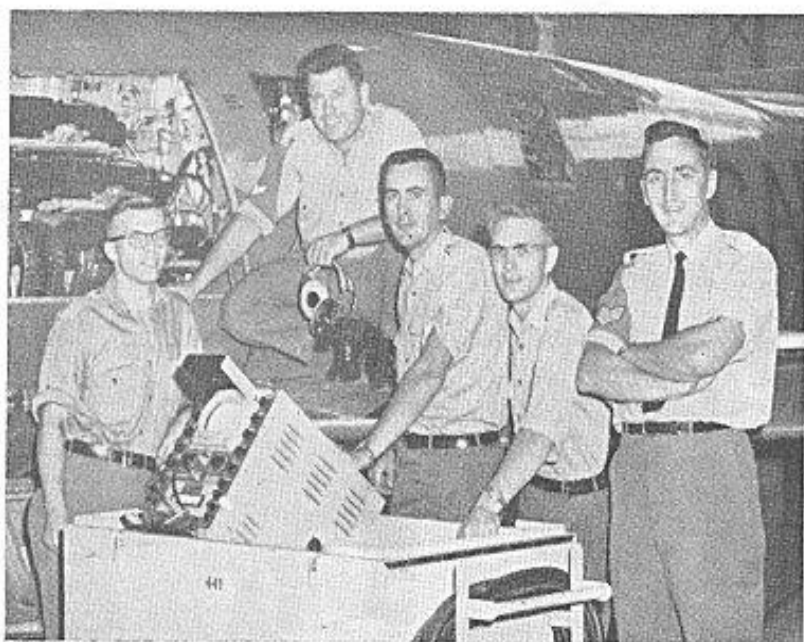
Front : Sgt G.J. Loverin, Cpl T.J. O'Dowd.



MUNITIONS AND WEAPONS

The Sabrejet's six .50 Calibre machine guns which are capable of firing a total of 7200 rounds per minute and which are harmonized to be dead accurate at 1000 feet are serviced and maintained by the Squadron's M & W Technicians.

*Standing L to R : LAC L.T. Ellis, LAC H. Foster, Cpl E.P. Yaniszewski, Sgt S.O. Larsen ;
Kneeling is LAC B. Horochuk.*



T E L E C O M

The Telecom Section is charged with the responsibility of maintaining the air-to-air and air-to-ground communications systems of the Sabrejets operative. Technicians shown here are :

L to R : LAC F.N. Cooley, Cpl M.T. MacDonald, LAC T.D. Mulvaney, LAC M.B. Allen and Sgt V.O. Campbell.

A R M S Y S T E M S A R M E N T S

The radar and computer systems which control rocket and machine gun aiming and firing are serviced and maintained by the Squadron's Armament Systems Section. Armaments Systems Technicians standing in front of an array of complicated testing instruments are :

L to R : LAC E.L.H. Rogers, Cpl. O.G. Smith, Cpl J. Teahan, Cpl. R.M. LeBlanc and LAC D.A. Nelson.



INSTRUMENT AND

The Sabrejet's more than 10 miles of electrical wiring and 25 flight and navigation instruments are serviced by our Instrument and Electrical Technicians.

L to R they are : LAC G.G. Bauerlein, ETech ; Cpl J.W. Brown, ITech ; LAC J.W. Watt, ETech ; Sgt R.J.L. Perrault, ETech ;

Rear Row : LAC M.L. Robinson, ETech ; LAC M.E. Kurio, ITech ; LAC A.V. Johnson, ETech ; Cpl H.V. Pietraszko, ITech ; Cpl L.E. Danyluk, ETech ; LAC A.W. Jewer, ETech.

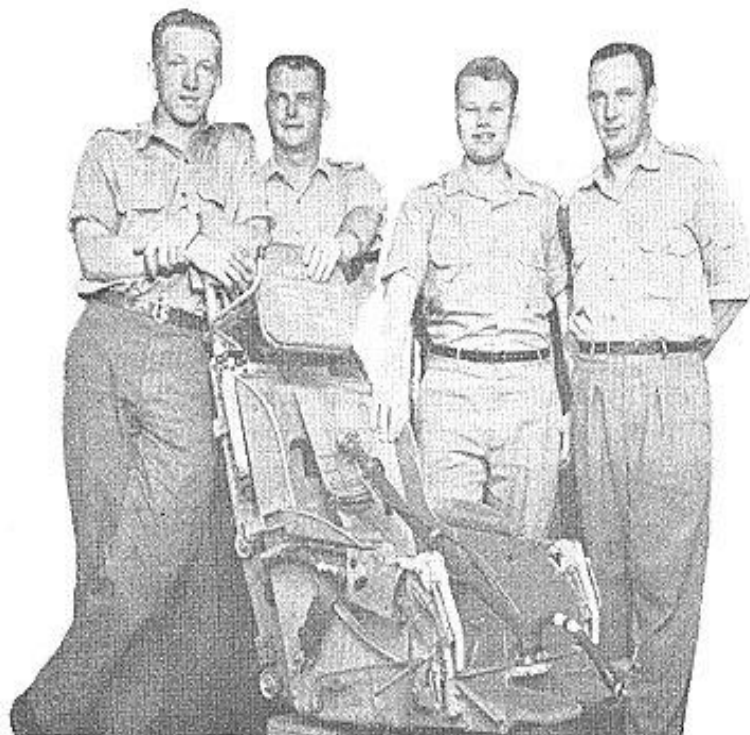


ELECTRICAL

SAFETY EQUIPMENT

The servicing, maintenance and inspection of Sabrejet oxygen systems, ejection seats and other emergency gear is the responsibility of the SE Section composed of four technicians :

LAC's D.G. Olund, N.E. Powell, E. Priess and Cpl H. Acorn.





THIS PHOTO SHOWS OUR TECHNICIANS WHO WERE NOT AVAILABLE AT THE TIME THEIR SECTION PHOTOS WERE BEING TAKEN.

Front Row : Sgt P.S. Baker, M & W ; Cpl J.R. Nikiforuk, ClkAdm ; Cpl R.C. Rains, ITech ; LAC A.E. Wright, ComTech ; Cpl C. Allcroft, AFTech ; Cpl. J.H. Logan, ETech ; LAC G. Bilyk, AFTech ; LAC J.P. Harwood, ETech ; LAC J.A. Lee, ASTech.

2nd Row : Cpl F.A.R. Amer, ETech ; LAC B.O. Bellingham, AETech ; LAC K.E. Durocher, ASTech ; LAC T. Luxton, ASTech ; Cpl E.L. Tower, AETech ; LAC E.T. Wright, M & W ; Cpl G.A. Smith, AETech ; LAC K.C. Fode, AFTech ; LAC J.A.G. Vaillancourt, AETech ; LAC R.L. Lavack, ETech ; LAC J.W. Garner, AETech.



P H O T O

The Sabrejet's gun sight camera recorder, maintained and serviced by the Photo Section, photographs targets and hits on targets in aerial combat. This and other photographic duties are the responsibility of Cpl. R.L. Hincks and LAC C.O. Donnelly. Their abilities are well demonstrated by the photos appearing on these pages.



Periodically each year, F-86 Squadrons deployed to a base situated near an air-to-air gunnery range. The first range was at Rabat in Morocco, but was later moved to the Air Weapons Unit at Decimomannu Sardinia.

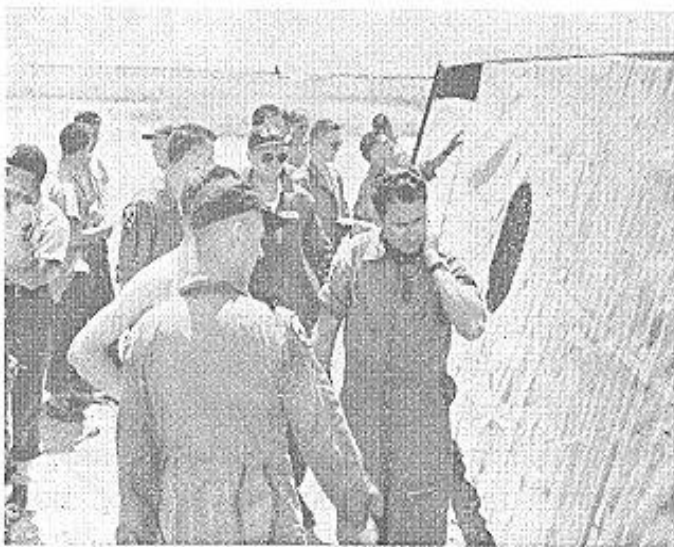
Sardinia-Salvo, and its forerunner Rabat Sail were exercises designed to test and evaluate the weapons systems carried in the F-86, the squadron capability of launching aircraft capable of carrying out their assigned mission and perhaps the more often heard about reason of giving pilots practice in firing the guns in non-combat conditions.

Since all the squadrons in Air Div. took part in this exercise at different times, there arose a keen

competition in the form of a Trophy Shoot. Strict rules were laid down and had to be obeyed by each squadron, and each one tried to shoot a higher score than the other. The squadron score was calculated from the number of hits on a 6ft x 30ft flag and the number of rounds carried in an aircraft on take-off. The onus for the number of hits on the flag rested with the pilot once he commenced his run on the target and he had to use all his experience plus as much of good old Lady Luck as he could muster to obtain the maximum amount of colored holes. If the aircraft was unable to complete its firing mission due to some unserviceability in any of the many systems a score of zero had to be counted in the final score. Therefore the final responsibility depended on the Checkerboard squadron acting as an efficient and spirited body that strove to do the best it could.

441 Squadron's first camp in Rabat produced an Air Div. record of 34.8 % and on their second and last trip to Morocco set another high score to make it two in a row. In 1958 at Decci, 441 completed a record shoot of 28.5 % that stood as a high for a good many years. To claim that 441 has stood at the top of the scoreboard all along would be a bit unfair to the other squadrons, but it can claim to have set more than its share of records. One such record was in 1960 with the record low score of 10.58 %. For the last time in the fall of 1962, the last camp in which 441 participated, it set a record score which far surpassed the best score turned in by any other squadron. This record will stand as a very fine achievement for the Silver-Fox squadron, for although the F-86 was slated to be phased out as obsolete, the score of 37.7 % proved to be higher than the best score turned in when the Mk. VIs were brand new and in their prime, and will stand as the most successful camp that an F-86 squadron ever finished.

Although many pilots on 441 were very fine shooters, it is only fitting that the finest shooter of all, in 441, and very likely in Air Division should have a personal mention. F/O C. Winegarden who participated in the highly competitive NATO gunnery shoot at Leeuwarden in 1962 chalked up more than a third of the RCAF's total points. He attained the



Where did they go?



« Ace » Winegarden and Admirers

highest personal score ever recorded during the previous meets and although the RCAF team only stood second to the RAF team F/O Winegarden displayed the true 441 spirit and skill.

Sardinia Salvo made some of the most interesting forms of flying for the pilots and helped to weld 441 into an operational unit the members were proud of.

Aside from the operational aspect of this twice yearly trip to Sardinia it was a welcome relief from the ever present ZULUs at Marville, and seemed to be sort of a regular holiday by the Mediterranean Sea. It was true that the climates would be hot and tropical during the summer, damp and miserable in the fall and downright cold and uncomfortable in the winter. Bedding seldom dried out, hamburgers were made from old donkeys, local farmers guarded their tempting lemon field with cactus fences and loud shotguns and work started early in the morning and ended sometimes late at night. Off duty hours

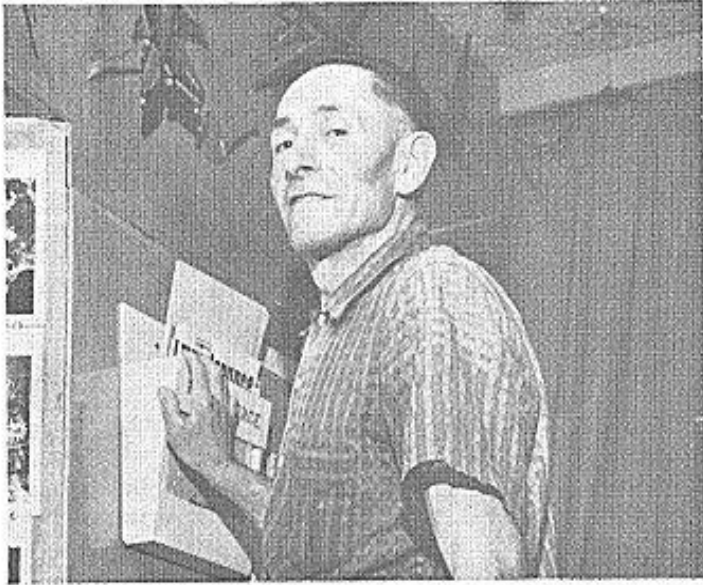
though, presented an opportunity to board an Italian bus (an experience in itself) and go into the capital city of Cagliari. There one could eat spaghetti, drink Chianti, shop for sweaters, lie on one of the nicest beaches in Europe and acquire a marvelous sunburn in the summer. Sitting on the Via Roma watching the short Sardinians stroll by we could while away hours, especially when sitting behind a large bottle of the dubious Ichanussa beer. Few people will ever forget these deployments. Those who were fortunate to have participated in these camps for the past several years will remember when the housing area was situated 2 or 3 k's from the airfield at a place christened « Old Barrack Village » and when early morning shifts were escorted to work by a not so fierce looking but ever present armed guard, supposedly to scare off roaming Banditos.

Amongst the old timers, « Old Barrack Village » has probably produced more fond memories than any area or part of the camp. First lets have an outside view of this haven. Try to picture a group of grey stucco buildings settled amongst a grove of grey bitter olive trees, surrounded by an ever alert fence of prickly pear cactus, cut here and there by the odd dusty path or roadway. Add a half a dozen hammocks strung between the tree plus two or three empty beer cans in every spot of shade along with empty Chianti bottles decorating the window sills. Maybe a few scampering lizards in view at all times. A half dozen garbage pails overflowing most of the time seemingly left at random.

Do you have a sort of picture now? Okay, if so take a few airmen and place them laying about in the dress of the day. This usually consisted of a dusty pair of boots topped by a pair of heavy grey wool socks, fatigue pants cut at various lengths, yellow, blue or white Tee-shirts and shielded by a pith hat that could have the name or initial of every character who has worn it since the camp originated. All this and more, guarded night and day by the ever *trust worthy* Italian guards who impressed you with inexperience, irresponsibility and a general carefree attitude that would sober you up at the sound of the bolt of his gun being repositioned.



Target Tow. With these friends, who needs enemies?



André

André has been with 1 Wing since the Wing moved to Marville. He came to 441 squadron almost three years ago and has kept the black and white checkerboard clean since then .

Lamouilly, between the base and Stenay, was his home in 1900. He lived there until 1920 when he was called into the Army and sent to French-occupied Syria until the completion of his active service in 1922. The next four years were spent travelling around the world on the cruiser CHICAGO of the « Compagnie Generale Transatlantique ». The St Lawrence river was travelled many times and the cities of Halifax and Vancouver were well known. In 1962 he came back home and married. Having had sufficient experience on the CHICAGO, he settled down as baker in his home town.

One of the first bombs of World War II fell on the bakery. André took his rifle and went to war. Taken prisoner at Amiens, he escaped and rejoined his re-treating company. A few months later he was again taken prisoner and sent to Chateaubriant. After three months, he figured that he did not like it and escaped again. Managing to get some faked papers, he walked back home and was not bothered by the German authorities in this area.

He then joined the famed underground FFI or Maquis. From 1940 until the liberation of France, he

was working for the Germans during the day driving a tractor, and blowing up their trains during the night, as the head of a sabotage group. He rejoined the liberation army at the age of 45 and was discharged a year after the war ended.

For his efforts in the Army and the Resistance, André received the Medaille Militaire and the Croix de Guerre.

All the members of the squadron in particular the pilots, would like to thank André for all the extra effort he has put into his job for our benefit.

Mr Frommard



Mr Frommard has undoubtedly been a driver on 441 Sqn longer than anyone — bus driver that is. He has been attached to 441 for 9 of his 9½ years on the base.

During the 1914-18 war, Mr Frommard was captured by the Germans and worked out the rest of the war at Chalons. A little more fortunate during the 1939-45 campaign, he worked with a civilian outfit supplying the Maquis in the vicinity of Nimes.

We wish him all the best on our departure and many pleasant driving hours with the new 441 Squadron.

CARMELITE ST. JOSEPH SCHOOL

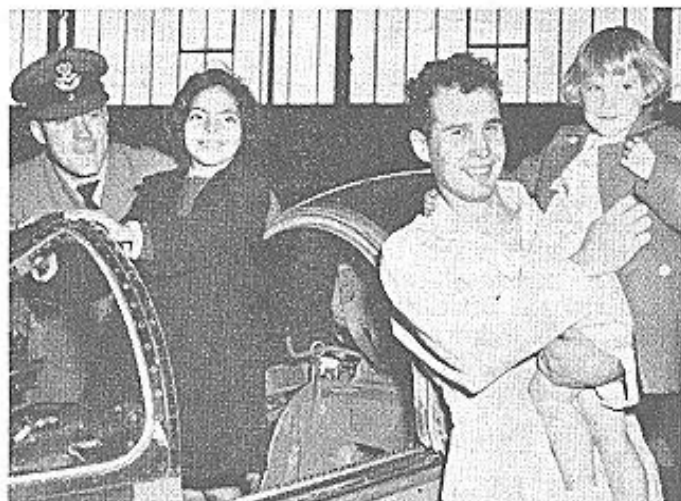


ted immediately. With the use of tools, plaster, paint, brushes and lots of hard work things began to take shape. Beds, mattresses, chairs and curtains were obtained and all was made ready.

The Red Cross in Paris inspected the building and gave the green light for the Nuns to accept the children. The children are there and the Sisters dream has come true.

The official motto of the Silver Fox Squadron is «Stalk and Kill», but it is hard to convince the Sisters of Carmelite St. Joseph School that there shouldn't be another one.

In September 1960 a request for aid came from the Carmelite Nuns in Montmedy, France. The Nuns had taken on a monumental task of starting a school for children who came from broken homes, to give them an opportunity to get a clean start in their little lives. They had a building and a lot of faith.



An appeal for funds went out to the station personnel and their families, who gave more than \$700. 441 (F) Squadron contributed a considerable amount and asked that they be given the job of renovating this old building. A survey of the building was done and work was star-

FAREWELL MESSAGE

FROM THE OFFICER COMMANDING 441 (F) SQUADRON



The long and colourful history of 441 Squadron RCAF enfolds many memorable events. You can surmise from reading the postwar years section in this publication that the squadron's record of achievements compares most favourably with that of any other day fighter squadron in Europe. Begun as a Coastal Defence Squadron, seasoned as a Day-fighter Squadron, destined to be a Strike/Rece Squadron, 441 has consistently held its place among the finest.

What elements are required to build a top-notch fighter squadron? Firstly good aircraft. This requirement has certainly been fulfilled by the F86 Sabre aircraft. Secondly, the support from all levels of the parent wing. 441 Squadron has been extremely fortunate in this respect, having received the unstinting support of all personnel in the Wing organization. However, even with the full assistance of these personnel, a squadron is still only as good as its own members strive to make it. Throughout the past years many officers and airmen of 441 have distinguished themselves both as individuals and as members of the squadron team. Although outstanding individual achievement is gratifying and desirable, it is teamwork that enables the squadron to reach its highest level of achievement and to maintain consistently high standards.

Since my arrival on 441, I have often noted the strong spirit of camaraderie that exists throughout the squadron. This spirit of mutual trust and encouragement displays itself under the pressure of operations and squadron deployments and is equally as evident in squadron sports activities and social events. This is the spirit that brought the squadron to the pinnacle of its success when it achieved the highest squadron score ever attained at Deccimomannu and carried it from behind to win the station hockey championship in two successive years. It is this spirit that has kept 441 in top operational readiness throughout its final months as a fighter squadron.

Although most of the credit for their fine performance must go to the officers and men who make up

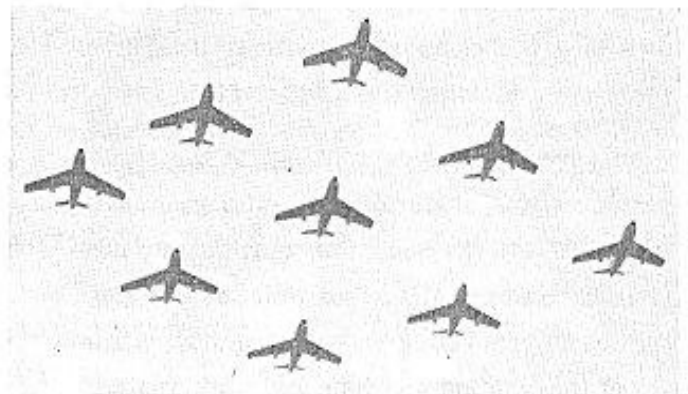
the whole squadron, some should be reserved for those people in key positions who were the spark plugs of enthusiasm. Most prominent among those in recent years was W/C DAB Smiley, who commanded the squadron for the better part of three years, until 1 June 1963. Another was S/L EL Arnold, who became OC following W/C Smiley's departure, and commanded the squadron until recently, when he left the squadron to become OC, 5 AMU.

The achievements of the rest who have worked and played so hard to make 441 Squadron the living entity it is today, are highlighted throughout this «441 Squadron Commemorative issue of the Arrowhead Tribune».

441 Squadron is being «stood-down» on 15 Sep. 1963, and its members will soon be leaving for jobs in new surroundings. Before their departure I wish to express my gratitude to all the squadron personnel who have made 441 the squadron that it is today. I wish you and your families success and happiness in your new assignments, where I am sure you will carry on with the same enthusiasm and devotion to duty that you have shown on 441 Squadron.

To the new OC and members of 441 S/R Squadron, I would like to extend a warm welcome and express the hope that you have the same success in your new assignment as 441 has had as a day-fighter squadron.

Au Revoir,
LC Price S/L
Officer Commanding
441 (F) Squ



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ARROWHEAD CLASSIFIED ADVERTISEMENTS

CARS FOR SALE

1954 Black Ford Vedette V8. Price \$90.00. Owner leaving for Canada immediately. Contact F/O Tessier at CE Section, Local 148.

1957 Simca Versailles — owner has been repatriated to Canada and wishes to sell car. Good transportation or second car. Going for \$250.00. This car can be seen at D1 Maple Leaf Park or contact Cpl Billingham at Local 28, who has power of attorney for this car.

1959 Peugeot with four spare tyres and recently overhauled engine. Contact LAC Leduc at 441 Sqn, Loc 203.

1960 Volvo 122S Sedan. 2 tone blue and cream. Interior and exterior in excellent condition. Perfect mechanical condition. Tyres in perfect condition. 38,000 actual miles. Contact Cpl Billingham at Local 28 or D1 Maple Leaf Park.

1960 Envoy Vauxhall station wagon. Purchased in Canada — one owner. Contact Sgt Church at Loc 195 or PMQ B105.

1960 2 door hardtop Pontiac Parisienne. 2 tone (white top, maroon sides), sells for \$1200.00. 54,000 miles (original). One owner car — purchased at Cold Lake in Jan 1960. Equipped with custom radio, windshield washers, four new tyres, good spare tyre, bumper jack. In very good condition. Contact: LAC JF Frank at RCAF AWU, Decimomannu, CAPO 5047.

1960 Simca Monterey, good condition, priced reasonably for quick sale. Call F/O Matthews at Loc 200.

1962 Fiat 1800B 4 door sedan. Colour Blue. 2300ks. Has 4 wheel disk brakes, power assist, 4 speed transmission, all gears synch. Electromagnetic cooling fan, reclining seats, torsion bar suspension, shoulder lap seat belts, leatherette upholstery, fog lamps, rear window defroster, 6 cyl 97 hp engine, plus many more extras. Perfect car for European driving. Price \$1700.00. Contact Cpl CJ Ackland at 3 Wing, Loc 528.

1957 Opel Kapitan, Green and White. Contact F/O DR Boyd at Loc 200.

1960 Taunus Station Wagon — in good order, good tyres, grey in colour, insurance good till December. Contact Sgt Perrault at Loc 203 or PMQ F36.

1960 Volkswagen Microbus. In good condition. Pullmanized to accommodate 5. Contact F/L JA Bunn at Loc 137, Air Division.

1961 Volvo 544, royal blue, 22000 miles. Contact F/O D Cummings at 441 Sqn, Loc 200.

P1800 Volvo, 1962 model, colour black, excellent condition. Contact F/O McKibbin at Loc 192, 439 Sqn.

TRAILERS FOR SALE

Paladin House Trailer, 42 ft long, 8 ft wide, all metal construction, 2 bedrooms, full bathroom, kitchen, living room, fully landscaped corner lot, vegetable garden, flower garden, very inexpensive to heat in winter. Contact Cpl Billingham at Local 28 or at Maple Leaf Trailer Park, N° D1.

1959 Willerby Camping Trailer with extension. Call LAC McDonald at Loc 169 or call at 4 rue Frances Joseph Piessevaus, St Mard.

Large 3 bedroom trailer. Complete with 9 cu ft fridge, 4 burner gas stove, Hoovermatic washer, trailer is complete furnished. Ideal for family with three or more children. Contact LAC Allen at Loc 204 or visit the Trailer at the Maple Leaf Park, N° A10.

Trailer with extension, 2 bedrooms, full size 3 piece bathroom, large kitchen, newly decorated and fully furnished. Contact Cpl Logan at 441 Sqn, Loc 203 or at C7, Maple Leaf Park.

MISC. ITEMS FOR SALE

2 gasoline cruise tanks. One for 57 Opel Kapitan, 28 gals and one for Chevrolet, 30 gals. Price \$5.00 each. Contact Sgt Davies at Loc 113 or at PMQ B47.

Philipps portable radio. In beautiful condition. Call LAC Leduc at Local 203.

Stroller - \$10.00, Car seat - \$ 3.00, Car bed - \$5.00, Transformer 1500 watt - \$10.00, electric heater - \$3.00. Contact Cpl Broeska at PMQ B122 or Loc 148.

1 small Arthur Martin Fridge — \$15.00 ; 1 Gen Elec Canister type vacuum cleaner with attachments — \$10.00 ; 1 small Handy Hot washing machine \$7.00 ; 1 trailer type bath tub. Contact LAC DeGaust at C12, Maple Leaf Park.

Hoover Washing machine ; two 1500w transformers; metal ironing board ; all for \$100.00 or best offer. Contact F/L RE Smith at Loc 200.

New Apartment, consisting of 2 bedrooms, kitchen with fridge & stove, living room, bathroom, oil heated, patio, garden and fenced in yard. Rent \$50.00 per month plus \$4.00 for electricity and water (per month). Available immediately. Apply Mr G Collignon at 3 rue du Renard, Ethe.

FURNISHED GROUND FLOOR APARTMENT with 2 bedrooms and private bathroom, and garden. ALSO upstairs apartment ; very comfortable ; prefer couple without children, or one child only. Contact : 10-12, rue de la Station, St Mard.

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2 bedroom self contained apartment — located 1 block from Virton Square. Rent \$80.00 (includes central heat). Apply 15 Avenue Bouvier, Virton, Belgium.

House to let — with kitchen, living room, 3 or 4 bedrooms, bathroom, large garden, orchard. Call at 32, à Chenois (Virton).

NOTICES

French language instruction at no cost is available again this year — Classes are held in Virton, Belgium, at Rue de Vieux-Virton, at 19.30 for beginners and 20.30 for advanced students. The first classes will begin on Tuesday 17 September. Phone: Virton 576.70.

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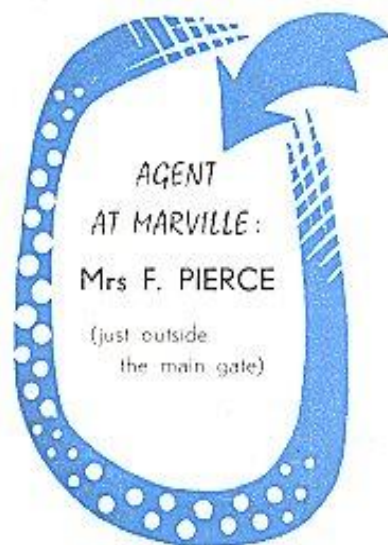
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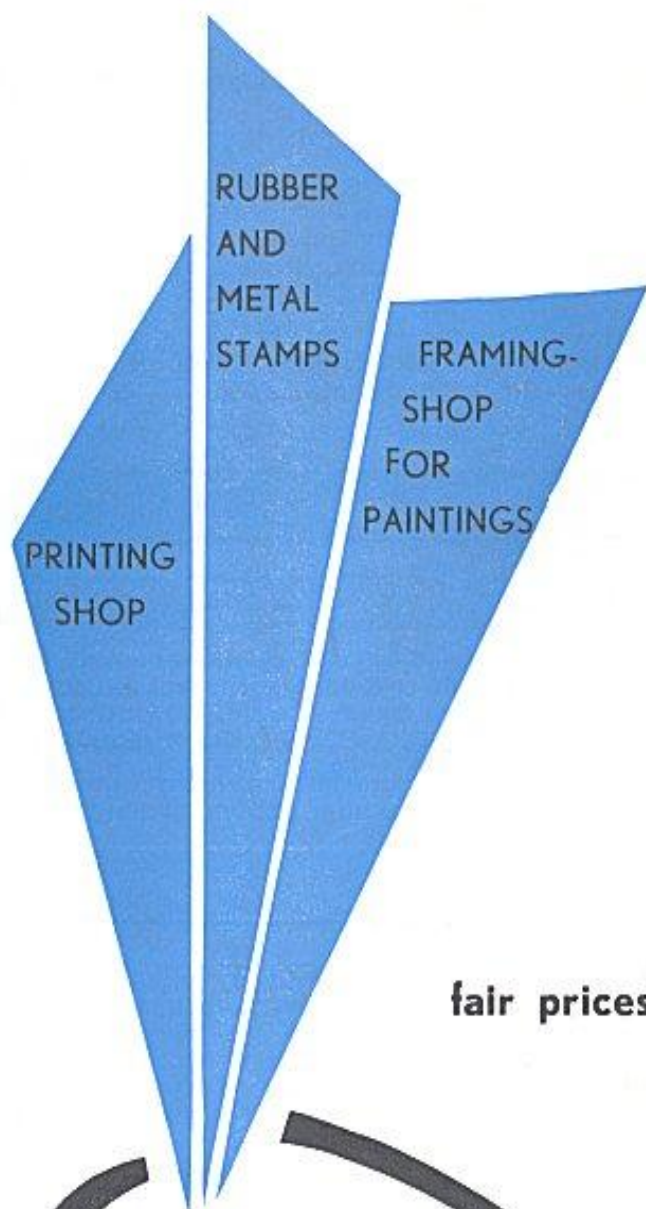
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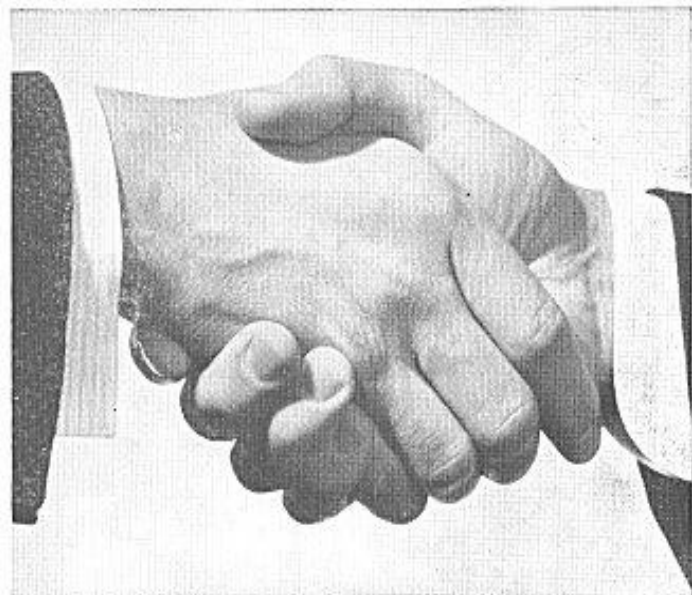
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