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# the arrowhead tribune

VOL. 3 N° 18 1 WING, RCAF, MARVILLE 31 OCT. 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.

## PHOTOGRAPHS

All photographs in this issue obtained through the RCAF.

THE DEADLINE for the next issue of the *Arrowhead Tribune* is Tuesday, 5th November 1963.

## COVER STORY

The cover depicts in the foreground a CF-104, in the centre a departing Sabre and fading away into the distance and history a Typhoon. The overall theme being « Old Tigers never die, they just fade away ».

## editorial

To a certain extent it can be described as heartening to have criticism levied at this magazine (see Letters to the Editor). It seems that the easiest way to establish the popularity of any particular part of the magazine is to discontinue a feature for a period of time. If the item was popular, people will be sure to criticise, when they had been previously indisposed to pass any favourable comment. Normally fewer than six comments of any sort are received following any one edition of the magazine. All in all, it is very pleasing to have had recent evidence that the *Arrowhead Tribune* is generally popular.

In a week or so one of the more solemn days of the year will be with us again. On the 11th hour of the 11th day of the 11th month, 45 years ago, an Armistice was signed. about 150 miles from Marville, at Compiègne and brought to an end the bloodiest war in history.

Ever since then, Canada, Australia, New Zealand, Great Britain and other Commonwealth countries have marked Remembrance Day with a reverence which is clearly spontaneous. We now sadly remember also those who died in World War II and in Korea. For us, in Europe, I think it has a meaning all the more poignant for what we see around us. At Verdun the costliest battle in human lives was fought and from here, as we cross Northern France, crossing into Belgium and the Netherlands, can be seen the evidence of the grim roll of human lives that our freedom has cost.

If this sight moves you as much as I think it does, then there is one way in which you can show your gratitude. The Canadian Legion will be asking for contributions to the Poppy Fund. Monies so raised will go to the disabled veterans of the three wars in order that they may be helped to help themselves and hold their heads proudly as citizens of Canada, the country they defended for us. I can think of few more noble causes.

# Canadian News Highlights

## **NEW TECHNIQUES FOR RCAF UNITS**

New techniques mastered by the RCAF during service with the United Nations Emergency Force will be very useful in future operations of a similar nature, according to Air Commodore R.J. Lane, Air Officer Commanding, Air Transport Command. Air Commodore Lane praised air force units stationed in the middle east, and told them that he is very proud of the job they are doing for the UN. The officer was speaking to airmen during a tour of units stationed in Sina, and Yemen.

## **UNDERSTANDING WIFE HELPS FAMILY ADJUST TO MOBILE LIFE IN THE SERVICE**

If you're in the services and if your wife gets upset over transfers, life can be pretty grim. But with a wife who's quite happy to see new country and who adjusts easily to new surroundings, a service family can have a satisfying and happy life. That's the conviction of Sergeant Richard P. Prindiville, born and raised in Ottawa and now a member of the ground crew of the RCAF transport plane at headquarters of the North American Air Defence Command at Colorado Springs, Colorado. He was home in Ottawa recently when the crew accompanied the plane there for one of its periodic inspections. Sgt. Prindiville believes his family is reasonably typical of most moved-around families in the services, and he gives his wife full credit for the family's adjusting well.

## **HELLYER LOOKS TO 1964 DEALS SAYS CANADA WILL PLACE SUBSTANTIAL ORDERS IN U.S.**

Canada intends to place substantial defence contracts in the United States next year. Defence Minister Paul Hellyer said Friday. The flow of orders, he said, will

rise gradually over the years as Canada considers the needs for aircraft and other defence replacements. Hellyer told a press conference that it is Canada's intention that the increasing flow of orders southward will attract a greater flow of U.S. orders to Canada. He held the press conference after confidential talk with Defence Secretary Robert McNamara and his advisers. Asked what new Canadian orders might be placed in the U.S. the minister noted that Canada's present interceptor planes eventually will have to be replaced, possibly by a more flexible type of aircraft that could be used for a variety of purposes. On other points, Hellyer said: 1. The Canadian government has already made clear it will not participate in the proposed North Atlantic sea-borne nuclear force. 2. There are no nuclear warheads in Canada at the present time, either at Canadian or American bases north of the border. But it would not be long before some are shipped into Canada.

## **OTTAWA — DEFENCE SPENDING KEEPING CANADA'S ECONOMY ROLLING**

Defence is Canada's biggest business. It has the largest payroll. It involves the largest investment of any single operation. It has the greatest impact on the economic welfare of the nation — purely as a matter of dollars and cents, and discounting importance of the defence role. How successful is this \$1,634,000,000 operation? Defence spending today is taking roughly 25 cents out of every tax dollar. Is Canada getting its money's worth? During the war years the success of defence spending is measured in the «kill per dollar» — this is the gauge. During an era of peace, there is no such yardstick. We know the world has survived several hot crises that threatened to erupt — but have now passed into

history. How large a role — if any — Canadian defence played in this war-saving tactics is impossible to estimate. However, it is not difficult to guess the jolt on the Canadian economy if the mammoth defence spending were suddenly erased. It is no secret in the U.S. that if a «hard» peace was suddenly reached, and defence spending cut back, the economy of that nation would fall flat on its face — and as yet, no alternative has been drafted.

## **U.S. SAID TO OFFER TO LET BONN USE BASES IN FRANCE — DE GAULLE IS REPORTED ANGRY— HE IS UNLIKELY TO PERMIT PLAN TO TAKE EFFECT**

The United States was reliably reported today to have offered to share the use of some of its military supply bases in France with West Germany. French sources here said that the bases had been established in France under a treaty with the United States and they assumed French permission would have to be granted for the Americans to share them with the Germans. If this is the case, President de Gaulle's reported reaction to the American move makes it unlikely that permission will be forthcoming.

## **DUNNVILLE OFFERED RCAF MEMORIAL — AIRPORT REVISITED**

Second World War RCAF personnel who trained at No. 6 Service Flying Training School journeyed from all parts of Canada to attend a reunion and revisit the airport. This service alumni has secured a Harvard plane and offered it to the town of Dunnville to be used as a war memorial. The alumni advised that it will assume the obligation of maintaining the memorial if the town will accept it. IF ACCEPTED, it will be presented by the wartime serving personnel of No. 6 SFTS with the co-operation of the town

of Dunnville as a tangible memorial to the 35 Canadian and other Commonwealth personnel who died while serving at the air station and to RCAF members who flew this type of aircraft.

#### **TENDERS CALLED FOR STORAGE OF NUCLEAR ARMS**

Tenders are being called for the construction of underground concrete bunkers at five RCAF stations for storage of nuclear warheads, a defence department spokesman said Thursday. The informant said construction probably will start this fall at some of the stations and will take several months. Similar storage compounds have been used by NATO forces in Europe for several years without any seepage of radioactivity, the spokesman said. The first nuclear weapons to be stored on Canadian soil are expected shortly inside Bomarc missiles positioned at North Bay and La Macaza, PQ.

#### **NUCLEAR BASE IS UNDER STUDY FOR VAL D'OR**

The Department of National Defense is considering the establishment of an eighth nuclear base in Canada — at Val d'Or, Que. Consideration of Val d'Or as a nuclear site stems from the fact that there are two RCAF Voodoo jet interceptors at the airfield there. They are supplied on a rotational basis by the Voodoo squadrons at North Bay and Ottawa. Informants said that if interceptors were to be kept at the Val d'Or forward deployment field it would be reasonable to assume that a small nuclear dump would be built there so the Voodoos could be armed with the 800 pound Genie nuclear rocket.

#### **AIR FORCE CAMERA CAN TRACK RIFLE BULLET**

Probably the most remarkable camera in Canada is located near RCAF Station Cold Lake in Alberta. The three-ton \$120,000 instrument is sensitive enough to record a six-inch sphere at a distance of 2,000 miles. It is used to track satellites. Originally on loan from

the U.S. government, the super camera has now been handed over to Canada, becoming the only such unit in the country. The information obtained from the film is used to measure the effects of gravity and the «drag» of atmospheric dust.

#### **AIR, SEA SEARCHES 295 FOR 9 MONTHS**

Maritime Air Command headquarters reports 295 search and rescue incidents, involving ships and aircraft, were handled by the rescue co-ordination centre at Halifax in the first nine months of 1963. The report states that the Atlantic search and rescue area has handled 11 aircraft and 34 marine distress cases so far this year. The distress cases took search crews from 103 Rescue Unit, and 107 Rescue Unit, Torbay, Nfld., and involved 15 hours and 35 minutes flying time.

#### **RCAF AIRLIFTS OIL IN BULK**

Bulk airlifting of fuel oil to northern bases is saving the RCAF time and money. In operational use for the first time by the Air Force, five specially designed four-ply butyl rubber tanks were fitted into the cargo hold of a Hercules of 435 Transport Squadron. The sausage-shaped «blubber bags», each seven feet long and four feet across and of 800 gallons capacity, were designed and manufactured in Canada. They enabled the Hercules to operate at maximum 35,000-pound useful payload on its 43 bulk fuel oil delivery flights.

Only 15 minutes was required to discharge the 17-ton, 4,000 gallon cargo from the tanks in the Hercules' fuselages. Loading time was reduced to 24 minutes from the 1½ to 2 hour average time required when the fuel-oil was airlifted in 73-drum loads.

Significant savings in time, manpower and materials were realized from use of this new method. An immediate apparent saving was in drums; 6,000, for example, were used in last summer's operation «Boxtop VII». Each drum is valued at approximately \$5.00 and in many cases they are more costly to return than to abandon.

## *Letters to the Editor*

### **OPEN LETTER TO THE STAFF OF ONE WING HOSPITAL**

May I present my thanks to all of you. I had such wonderful care, your thoughtfulness, thoroughness and your cheerfulness was appreciated by me in my long sojourn in your establishment. I had the opportunity of seeing you all at work, and the way you adapted yourselves to every situation and emergency, was truly amazing. It was a pleasure to know that when you are sick there is such care available and I take great pride in now knowing you all by name.

Thank you once again for your continued interest and care.

Yours truly,

*Lorraine Ziegler*

Sir,

It is appreciated that you are undoubtedly a busy man. However, even though you are excused for dropping your editorial occasionally, we will not excuse you for inserting into your editorial slot, a very eye-catching advertisement — regardless of how reputable such a firm may be. Even a poem or a joke if no editorial, but please, no more advertisements in that spot!

The Recreation Staff are to be congratulated for the effort put into their «Winter Recreational Programme» on pages 20 and 21. After such endeavour, would it be possible to have the programme inserted as a fly leaf for ready reference?

Sincerely,

*«Steady reader»*

Sir,

Several of my friends and I have noticed that your latest issues of the «Arrowhead» have omitted the «New Arrivals» list.

We know that this is not because of lack of births and ask if it could not become once again part of the forthcoming issues.

Thank you

*L.J.F.*

## ON THE ROCK

Centuries-old legend has it that when the Barbary apes no longer climb the craggy heights of the Rock of Gibraltar British rule will cease. It may or may not be an omen, but the apes do threaten to die out because more males than females are being born.

If the British are worrying about this situation, it seems, it is only because the apes are a beloved part of life on the Rock. Even if the legend were to prove true, though, a British departure would not be the setback for them it once would have been. Gibraltar is still a useful military base and a profitable tourist spot, but the airplane has watered down its function as a bastion from which the entire Mediterranean could be controlled.

The narrow Strait of Gibraltar is the Mediterranean's only outlet to the Atlantic, so whoever holds the Rock can see every ship that comes and goes. There is hardly ever a time when several ships are not in sight; residents and tourists enjoy standing with binoculars at Europa Point watching them.

It follows that whoever holds Gibraltar can, if sufficiently armed, prevent the passage of any of these ships. Perhaps that is why the British are taking such precautions to prevent the extinction of the Barbary apes.

Sir Winston Churchill long has had a strong interest in the apes, and even took some time off from his rather pressing duties as World War II prime minister to see that some females were shipped from Africa. In recent years the animals have been penned.

The question of how the first apes got there from Africa is the subject of one of several intriguing Gibraltar mysteries. Some romantically minded persons wonder if they may not have come via an as

yet undiscovered cave that runs all the way under the Strait. The Rock is full of caverns, some of them unexplored. Who knows but that one of them may just keep on going? These people wonder, too, if the Moorish conquerors of 711 A.D. may also have come via the hidden cave.

Another Gibraltar mystery now has been solved. Why, the people used to ask, was virtually all of the water in the Strait always flowing *into* the Mediterranean, and almost none of it flowing out? Under this circumstance why didn't the landlocked Mediterranean just fill up and overflow?

Some people probably were disappointed when the oceanographers gave a simple explanation: Mediterranean water is saltier, therefore heavier, so the outward currents are always underneath the inward ones.

The Moorish conquest of 711, whether it was by cave or something more prosaic, is the earliest recorded event in the Rock's history. The leader of the invaders was named Tarik-ibn-Zeyad, whose castle still stands. The Rock became known as Gibel-Tarik, or Hill of Tarik, which later became corrupted to « Gibraltar ».

The British conquest of the Rock came just nine years less than a millennium later, occurring in 1702. In its history, the Rock has been besieged 14 times and has changed hands nine times.

The Rock is separated from the Spanish province of Andalusia only by a narrow strip of sand. The Spaniards make little secret of the fact that they resent the British presence there, and would like to see the area change hands for a

tenth and last time. All the same, thousands of Spaniards find employment at Gibraltar, mainly by performing menial work for the residents.

The Rock is one of the celebrated « Pillars of Hercules », two giant columns of rock that flank the portal of the Mediterranean. The other, on the African shore, is at Mons Abyla, Morocco.

Perhaps symbolically, the British fancy that the Rock is shaped much like a crouching lion. The main trouble with the idea, aside from the fact that its rump would be too high, is that the creature would be incongruously facing Spain.

Present day Gibraltar has many interesting features, not the least of which is tax-free shopping. But it is almost universally agreed that gay night life is not one of them. This is no reason to cancel a trip there, though, since La Linea, Spain, just across the sand-strip, is not known for its prudery. And Tangier is only a half-hour flight away. Enough said.

The fishing village of Catalan Bay, also part of the British area, acts somewhat as a counterweight to Gibraltar's staidness. Unreachable by road until a tunnel was dug during World War II, the village huddles precariously under towering cliffs which cause the sun to set at noon.

The village is in constant danger of landslides. A big one in 1811 killed 18 people. Other big slides, in 1870 and 1917, came too close for comfort, but the people apparently don't consider the peril great enough to want to forsake their homes.

# on the continent

# Eight Centuries

## on the Seine

*Construction of Notre Dame Cathedral started in 1163, and the anniversary is being marked this year by many observances. During the last eight centuries this great edifice has seen solemn rites marking everything from the start of medieval crusades to Paris' liberation in World War II. But there has also been a seamier side to its history, ranging from tasteless remodelings to sackings by revolutionaries to the ignominy of use as a wine storage depot!*

While millions of tourists have already visited Paris' great Notre Dame Cathedral, it is fitting in this 800th anniversary year of her construction to recall some of her historical highlights.

Construction was begun in 1163 and continued until 1345. A fervent tidal wave of faith had swept over France at that time and citizens representing all walks of life joined in its building. During the Middle Ages, French kings left from the cathedral for the Crusades.

Life began and ended around the cathedral. Newborn babies were abandoned on the grounds and condemned criminals made their final confessions outside the doors before being executed with boiling oil or molten lead at the nearby Place de Greve.

Starting around 1700, Louis XIV began « restyling » Notre Dame. Out went the high altar, the pews, the bas reliefs and the stained

glass windows, and much of what the visitor sees today is the work of 19th century restoration. Baroque statues were installed inside and much of the exterior sculpture was hacked away to provide « balance ».

This restyling changed to blatant destruction during the Revolution. The interior was pillaged; the statues of the Kings of Judah and Israel, mistaken by the populace for the monarchs of France, were roped and pulled crashing to the ground. Shortly thereafter the church was put to use as a wine depot for military hospitals.

Notre Dame was returned to the Church in 1802, but the indignities suffered by the old cathedral in the 18th century had reduced it to little more than a skeleton of its past glory.

It remained for Victor Hugo in 1831 to make an impassioned plea. In his famous *Notre Dame de Paris*, which paved the way for the cathedral's 1841 restoration, Hugo wrote: « Notre Dame, radiantly beautiful, rises like a great stone flower from a mass of flat roofs, gray or blue; the majestic outlines of its towers stand out in their immensity against the horizon. Under every caprice of the hour or the light..., the noble cathedral appears in shining beauty and unsurpassed splendor. »

Hugo's novel left readers with an intimate affection for the mighty edifice which has continued to the present day. A trip to the towers — the towers which recall the mythical hunchback, Quasimodo, and his tragic heroine, the gypsy Esmeralda — provides visitors with a magnificent view of the center of Paris and a face-to-face encounter with the famous Notre Dame gargoyles, those grotesque figures of half-human beasts, birds and devils, which are simultaneously repellent and fascinating.

From the benediction given to the Crusades, to the *Te Deum* of the 1944 Liberation, Notre Dame de Paris has always inspired men. Many have spoken great words about her but none has matched what she herself has to say.

## The Mystery of

# COPPET

*Coppet is pretty enough; its chateau rules sedately amid parks and thick woods. But that is not what keeps historians, journalists and tourists flocking by the hundreds to this Swiss village near Geneva. What they seek is the mystery of the chateau: do the bodies of a famous former occupant and her two equally famous parents lie completely preserved to this day in a forest-shrouded chapel on the grounds? Could Madame de Staël, the French authoress who died in 1817, be seen today in a vat of alcohol, completely nude with her hair floating in the liquid? Do her parents — one a noted financier under Louis XVI; the other an early love of Gibbon and the mistress of one of the most popular salons of Paris — lie beside her, also preserved in alcohol? Sums have been offered to the chateau's keeper to divulge the answer to these questions. And time and again a door on the mausoleum has been forced open; to reveal that it is a false door, opening only onto a solid wall. The likelihood that these strange burials actually took place was heightened recently with the discovery of certain documents concerning the mother. They reveal that from her youth the woman was haunted by a morbid fear of death and a dread of the fact, in the normal course of events, her body must disintegrate. To make things even more sinister, it is said that Madame de Staël, who adored both parents, would often have the crypt opened so that she might sit close by their mortal remains. But one day, it is recounted, she realized with horror that the alcohol in the vat was diminishing! The reason? The gardener was drinking it.*



## BRIDGE LEAGUE

All RCAF families living in Belgium are invited to join a bridge league, to operate from November 1963 until May 1964.

Three games per month will be played, according to a list of opponents to be distributed to all couples.

All games will be played in the homes, and couples will act as hosts for half of the schedule and will be guests for the other half. Total points for the season will determine the prizewinners. Rubber bridge played and scored with twenty hands constituting a game.

An entry fee of \$3.00 per couple is proposed, apportioned as follows; \$1.00 for prizes, \$2.00 for a banquet at the end of the season when first, second and third and booby prizes will be presented.

For those interested, whether expert or beginner, please provide the following information and leave it at 80 rue d'Arlon, or at the Control Tower, Attn: F/L Gunn, as soon as possible.

Husband's first & last names .....

.....  
Wife's first name .....

Address .....

Telephone No. & Section .....

# IN AND AROUND MARVILLE

## 1963 Canada savings bond campaign

1963 Canada Savings Bonds went on sale at 1 Wing RCAF commencing 1 Oct 63 until 15 Nov 63. Section canvassers have been appointed as follows:

MSE	Sgt Vquette Local N° 169
FOOD SERVICES	Cpl McDougall 36
AFP	Cpl Osborne 27r2
ACCOUNTS	LAC Valiquette 24
SUPPLY	LAC Hicks 136r2
ARMAMENT	Sgt Herriot 160
CE	Sgt Senft 149
5AMU	Sgt Arthur 222
INFIRMARY	Sgt Rowe 43
TELECOM	FS Shepherd 110
WOR	FS Watkins 10
COPSO	F/O Gillis 172
439 SQN	Cpl Hayden 193
MAINTENANCE	F/O Harvey 83

Personnel wishing to buy Bonds on Cash terms may do so by contacting Mr Pat Rigby, Manager, Bank of Montreal.

All personnel are encouraged to take full advantage of the savings campaign offered.

## MAIL YOUR CHRISTMAS PARCELS EARLY

Lets not be the Tail End Charlie. Don't listen to these people that say « Oh I mailed my parcels in December and they arrived in time for Christmas. » If this really did happen it was just a fluke. Remember these closing dates listed below ensure that your mail will be delivered in time for Christmas. Let's not embarrass our folks back home when they receive your gifts in January. They might get the impression that you are mailing next year's gifts early.

<i>Class of Mail</i>	<i>Mailing Date</i>	<i>Weight Limit</i>
Parcel Post	15 Nov	10 lbs
Christmas Cards	4 Dec	4 lbs 6 oz
First Class Letters and Packets	11 Dec	4 lbs 6 oz
Airmail Letters	12 Dec	4 lbs 6 oz



For the convenience of personnel living in PMQs, Postal Service will be available for mailing *Parcels* only from Tuesday 12 Nov to Friday 15 Nov. This office will be situated in *The Teen Town Games Room* in the Recreation hall.

Personnel residing in PMQs are urged to make use of this facility on the dates given. Below are the times of operation for this period

0900 hr to 1200 hrs & 1300 hr to 1600 hrs

A Merry Christmas to you all from the staff at the Post Office, and don't forget; mail your Christmas Parcels Early.

# 439 (F) SQUADRON

## A MESSAGE

It is significant that 439 has always been a fighter squadron. The spirit that prevailed in war time has been preserved through the postwar years. All ranks have contributed to the preservation of this spirit which in turn has enabled the squadron to operate under difficult conditions in the best traditions of the RCAF.

The record of the Squadron is summarized in the following article. All those who have belonged to 439 take pride in knowing that they contributed in one way or another to a proud history. I add my own appreciation to those who have served with me in my tenure as Squadron Commander.

We shall all miss the redoubtable Sabre, it has served us well and has been our «sharp end» for many years. In the Super Starfighter, with which the Squadron is to be re-equipped, we have a weapon second to none in NATO. We are proud that our Squadron has been selected for the important roll ahead and we wish all future 439 members the success we have enjoyed throughout our history.

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FROM THE  
OFFICER COMMANDING 439 SQUADRON

*W/C P.B. St. Louis, O.B.E.*



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# VODKA BOLSKAYA

In 1951, as part of Canada's contribution to the North Atlantic Treaty Organization for the collective defence of Western Europe, the R.C.A.F. undertook to provide an air division of twelve fighter squadrons. First of the twelve units to go overseas was No. 410 Squadron late in 1951, No. 441 followed a few months later, and No. 439 arrived at North Luffenham, England in June 1952; the third F-86 (Sabre) unit in No. 1 Fighter Wing of the R.C.A.F. air division.

The Squadron remained in En-

ber 1939, the school of Army Co-operation was revived for a time, disbanded in April 1941, and reformed again six months later under the command of S/L V.W. Ross. The new school was intended as an interim measure only, to cover the period of organization and training. As soon as the school was ready to operate it would become a squadron to provide close support and reconnaissance training for Army units, which were preparing to go overseas.

No. 143's original aircraft, obso-

# THE TALE OF THE TIGERS

gland until the spring of 1955, at which time it moved to Marville, France, and for eight years helped to build the R.C.A.F.'s reputation for excellence that prevails throughout Europe to-day. This fact was affirmed in no uncertain terms by General Lauris Norstad (U.S.A.F.), former Supreme Allied Commander Europe, when last year shortly after his retirement, he stated that, «The R.C.A.F. is THE most efficient and able organization in N.A.T.O.» However, this reputation was not easily won, nor was it won by chance. It took a solid foundation, laid during the war, continuous hard work thereafter to built upon it.

This is the history of No. 439 (Sabre-tooth Tiger) Squadron, one of Canada's contribution to NATO, and the reason why we who have been a part of the Squadron can be proud.

No. 439 first came into being as the overseas successor of No. 143 (Army Co-operation Training) Squadron, which formed at Rockcliffe, Ont., in January 1942. The ancestry of the unit can be traced back to the school of Army Co-operation, which originated at Camp Borden in 1932, moved to Trenton in 1936, and early in 1939 was absorbed by No. 2 (A.C.) Squadron. When No. 2 Squadron was disbanded at Rockcliffe in Decem-

ber 1939, the school of Army Co-operation was revived for a time, disbanded in April 1941, and reformed again six months later under the command of S/L V.W. Ross. The new school was intended as an interim measure only, to cover the period of organization and training. As soon as the school was ready to operate it would become a squadron to provide close support and reconnaissance training for Army units, which were preparing to go overseas.

lete Lysanders, were in time replaced by Hurricane fighters, and the squadron also flew for training and communication, Harvards, Bolingbromes, and Ansons. In November 1942 some pilots were posted overseas and more followed in the next months. When W/C Ross, the C.O., departed in January 1943, he was succeeded by S/L Rankin, one of the original members of the unit.

Rumours about the squadron's future began spreading until finally, the cloak of mystery was raised with the announcement that No. 143 would go overseas as a unit at the end of November. While preparations for departure were at their height, a fire gutted part of the administration building; but despite this setback the squadron got away on schedule and arrived in Britain in mid-December.

After receiving its overseas designation «No. 439» the Squadron moved to Ayr for training, which was completed by early March. S/L H.H. Norsworthy then took command, and the Squadron flew down to Hurn, on the south coast of England to begin operation against the enemy. They refitted with Typhoon aircraft a few months after arriving at Hurn, and until D-Day their operation role consisted of attacking flying-bomb targets, and striking at bridges, marshalling yards and radar sites. On the eve of D-Day 439 suffered its first casualty due to enemy action, when F/L J.W. Saville was killed while leading an attack upon a radar post in the Channel islands. The complete tactical surprise, which was achieved on D-Day, was attributed in large measure to the destruction of the enemy's radar stations by units of the sector to which 143 Wing belonged.

On 27 June 1944 the Wing moved across the Channel to Lantheuil on the beach-head, where it remained until the end of August. The 'Tiffie' pilots could seldom assess the precise results of their bombing, but the Army repeatedly expressed its appreciation of their effective co-operation. On 9 July, for example, a formation of nine pilots, led by F/L U.J. Fiset, bombed and strafed an enemy concentration near Tilly so effectively that a counter-attack was broken up before it could get started.

The Battle of Normandy was over the end of August, and No. 439 had flown 1065 sorties on 123 operations, in the course of which 517 tons of bombs and over 75,000 rounds of ammunition had been expended.

From Lantheuil the Squadron moved in rapid succession (following the advancing front), to St. Andre de l'Eure, Glisy, Melsbroek in Belgium, and finally to Eindhoven in Holland on 25 September, where they remained for six months. S/L Norsworthy received the D.F.C. after his second tour of duty, and relinquished the reins to S/L Fiset, who also had just been awarded the purple and white ribbon.

It was out of Eindhoven that No.

439 had its first encounters with the Luftwaffe. In one engagement at dusk, F/O J.H. Stitt destroyed a J.U. 88 in flames, and P/O W.A. Gray damaged an F.W. 190. Gray was lost the next day when flack caused his Typhoon to crash. No. 439's primary function now and until the end of hostilities, was bombing and strafing in a great interdiction campaign to strangle all enemy movement by rail or road. In December 1944, S/L Fiset became tour expired and S/L R.G. Crosby succeeded him in command of the unit. In March S/L Crosby was injured when he had to bail out of his flack damaged aircraft, and S/L J.H. Beatty became O.C. of the Squadron for the remainder of its overseas tour.

In all between 27 March 1944, and 4 May 1945 when hostilities ended, 86 pilots flew on operations with No. 439 Squadron. Twenty finished their tours, 36 were reported missing on operations, and of the 36 casualites, 24 were killed or presumed dead, 8 were prisoners of war, 3 evaded capture, and one other was liberated after a few days in enemy hands. On 22 August 1945 the pilots flew back to England, and four days later the Squadron was officially disbanded. « We have had a good Squadron indeed a happy one with high mo-

rale, and we hope the job we did equalled that done by other fighter-bomber squadrons. »

The statistics of the « job » speak for themselves: 3999 sorties (4207 hours) on 537 operations, during which over 1800 tons of bombs were dropped, and more than 270,000 rounds of 20 m.m. ammunition were fired ; 360 rail lines were cut ; six bridges were knocked out ; five locomotives, 65 freight cars, 237 vehicles, 13 tanks and 27 barges were damaged. Eleven enemy aircraft were also destroyed, another was probably destroyed, and nine were claimed as damaged. Twelve D.F.C.'s were awarded to members of the Squadron.

Six years after the squadron disbanded overseas, No. 439 was reformed at Uplands, Ont., on 1 September 1951 under the command of S/L C.D. Bricker, D.F.C. During the war Bricker had served a long tour with No. 430 (Fighter-Recce) Squadron as pilot, flight commander, and commanding officer ; winning his decoration for the excellent results achieved on many photographic and tactical reconnaissances. After returning to Canada in 1946, he converted to jets and became the first R.C.A.F. pilot to make a jet flight across the

Atlantic, a feat which he accomplished while on exchange with a U.S.A.F. squadron.

Since 10 November 1951, when No. 439 began flying F-86 Sabre jets, the Squadron quickly rounded into shape and developed a very high esprit-de-corps that was to continue until the end of the « Sabre » days on 1 November 1963, when the Squadron officially ceased operations awaiting the arrival of No. 439 C.F. 104 Strike-Reconnaissance Squadron in Marville, France, from their Canadian training base at Cold Lake, Alberta.

The reformation of a squadron in a new role with new aircraft does not come easily though, as No. 439 was soon to find out after the initial squadron pilots reported for duty at Uplands on 1 September 1951. Organization, cleaning, and renovation duties befell the pilots as they waited for the multifarious modifications to be completed on their Sabres before they could begin to fly them. Although busy with thousands of necessary jobs to be done, the squadron pilots decided that time must be found to come up with a suitable symbol and motto for No. 439. On 6 November, after reviewing all entries in a squadron crest competition, No. 439 « Sabre-tooth

A short history of  
No. 439 Fighter Sqn

by

Flight Lieutenant  
D.G. JACQUES



Tiger» Squadron was born with the motto «Fangs of Death.» A tentative crest was drawn and submitted to A.F.H.Q. and the Chester Herald for approval.

Finally, «S» for Sabre day arrived at 439 and on 10 November 1951, S/L Bricker flew number 19128 to officially begin operational training for the squadron. From this day flying began in earnest to prepare the squadron for their coming transfer to overseas duty in North Luffenham, England, where No.'s 410 and 441 Squadrons were already operating. On 15 April 1952, S/L Bricker called his men together to inform them that 439 Fighter Squadron would be completely air-lifted overseas, and that they would be the first Canadian Squadron to fly jets across the Atlantic. Thus the stage was set for Leapfrog I, which was to begin 30 May 1952.

With a farewell from the Minister of National Defence, Brook Claxton, S/L Bricker leading the first section of four took off at 0930 hours on the first hop to Bagotville. Leapfrog I, scheduled to be completed in four days had begun, due to bad weather at every stopover, was to take no less than 16 days to complete.

The route included stopovers for refuelling at Bagotville, Goose Bay, Bluie West Keflavik, Kinloss and finally North Luffenham; a total distance of 3560 statute miles. S/L Bricker, suffering from appendicitis, was forced to turn over the lead to F/L Bill Bliss at Bagotville, and proceed to England unhappily by North Star. Other than the unfortunate loss of S/L Bricker and miserable weather, there were no other incidents of major significance. Leapfrog I was officially terminated at 1735 hours 15 June 1952, at No. 1 Fighter Wing North Luffenham, England, where G/C Hale D.F.C. officially welcomed the weary Tigers. And as one squadron pilot summed up the trip, «Our morale is at an all-time high, and our finances at an all-time low.»

After a week's well deserved leave, during which the squadron «invaded» London for the first time, No. 439 quickly became operational, and settled down to the

task of providing air defence for N.A.T.O Practice intercepts, high level battle formation, alerts, and exercises were carried out regularly with good success.

Tragedy struck 439 on 1 July when F/O Raymond Conti reported a low fuel condition, and that he was preparing to abandon his aircraft. No trace was found of pilot or plane, and F/O Conti thus became the Squadron's first casualty since World War II.

In the middle of July the first rocket and air-to-air firing trips were carried out with the Sabre to complete the operational readiness requirements for the squadron. Competition now began in earnest among the three Canadian fighter squadrons based at North Luffenham, and the high proficiency in flying, which was to make Canadian pilots respected throughout N.A.T.O., began to develop into a fact.

In March 53, No. 439 was proud to announce that F/L Bliss had been selected to go to Korea to fly Sabres with the U.S.A.F. in order to gain for Canada some truly operational flying. This policy, adopted by the Canadian Government, proved in later years to be invaluable, in that it provided our squadrons with a number of pilots possessing first hand information to show others some of the best methods of operational flying developed under actual wartime conditions.

S/L Bricker completed his tour of duty with 439 on 8 July 1953, and relinquished command of the squadron to S/L Belleau who had just arrived from Canada. The following month of August represents a typical month of flying operations at 439, and shows the tremendous variety of sorties they were required to fulfill. From the Squadron Diary, «439 Squadron has moved out to dispersal in readiness for the commencement of exercise Momentum. Regular flying carried out Sunday morning of the 9th with Rat and Terriers being carried out in the afternoon. Normal flying including air firing carried out for the 10th, 11th, and 12th. The Acromoids, led by F/L Wenz and consisting of F/O's Wingate, Hamilton, and Pappas were formed, and have been practicing for-

mation aerobatics in preparation for the coming Air Force Day. 439 briefed on exercise Momentum on the 13th, and did a surprise scramble at 2040 hours on the 14th. Momentum patrols flown on the 15th and 16th. F/L Wenz and F/O Wingate had a mid-air collision when they both attacked an F-84 on the 15th. Slight damage to both aircraft, but neither pilots injured. August 17th and 18th normal flying in the morning with afternoon stand-down. Back flying sorties on Momentum for the 19th with 50 sorties flown. August 20th normal flying day. On the 21st 439 Squadron moved by surprise to Horsham St Faith for remainder of Momentum. Groundcrew travelling by bus, and pilots ferrying the aircraft. August 22nd saw a full day of Momentum scrambles out of Horsham, giving 46 hours and 55 minutes for the day's flying. Minor damage to 19195 when F/O Cheesman was forced to land with the nose wheel in the up position. August 23rd, last day of Momentum, F/O Pappas forced to land at West Raynham due to weather. 439 Squadron returned to Luffenham on the 24th and held a small party in the Officers' Mess to celebrate the end of exercise Momentum. Squadron stood down for the 25th. Remainder of week's flying composed of air-to-air firing. Beat up of American airdromes held on the 27th. Squadron stood down for the weekend.»

The squadron remained in North Luffenham flying their F-86 Mark II Sabres until March 1955., when it was moved to 1 (F) Wing Marville, France, and refitted with new Mark V Sabres. This completed the R.C.A.F.'s build up of four fighter wings at Sollingen and Zweibrucken Germany, and Grosvenquin and Marville, France. The only major problem encountered was to find a suitable location for the squadrons to carry out their required air-to-air firing practice, and this was initially solved when agreements were completed to use the base in Rabat, Morocco for this purpose. On 3 August 1955 No. 439 Squadron deployed to Rabat for their first gunnery camp at this new location. The R.C.A.F. found that although flying facilities were adequate, it was rather hazardous

for Canadians to mix with the seemingly uncivilized Moroccans in Rabat and nearby Casablanca. Since it appeared inevitable that sooner or later a serious incident would occur, negotiations with the Italian and German Air Forces commenced, and it was decided that the R.C.A.F. would pay 25% of the cost to prepare the Italian base in Decimomannu, Sardinia, for air-to-air gunnery.

On 29 August the Canadian Ground Control Radar Interception site commenced operation under the name « Yellow-jack », and until January 1963 was to provide most of the control for the Canadian fighter squadrons during N.A.T.O. exercises and normal proficiency flying. Although by NATO agreement, the official language to be used in the air was English, it was quite a relief to Canadian pilots to finally have a reliable control agency, which could understand more than the normal English phrases used by all pilots when flying. Also, the controllers at Yellow-jack became extremely proficient in their job, and it was with real regret that the squadrons said farewell to them when the agency closed down in 1963, because the Canadian C.F. 104 aircraft were to be strictly low-level, and thus would not require radar control.

In January 1956 S/L Belleau was transferred back to Canada and S/L Fisher became O.C. of the Squadron. The last refitting with new aircraft was completed in July 1956, when the Mark V's were replaced with Sabre Mark VI's. These new aircraft were more powerful, had slatted wings, and at that time were the best day-fighter aircraft in the world. The Tigers in their « Sixes » were king of the sky in Europe, and much to the disdain of all other Air Forces in Europe, were practically invincible. Over the remaining years it became almost a status symbol to others if they had photos to prove that they had « wired » a Canadian « Six ». The pilots in air division were well aware of this fact, and it quickly developed into a point of smudged honour if one of them did get theoretically « shot down » by any aircraft other than another Canadian

Sabre. Competition grew fierce among our squadrons. Zulu alert status was held continually throughout the year by two squadrons at a time, meaning that of the eight squadrons each one of them held Zulu one week in every four, and normally the same two squadrons were on duty at the same time. For instance No. 439 was usually on Zulu at the same time as No. 427 based at Zweibrücken, and practice intercepts with sections of four aircraft from each squadron opposing one another were regularly carried out; destroyed, and damaged were kept on film, and at the end of each Zulu the two squadrons compared their claims with great glee. Since this was the only way in peacetime that the pilots could assess their ability in the airfighting role N.A.T.O. had given the Canadians, it was with all seriousness that intercepts were carried out, and a high state of proficiency was necessary if a pilot wanted to remain on the squadron, and not be sent back to Canada as unsuitable for day-fighter operations.

By June 1957 the gunnery range in Sardinia was completed, and on the 26th of that month 439 had the distinction of being the first R.C.A.F. fighter squadron to go to No. 1 Air Weapons Unit Decimomannu for air-to-air firing practice. A minimum average score of 20% was imperative for each pilot according to Air Division rules in order to be considered combat ready as a day-fighter pilot. There were some misgivings among the squadron pilots as to whether this was possible or not, but everyone managed to « hack the programme », and it was a jolly group of Tigers that returned from their first « camp » to welcome their newly arrived O.C. S/L Cannon.

A year later No. 439 had come up with their first « top gun » when F/L Bill Norn was selected as a member of the Canadian Sabre team to compete against other N.A.T.O. Air Forces in a trophy shoot at Cazean, France, in July 1958. The team consisted of F/L's Norn, McGarva, and Henry, and F/O's Paul and Barker. They competed against teams from the Royal Air Force, Royal Nether-

lands Air Force, French Air Force, and Belgian Air Force. The RCAF won the competition by a substantial margin to set the stage for a four year domination of this yearly event.

Normal flying commitments included practice intercepts, Zulu, exercises, deployments, night flying, and phase training for new pilots. The following is an excerpt from the squadron diary for the first week of February 1959. « The weather was generally good again this week. The squadron commenced Zulu on Wednesday for another week. The new requirements mean that at best almost every pilot on the squadron is on all day every day, and that aircraft requirements are high. To make it worse this week, six pilots are sick with the flu. Flying was general during the week with the bulk being made up of practice scrambles and night flying. The section of four that went to Renfrew, Scotland for the weekend finally got back on Wednesday, after being fog-bound for six days. On Friday morning a surprise exercise was laid on. The five minute Zulu section was scrambled after rejuvating with big drops; their mission being to fly to Deci, Sardinia, rendez-vous with the flag on the range, and fire all guns. Each aircraft had 260 rounds per gun, and after twelve passes at the flag, the remaining rounds were fired into the ocean. The score was 9.5% with several gun stoppages. The aircraft landed were turned around and returned to Marville on the same day. F/O's Tidmall, Rice, Burke, and Coles participated. F/O Jones was able to start phase training with single trips, and F/O's Pope and Jolly became Combat Ready after completing their high level trips. F/O Jim Foy and his wife arrived from Chatham to join the squadron. The week ended with a total of 110 sorties, 137.50 hours. »

In April the squadron participated in the full scale N.A.T.O. exercise « Top Weight », with many different Air Forces and aircraft types taking part. Flying started at noon and continued from dawn to dusk for four days. Maximum effort was achieved with one hundred percent aircraft serviceability

throughout. On two days each pilot flew four sorties each, and the squadron flew 138.10 and 143.45 hours, a record for a Day Fighter squadron. Kills were claimed on many types of aircraft, with most of the trips consisting of fighter sweeps and aerodrome defence. The O.C. S/L Cannon came down from one trip, all smiles, and claimed 10 C-119 Flying Boxcars destroyed all by himself, causing numerous caustic comments from the rest of his boys.

S/L Cannon was replaced as Squadron O.C. on 1 June 1959 by S/L Day D.F.C., who was to hold office for only a month and a half before tragedy struck. On Friday morning 19 July, he took off as number two on a practice scramble, crashed just after getting airborne and was killed. The accident took place approximately two miles off the end of the runway and the aircraft burned. The investigation resulted in an obscure classification, and with much deep regret the squadron pilots attended his funeral in the town of Marville the following Tuesday. F/L Lewis, a flight commander, took over the squadron until 19 October, when W/C MacKay reported from Chatham after taking a quick refresher course on Sabres, which he had not flown since a tour of duty in Korea with the U.S.A.F., where he scored one Mig destroyed.

Apprehension filled the air in squadron operations again on 10 April 1960, when word was received that F/O Bob Hallworth had been involved in a mid-air collision with a Sabre from 421 Squadron based at No. 2 (F) Wing. The accident occurred during an airfighting sortie, and both pilots managed to eject safely, were picked up within minutes by helicopter, and Bob was back on the Wing in time to fill out the necessary forms and make it to Friday night Beer Call.

In July, W/C MacKay left the squadron to become Chief Operations Officer at No. 4 (F) Wing, the job he had originally been slated for, and S/L J.P. Bell took over control as the new O.C. In the same month F/O Jerry Tremblay, the second 439 pilot to be selected for the R.C.A.F.'s team in the N.A.T.O. Trophy Shoot, was top

man on the team as the R.C.A.F. soundly defeated all other Air Forces for the third year in a row, to further establish Canada's excellent reputation in Europe for producing top notch fighter pilots.

The pilots of No. 439 (Sabre-tooth Tiger) Squadron were not limited in scope to only being top notch fliers, however, and this was proven when in November 1961, the wheels were put in motion that were to make them (as far as they were concerned) the best cadgers in any Air Force in the world. It all began, when a group of No. 439's young Tigers came upon a picture story in the National Geographic magazine. The article dealt with the tiger collection of the Maharajah of Rewa, in Northern India.

The story told of His Highness' success in breeding the very rare, pure white albino tiger. Two things seemed evident to the young pilots: first, the Maharajah of Rewa obviously knew a great deal about the big cats; and secondly, far from being the be-whiskered, forbidding oriental potentate one might expect, His Highness looked as though he might very well turn out to be a sort of «tiger» himself if given half the chance.

On the strength of this, a delegation of the young pilots confronted their squadron commander, W/C Bell, with the proposal that a letter be sent to the Maharajah, pointing out the difficulties inherent in finding a mascot for a Sabre-toothed Tiger Squadron, and asking for assistance or information. The letter was dispatched on 12 November, but without any real hope. «Just a shot in the dark», according to W/C Bell.

The winter passed without a word. Then, in March, a letter arrived from the palace at Rewa, apologizing for the delay, which had been caused by the difficulties of getting an export permit from the Indian Government. It went on to say that a nicely-stuffed tiger had departed Bombay recently, and might be expected at Marseilles, France within a week or so. On 18 June, 1962, «Fang» arrived at Marville, and the whole station turned out to welcome him with a ceremonial parade.

As may be imagined, No. 439 Squadron was grateful in the extreme for the Maharajah's gift, and they responded accordingly. The highest honour that can be bestowed by a group of young «tigers» on an individual is to accept him into the «Den», and so the official wheels turned rapidly, and His Highness the Maharajah of Rewa was installed as an honorary member of the squadron, with appropriate crests, plaques and pictures sent to the palace.

And on the basis of his past performance, the sight of His Highness, crossing the aerodrome from the direction of Rewa, astride a ceremonial elephant, surrounded by retainers, gun bearers, and dancing girls, on his way to a 439 Squadron Mess Dinner, would not surprise the boys a bit.

In the Spring of 1962, No. 439 were informed by Air Division, that they had been chosen as the R.C.A.F.'s A.C.E. Mobility Squadron. This was a N.A.T.O. commitment, (A.C.E., standing for Allied Forces Central Europe), and the squadron was to be prepared at all times to deploy to any N.A.T.O. country in Europe with as little as twenty four hours notice. This news was accepted with much excitement in the squadron, but when rumours of a deployment to Greece continued on for the whole summer, enthusiasm waned quickly. The rumours were finally confirmed in October, and on the 4th twenty Sabres took off for Nea Ankhialos, Greece, supported by three Bristols, two Dakotas, sixty groundcrew, and five spare pilots. Upon arrival in Greece the squadron was briefed, and told that this was a full scale N.A.T.O. exercise involving German, Canadian, and Greek Air Forces, and some 3,000 Army troops from England, Germany, and Greece. The exercise simulated a border skirmish between Greece and the Soviet Satellite country, Bulgaria, which touches on the northern border of Greece. The day after arrival, the squadron took up alert state from dawn to dusk, and flew fighter sweeps near the border, and practicing intercepts between their own aircraft. Maximum effort was carried out for eight days, and when the exer-

cise was completed, a weary bunch of pilots climbed onto a Bristol to go to Athens for a relaxing (?) two days before firing up for the return trip to Marville.

The squadron remained the A.C.E. Mobility Squadron until operations ceased in November 63, and although rumours grew of a deployment to Turkey, the only thing that came of it was that every two weeks a section of four Sabres were required to fly to Greece one day and return the next, in order to keep all squadron pilots current on the route at least as far as Nea Ankhialos, which would be a staging base in the event of an exercise in Turkey.

New Year's Day 1963, brought with it the beginning of the scheduled change of aircraft in Air Division, which for the replacement of the now obsolete F-86, and C.F. 100 aircraft with new C.F. 104's. All four C.F. 100 All Weather Fighter Squadrons were officially disbanded on New Year's Day, and followed by No.'s 427 and 434 Sabre squadrons based at Zweibrucken, Germany. This posed a tremendous manpower placement problem for Air Division, and it was decided that all the C.F. 100 pilots would return to Canada, except for a few who were given jobs at headquar-

ters in Metz. Since the Sabre squadrons would be disbanded gradually from January, when the first two went, until November, it was decided that pilots would be shifted about from squadron to squadron in an attempt to transfer pilots who had been serving with a squadron for three years, back to Canada, and replace them with pilots who had been in Europe for only a short time.

No. 439, which was to be the last squadron to disband, was thus destined to finish their operational role with a combination of pilots from every other squadron in Air Division. The « tigers » received this news with numerous misgivings, because they felt that with competition among Sabre squadron as high as it was, their was a very good possibility that the high morale, which 439 had always been proud of might suffer considerably. This small fear was quickly dispelled, however with the arrival of W/C St. Louis (ex. 427 Sqn. O.C.) in January as the new commanding officer replacing W/C Bell. He immediately informed other new squadron pilots that they were not to forget that they were now an integral part of 439, and that their utmost co-operation was fully expected and demanded.

Morale over the last eleven months of operation remained very high indeed, and as it turned out, the feared defeat turned into a rousing victory, because the combination of fresh blood, and new ideas kept everyone on their toes right to the end. The standard operating procedures were placed under close scrutiny by every new pilot, and it became impossible to « spout » procedures without being able to back up a statement with logical fact. Many improvements were introduced right to the end, and if anything, morale soared rather than diminished.

Many fond memories, too numerous to mention, will always hold a favoured position in the heart of every ex-Sabre « jockey ». The F-86 was the Spitfire of a post-war world, and will always be remembered in the flying business as the last of the « Air Fighting » Air Craft. It is sincerely hoped that we of 439 held up our end of the stick, and helped in the making of the legend of the Sabre.

The Sabre built the reputation, and it is with pride that we hand it over to the C.F. 104. May you have nothing but success in maintaining it.

FANG

## OFFICERS OF 439 SQUADRON

*Front Row (left to right):*

*F/O Johnson, F/O Wilkinson, F/L Bourgeois, S/L Sauder, W/C St. Louis (O. C.), F/L McIlraith, F/L Keith, F/O Barrett.*

*Back Row (left to right):*

*F/L Jacques, F/O Simons, F/O Speltt, F/L Palmer, F/O Armstrong, F/O Saunders, F/O Houston, F/L McGrath, F/O Schaan, F/O McKibbin, F/O Dun, F/O Charles, F/L DiMarco, F/L Christensen, F/O Bristowe, F/O Groskorth.*



## Instrument & Electrical Sections

A very important part of 439 Squadron maintenance is that of the Instrument and Electrical Section. Many faces have passed through this section since 439 came to this Wing, but the final distinction rests with fifteen men. These ; are FS «Art» Ryan, Sgt «Elmer» Matthews, Cpls «Paul» Roy, «Merle» Dow, «Bill» Pascoe, «Gord» Wregget, «Herb» Robinson ; LAC's «George» Armstrong, «Ken» Botchar, «Sam» Gagnon, «Bert» Graham, «Ivry» Hill, «John» Noise, «Bill» Scott, and last but not forgotten «Dave» Sladen.

Most of these men are away at present on course and will, in the majority, be returning to Canada at year's end. Heading for the Cool Pool are most of the fellows from the Instrument Section. Cpl Wregget, in the New Year, will be showing LAC's Gagnon and Hill how to put on a set of skindiving gear on the beach at Cold Lake. Cpl Robinson and Cpl Dow will be

there as well to lend a hand.

Cpl Pascoe heads for the Banana Belt of Canada on his transfer to Comox. Paul Roy will be reminiscing of the fetes in Meix while driving through Ottawa traffic, his home for the next few years. Sgt Matthews is at present, wondering where he'll end up. It's bound to be one coast or the other, but he's hoping for the east.

The remainder of us will be staying here and possibly will see the

*by Bill Scott*

new 439. George Armstrong will take JP's place at the fetes in Meix. Ken Botchar can be seen with a smile now that all the energizers are gone. Bill Scott can be seen tearing his «rabbit hutch» asunder. Bert Graham wondering if he'll ever work on a Sabre, Dave Eladen cussing the guy who inven-

ted rabbits, and lastly, John Noise, happy with his new VW.

So with this patter we sign off as we lock the door and head, each in his own direction, away from 439 (F) Sqn for the last time.

## Telecom

For years, man has been striving to improve his ability to communicate with his fellow man. The difficulty of language and distance are probably the greatest.

The Indians had the inconvenience of distance beaten, to a certain extent, with the smoke signal, and sometimes we wish we were all back in that era. However, with the inception of wireless communications we are now involved with VHF, UHF, Direction Finding Equipment, Distance Measuring Devices ad infinitum.

Holding up the Airborne Radar & Telecommunications end of things in 439 (F) Squadron, are Sgt Ken Cervantes, Cpl's Mac Hayden, Rae Becholdt, Ernie Sainsbury and LAC's ; Herb Tiessen, Jerry Methot, Bill Oldford and Ed Hofforth.

Sgt Cervantes, a native of British Honduras, arrived as NCO i/c of Tiger Telecom about a year ago. Since then, he has been a morale booster not only to Telecom but to the rest of the Sqn as well. Being a man with many talents, he has done about everything but fly a Sabre during his year here. He worked as NCO i/c of a servicing crew six months as well as managing the Canteen, keeping Telecom in line and organizing our Sqn parties. By the time this is printed Ken will be the new Wing Telecom Adjutant. Those of us who are leaving for Canada soon give three cheers and a «Fang» to a great Boss and hope to work with you again soon.

Cpl Mac Hayden has been with the Sqn for the past two years. Mac, who at present is the Sqdn «Discip.», has been an active member of the Telecom Section, as well as taking part in many of the activities of the squadron. He has not



Back Row : Sgt Matthews, Cpl Holly, LAC Cottreau, Cpl Pascoe, FS Ryan.  
Front Row : LAC Kennedy, Cpl Rains, LAC Mulvale, LAC Armstrong.



*Back Row : LAC Tiessen, Sgt Cervantes, Cpl Bechdolt.  
Front Row : LAC Oldford, LAC Methot.*

yet been assigned his new role after disbandment of the squadron. His most likely fate is to become an adjutant to the Wing Tel Adj !

Cpl Rae Bechdoldt, who came from Wing Maint about two years ago to fill in for a Cpl on leave, never did get back there. Rae has been known to like deployments ! He has been on many, and his aid to the natives of the countries visited has been superb, especially those of Volos, Greece. Rae, like Mac, has't been assigned his new section yet. His most probable fate will be packing grocery bags at the Wing Commissary !

Cpl Ernie Sainsbury and LAC Ed Hofforth, both Radar Techs who with us for a while, have now left and gone supersonic. They are working at 2 Wing getting all clued in for the arrival of the CF-104's at 1 Wing.

LAC's Herb Tiessen, Jerry Methot and Bill Oldford will shortly be off to the land of the round door knobs and big « PX's. » Herb's off to Trenton to work on the Queen of the Fleet — the Yukon. If you see any Yukons with Tiger

Tails — you'll know Herb has arrived !

Jerry Methot is headed for Chatham where he hopes the hockey practices are from 1000 to 1200 and 1300 to 1600. By the way — Jerry is selling his winter uniforms. With so much hockey, he never gets to wear them anyway.

Bill Oldford reports to Greenwood but first to Newfie to see if Joey's promises have come true.

This about takes care of our small, but effective, Telecom Section. We wish everyone we have worked with at the squadron the best of luck your new Sections and Stations.

## Airframe Technicians

With the advent of man's first flight, the airframe tech was born. The whole of the aircraft was the



*Back Row : LAC Douglas, Cpl Carswell, Cpl Albert.  
2nd Row : Sgt Bollis, LAC Robinson, LAC King A, LAC Wyles, LAC Houle,  
LAC O'Neil, LAC Zeiler.  
Front Row : Cpl Sanders, Cpl St. Louis, LAC Lecuyer, LAC Britton, LAC Matchett.*

responsibility of «riggers» who had the job of maintaining the aircraft in a flyable state. In later times, the aircraft became more complicated and other trades were introduced to take care of certain areas such as engines, telecommunications, instruments and others. The airframe tech of today has the responsibility of hydraulic systems, fly controls, heat and vents, undercarriage and the aircraft structure as a whole. This trade also carries out inspections, line servicing, and many other tasks.

At present we have thirty airframe techs on strength on the squadron and in the past, many others who have returned to Canada with pleasant thoughts of their tour on the «Tiger Squadron».

A large number of us are returning to Canada soon although some will remain here with 104 squadrons.

Sgt Church is now on course and also returning to Canada very shortly will be Syt Bollis and Sgt Davey, Cpl's Russel, Carswell, Rancourt and Peters will train for the new aircraft. Cpl's Boylan, St Louis and Sanders will return to Canada in the near future. LAC's Britton, Harrison, Vinek, Douglas, Matchett, W. King, Hitchey, Houle, St Cyr, Lecuyer, Evers are all returning to Canada. The remainder of our airframe techs, LAC's Robinson, Gyles, A. King, O'Neil, Zeiler, Albert, Morrison, Hughes and Aayames will be heading to 3 Wing to learn about the new 104 aircraft.

## Safety Equipment

In the two years that they have been with 439 Squadron, there has been quite a changeover in Safety Equipment technicians. Of the originals, only Cpl Dave McBurney remained until the end of the Sabre flying. LAC's Paul Tremblay and Len Impola have returned to the land of the multi-coloured money, LAC Fred Kearns has turned supersonic with the 104's. Presently at the Squadron with Cpl



*Cpl McBurney, LAC Froman, LAC Crawford, Cpl St. Pierre.*

McBurney (when he's not chasing down sports news for CFN) are LAC's Phil Froman and Dave Champion.

It was the job of a Safety Equipment technician with a Sabre squadron to look after aircraft oxygen, the ejection system and the aircraft emergency seat packs. Now that the squadron is finished the three present SE Techs will be heading across the big pond. Cpl McBurney and LAC Froman are headed for Trenton to work on the heavies and LAC Champion is headed for Station Uplands.

## 439 M & W Section

Howdy from the «Gun Plumbers», and we try and introduce the seven people left of the once great «Armament Empire».

### *Sgt McQUEEN*

More often called the Duke of Argyll has been with the section for the past 6 months. He has been the author of tall Scottish stories and his favourite story at 1600 hrs is, «I think I will go and compose a tune». «Sandy» will be retiring in a year's time and will settle down in Scotland. Best of wishes to both Sgt and Mrs McQueen.

### *Cpl ST. PIERRE*

«Saint» as he is known, has been in the section since July 1961 and will be one of Armourers left to greet the 104 people coming in, with his version of Japanese songs. Saint is married and is the father of three cute little girls. Best of luck in the future to Cpl & Mrs St-Pierre.

### *Cpl PATTERSON*

Known to all on the squadron as «Pat», he will be leaving 1 Wing in a month's time after a total of seven years service with 439 squadron. Pat is now finishing his second tour at 1 Wing. Having just completed the 104 course at 3 Wing

he will be heading for a place called Cold Lake. So, Good Luck to you and your wife at your new station and — we would not be at all surprised to see you back at 1 Wing one day for a THIRD tour.

#### LAC BODSON

Paul, or better known as «Dobbie», has been with 439 Squadron since July 1959 and like so many others, his tour was extended by about six months to phase out with 439. After having been notified of his three transfers, Dobbie so far as he knows, will now be heading east to Station Greenwood, NS. So, Good Luck to you and your family at your new unit.

#### LAC CRAWFORD

«Scotty» has been with the section since Oct 61 and seeing that he is now «super-sonic», will be staying on at this unit. Scotty is also on his second tour, having served with 422 Squadron, 4 Wing, from 1953 to 1956.

#### LAC HOLBROOK

«Perry» has been here since 1960 and has become a permanent fixture in France since he married a local girl. He has been on two

Guynemer trophy shoots and has done well on both. He will be staying at 1 Wing for a while as he is, how you say Perry, «La Sonic Super».

#### LAC Paul GODIN

Last, but not least, we bid au revoir to LAC Paul Godin. Paul came to 439 squadron in June of 1959 and has been with us since. He has been the strong, silent type, at least since we have known him, and is also an all round athlete. After having played three years of hockey for 439 and never being a winner, Paul last year helped the Arrows bring the Air Division trophy to its rightful place at 1 Wing. He will be leaving for Summerside on 1 November. What will be 1 Wing's loss will Summerside's gain. Good luck, Paul.

## Armament Systems

#### LAC Jerry KYLO

Jerry has been with the squadron since last Spring, before which time he was with 427 Sqn

at 3 Wing. The leader of the Airmen's Club Entertainment Committee, he usually can be found at the Airmen's Club trying to organize a meeting (at least that's what he says). Also leaving 1 Wing in December, he will be taking up a post at North Bay the Bomarcs.

#### LAC Ron COOK

Ron gave up Wing Armament to join us last Fall. In order to keep slim and slender he is very active in most station sports. He is preparing for the 104's at 3 Wing at the present time and will return to duty here at 1 Wing.

#### LAC Roy COVEY

Among the fellow in the section and squadron, Ron is one of the real old timers — he arrived in the summer of 1959. He hails from Nova Scotia (you just ask him) and in December he will be leaving for Comox, to see what the other side of Canada is like. Roy has a few ambition — to prove that his Volkswagen is a sports car, becoming regular goalie for the Tigers and smashing all records at the Airmen's Club.

#### LAC Gord HELMBAY

Gord, another section old timer came to the squadron in December 1959. At the present time at the squadron he is chef of the «Helm-bays». Gord departs also in December for RCAF Station Chatham where he and his family will take up residence.

#### Cpl KEENAHAN

Frank came to Marville and the squadron in December 1961 from Winnipeg. He took up residence in the Maple Leaf Park because he says he just likes being close to the Base. Frank is now on course at 3 Wing preparing for the 104's, but will be back in time for the Curling season.

#### LAC Dave ETTINGER

Dave, a big morale builder in the squadron, joined us in November of 1959. His favourite hobbies are, Sardinia, Rocroi and driving his Volks in the gymkhana, trying not to let it tip over. At the time of writing, Dave is at Verdun hospital,



Left to right : Sgt McQueen, Sgt Edwards, FS Adams, F/L JML Bourgeois, FS Ryan, Sgt Bollis.



*Back Row : LAC King WH, LAC Slade, Cpl Adams, LAC Romanyshym,  
Cpl Tower.  
2nd Row : LAC Cant, Cpl Bedard, LAC Currie, Cpl Lee.  
Front Row : LAC Parkins, LAC Lemay.*

having his appendix removed, but will be back in time to leave with his family in December for their new home at Comox.

#### *Sgt EDWARDS*

Sgt « Doug » Edwards, the section's stalwart leader, spent most of his tour here with 445 squadron, joining 439 in January of this year. After being in the AST section only one month he was called forth to perform duties at the line desk where he has worked since. When Doug hits Canada on December 14th, he will pack the family in their Simca R8 and head for the Mirimiche district of New Brunswick. Although Doug had his mind set on going to North Bay, he hopes that his tour at Chatham will be a pleasant one.

#### *Cpl HOLMBERG*

A former of 445 Squadron, Vern

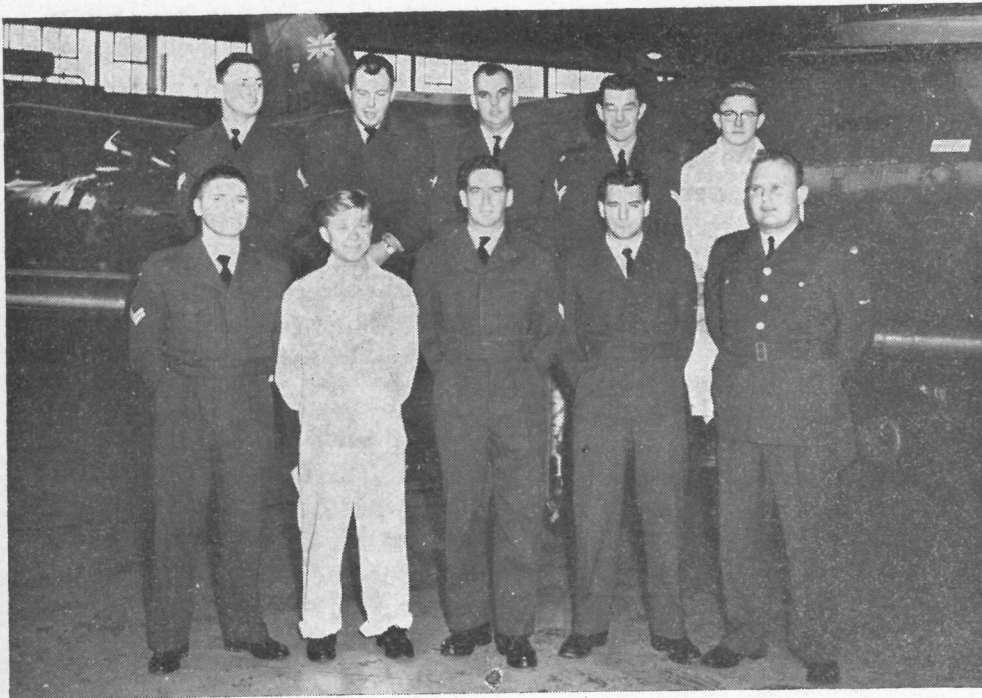
joined 439 in April 1962. He took on the task of running the section for a good part of his time with 439. Vern is a very ardent golfer and during his leisure hours he can usually be found trying to par the Golf Course. Not due for repat until next summer, he will carry on here working with the CF 104's.

#### *Bill THOMPSON*

Hailing from BC, Bill is one of the more recent members of the Systems section, even though he has been with us for over one year. A sports car enthusiast and President of the Station Car Club, he has installed a carburetor on his Anglia that will let him pass a Volkswagen with no trouble at all. Bill is going on course shortly and will remain here for the rest of his tour.



*Back Row : LAC Helmbay, LAC Thomson.  
Front Row : LAC Ettinger, LAC Dulder, Sgt, Edwards, Cpl Holmberg,  
Cpl Pratt.*



Back row, left to right : Cpl Sainsbury, Lac Dobson, Cpl Boylan, Cpl Russell, Lac Kylo.  
Front row, left to right : Cpl Currie, Lac Covey, Cpl Daniel, Lac Scott, Lac Vinek.

records, which have assisted in assessing the pilot's gunnery accuracy.

Whether only temporary, or attached regularly with the squadron, many of us have been on exchange and deployment with other NATO countries. These trips offered many truly memorable travel experiences, especially for camera enthusiasts who feel it sufficient token of having been a part of this long to be remembered 439 TIGER SQUADRON.

## Cine Section

The last Sabre Cine Section in the Air Division, Cpl Currie and Lac Lind, are the very last of a long line of photographers amongst the Tigers. Sgt Currie has worked nearly three years with 439 Squadron and LAC Lind came from the Wing Photo Section and has spent most of this summer with us.

Our general purpose with the Sabres has been to provide Gun Camera maintenance and processing facilities for the squadron. We've always considered our job important since these photo facilities have contributed cine film

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The finest adventure an Air Division pilot can expect during these transitional days is to accompany his squadron on an exchange with a NATO counterpart. Such an exchange was effected last September 17th, when nine members of 439 (F) Squadron, with accompanying technical personnel, visited a German Air Force squadron at Leck, in Northern Germany. Leck is home to the 72nd. group whose units are Number One Squadron and Number Two Squadron, both of which fly the Canadian-built F86 MkVI. Despite the fact that it was Number One Squadron who hosted 439 (F) Squadron, the camaraderie was such that both German squadrons willingly joined in planned activities. The result of this integration was a most enjoyable few days.

In an exchange of this sort, the grass on the proverbial greener side is viewed at first hand. After returning to No. 1 Wing, the author found it interesting to compare

comments on the same subjects with the German pilots then operating out of Marville. Perhaps the «greener side» is simply imaginative — because the antonyms «good» and «bad» were used by different parties when discussing the same items at each camp.

Air Division's last fighter squadron, aptly called 439 «TIGER» Squadron traversed the 400 miles between Marville and Leck in two flights of four aircraft. The ninth pilot of the exchange lost the toss and spent an unenjoyable 3½ hours passengering a V.I.P. Bristol Freighter Customarily, one German pilot housing one liter of German beer greeted each aircraft in the guests' parking area. Cordialities followed shortly thereafter. Unsurprisingly, individual names were quickly forgotten and «he», «the big guy with the blond hair», and «the trooper who met me», were subsequently used during conversations. In time however, names and faces were mated. A

light lunch was prepared for the Canadians by a cook working in the squadron cafeteria, after which a few more «horns» were demolished. During these few hours, welcoming addresses were given by the base Chief Operations Officer, and the Squadron Commander followed by operational briefings and Iron Curtain border violations warnings.

A well-organized and shrewdly designed party (are you with me?) was planned for the evening, beginning at the squadron and ending at the Officers' Mess. In a few cases the party outcome was nebulous, but dawn conversations soon got the evening's happenings

# To Leck

with

it



straightened out. Never before in earth's short 500 Million-year history did 7:00 a.m. arrive so unwelcomedly. Nevertheless, the hearty nine did not fail to arrive on time for the 7:30 a.m. briefing, to the shocked amazement of the German hosts. The fighter pilots traditional breakfast of hangover and cigarette was half eaten, followed by dessert consisting of juice, eggs, bacon, bread, and coffee.

The day's planned flying program was and naturally, no one was pleased — not enough flying. To say that the Leck squadrons were waiting for the Canucks would be as much a surprise as the Liberal election victory in Canada. To the amazement of no TIGER, the hunter was bitten severely to the tune of 200 «kills» for the Canadians against no losses. During the ensuing days, the score was even on both sides — zero to zero. The German pilots were concentrating on air-to-air gunnery, airtests, and rocketry, and so, encounters after the first day were nil. For the remainder of the stay, we concentrated on working with German GCI (Ground Controlled Intercepts) and did «runs» on each other.

As tourist, we invaded several areas of Northern Germany. The border town of Flensburg was nearest, so naturally, it was visited first. Accustomed to frequent groups of hardy merchant marines, the quiet, clean-cut, smooth-talking, well-mannered, groomed party of Canada's finest (?) and several German drivers went unnoticed and were thus spared the usual joining by the local hostesses. The principal beverage was Coke, although the gutsy troops dared dash a drop of cognac or snaps. A much-welcomed sleep began at an early hour to the relief of both groups.

The following evening (Thursday) two goings-on separated the TIGERS — one group of 6 (the Engineering Officer included) remained at the base while the other group of 4 took a trip to the North Sea island of Sylt. The latter group was greatly impressed with this resort haven for the wealthier German inhabitants even though the vacationing population was disappointingly low because of the off season time of year. At Sylt Air Base where they stayed, typical German hospitality was extended by the greeting pilots. The intended highlight of the whole excursion failed to materialize when they found it difficult to locate and attend one of the island's several nudist camps. Mean-while, back at the Leck base, six Canadians had their hands full trying a counter attack against the Germans after the latter's successful invasion of the former's health two nights previously.

The weekend witnessed a 7 to 3 split in the Canadian ranks — the larger journeying to Hamburg via the East German border while the smaller pushed northward to the 57th parallel and the peaceful Danish community of Aalborg. Anyone who has been to Aalborg knows what a varied number of interests are located in that city of 80,000 inhabitants. There is a museum, zoo, amusement park and several small but comfortable night clubs.

The Hamburg pioneers consisted of 6 officers and -- airmen. They traversed the distance from Leck to Hamburg after a brief visit to the East German border near the Baltic coast city of Lubeck on the east side of the Holstein-Schleswig peninsula. Understandably, not much was revealed by the visitors after returning to base Sunday night, but fragments were over-

heard and as accurate an account as possible is contained within these lines. Needless to say, the famous parts of the city were seen. A brief tour of Hamburg preceded the night ventures along the infamous Reeperbahn and other famous strips. «Here's mud in your eye» is an expression with which we are all familiar. To F/O «Army» Armstrong, this is particularly true. During a viewing of the famous mud-fight in a Hamburg night club, one of the brawny female grapplers was awarded 100 points after a parcel of mud found its way from her starboard hand to his port eye. Dry cleaning was done at personal expense.

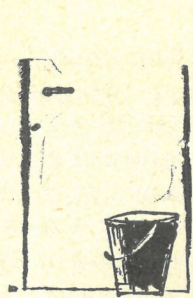
Monday and Tuesday were uneventful. It was plain to see that both NATO parties were storing their energy for the final giant swim on Wednesday night's dining-in function. Beaucoup flagons of ale were quaffed before visits to private homes started. All in all, it was a typical, couthful dinner.

Throughout the exchange, the hospitality afforded by the Germans was unparalleled. Their attitude towards their duties, and assignments was one of pride and professionalism. They worked hard from 0730 to 1800 hours and rewardingly, they partied hard. The highlight of the 10-day exchange was a remark made by one of the German officer pilots when he said: «I'm not like the rest of the Germans... I'm lazy.»

...by F/L DiMarco



# Who Am I?



Rumours are flying ! In the past week I've heard that we are cutting down by 5 %, 10 % and 20 %. I've heard that two, three and nine stations are closing and, while nothing has been said about the CF 104 being scrapped, practically every other aircraft has been mentioned. I've even received the crushing blow that they're going to try to run the organization sans Women Personnel. I don't believe a word of it.

Periodically these rumours circulate. This is a sure sign that the Populace are complaining about Defence spending. Nobody seems to know *why* they complain — except me. The reason is, they just don't believe we *have* Armed Forces. And why? They don't know what we look like. It took me a long time to figure this out, but remembering all the times I have been taken for anything but a member of the RCAF, its the obvious conclusion.

In my first two years recruiting, I travelled by TCA approximately once a week. For those two years I worked as a TCA stewardess. This fact was unknown both to AFHQ and TCA. I directed passengers to the restaurant, the wash room, the check-in counter. I spent countless hours re-assuring « first flighters ». I lost time by being dropped off at my destination last because the taxi drivers thought I was an « employee ». All this because I wore a wedge cap.

On one occasion I was travelling with another Recruiting Officer and while waiting to board the aircraft, a lady rushed up to me and said, « You take the baby, I'll look after the luggage ». With that, she thrust a screaming infant into my arms and vanished. Resignedly, I carried the child aboard the aircraft and handed it over to the stewardess. By this time, my companion was broken up with mirth. My reward came later one of the other passengers turned to my « Jet Jockey » friend and inquired, « What time do we take off *Cap-tain* » ?

Editor: F/L Anita KEATS

I changed jobs. I was beginning to feel 100 % Airforce again when one day I happened to find myself in a self-service elevator with two bejewelled dowagers. One fixed me with a haughty stare and said « Third floor please ».

In recruiting you're always mentally sorting out « prospective recruits » from the rest of the population. Therefore the incident in the elevator didn't upset me unduly, as the ladies were beyond enrolment age. The following day however, I was waiting for a bus, together with two teen-age girls. Suddenly, I heard a high pitched whisper, « Look at that policeman ». Her friend replied, « Don't be crazy Mabel, She's not a policeman, she's one of those new bus drivers ».

Up to this point I had, at least, been mistaken for another human being. I reached the depths one sunny afternoon as I sauntered up a main street. On one corner two gentlemen were passing the time of day. As I went by, one nudged the other and asked, « What's THAT ». He couldn't have looked more bewildered had he seen a Martian.

My favourite « uniform experience » concerns a little, old shoe-shine man to whom I brought my shoes each week. His one and only remark (and this every week) was, « I sure like to shine those « Navy » shoes — good leather in « em ». For a year I tried to convince him that I was Airforce, but to no avail. At the end of that time, having heard the same remark fifty-two times in a row, I was so busy trying to convince *myself* I wasn't RCN that I left him to his idee fixe.

Now you are surprised that the public complain? They *know* we had Armed Forces during the war — ex-Generals write books about them. But try to tell them that such an animal exists today ! You won't get past the policemen, stewardesses, ushers, bus-drivers and doormen. They see those people in uniform all the time — Service Personnel? — G'wan, show me one !

« A.M.K. »

# feminine fancies

# Making the most of yourself

*Feminine charm should be designed to make the most of our good points and conceal nature's errors.*

*Beauty begins in the heart. The yardstick for loveliness is the warmth and joyousness within us. But loveliness can be emphasized by the intelligent care of our bodies.*

Our October world is filled with fashion shows and advice from beauty commentators who tell us much about ourselves and our potential. But the two quotes above seem to summarize the efforts of all women who long for beauty. From top to toe, how can women make themselves pleasing to the eye of the beholder and at the same time satisfy themselves?

Hairdos must be keyed to the shape of the head one was born with. Possibly grandfather had a square structure. In his generation it stood for strength; in his granddaughter it simply looks angular. Regardless of the current fashion, pile the hair high for this type of head. It gives the illusion of delicacy buttressed by character.

But suppose grandmother had a long narrow face that she has transmitted to her granddaughter. This is the type of woman who can use the centre part, with hair puffed out over the ears. This hair dressing changes the apparent shape of the face and makes it appear softer.

Faces follow the same pattern as the skull formation — they're square, long or oval. With intelligent attention all can be made to look attractive.

The square face looks best if high cheek bones are accentuated and the line of the jaw played down by using a darker makeup. Rouge should be placed high, and blended almost to the ears. Lipstick should be more pronounced

on the lower lip. Whether or not you use a lipstick brush, outline the shape you want and fill in. If this new outline comes below your natural lip, fill it in the first time, powder lightly, then go over it again.

The long face needs an illusion of width. Place rouge closer to the ears than to the nose. This gives the effect of widening the face. Lipstick, too, should be wider at the corners of the mouth. Eye shadow should slant upward.

Lucky girls with oval faces need only a light natural makeup.

A woman has either a T-shaped

figure with wide shoulders and narrow hips or a figure with slender shoulders and wider hips or, that rarest of all combinations, a 32-inch bust, 25-inch waist and 34-inch hips.

The T-shaped woman, according to the experts, should accentuate her marvellous shoulders and play up the slender waist with wide belts which dip slightly at the back. There's something dramatic about a broadshouldered, slender-hipped woman swinging along the street that attracts every eye.

Slender shoulders usually go with a shorter neck. For this body the V-shaped neckline is ideal. Skirts should not be too short, too full, nor too confining. Kick pleats back and front produce good lines, make walking comfortable. Pleats over the hips are not for this type of figure nor are busy prints.

Wings, or protruding shoulder bones, can be camouflaged with raglan sleeves, fullness at the back of the neck and bloused suit jackets.

## New arrivals:

17 September 1963

David Shaun DONNELLY  
Dale Edward WARREN

23 September 1963

Susan Ann SCOTT

24 September 1963

Derek Scott COOLING

26 September 1963

David Arthur WILSON  
Karen Lynn PETTIS

3 October 1963

Brian William TOMKINS  
Leon Philip THOMPSON

4 October 1963

Karen Helga BROWN  
John Edward KITCHEN

8 October 1963

Ross Glen GILLATLY

9 October 1963

Thomas Andrew DURRELL

11 October 1963

Rodney Teague TEAHAN

17 October 1963

John Paul DANFORD

18 October

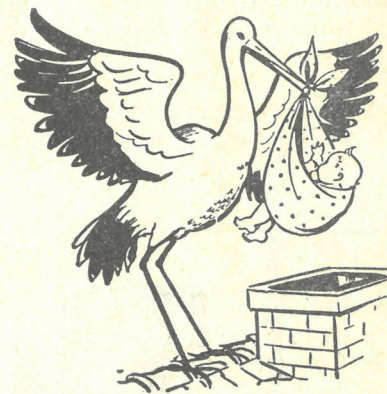
Elizabeth Laura AUGER

22 October 1963

Jacques TESSIER  
Tamara FINDLAY

26 October 1963

Marie Denise DE GAUST



As this will be the last article that I shall write for the Arrowhead Tribune, I should like to say here and now just how much I've enjoyed relating the various stories of mine that have appeared in this excellent magazine. Plus the satisfaction of seeing them accepted and printed. It's a well-known fact that many thousands of would-be writers and budding authors undergo the tortures of the damned as manuscript after manuscript is returned again and again, before the lucky ones succeed in finding the right editor who appreciates their literary efforts. Can you not imagine their delight on receiving their cheque, no matter how small the amount? They have arrived! The world has recognized their inherent genius! And all the bitter memories of the past disappointing months, years, of unsuccessful toil are swept away. How sweet the taste of success and how bitter the gall of defeat and despondancy. Thus, in a very small way, and without any question of payment, of course, I realized an ambition

of mine. Both as a part-time writer and a musician, I obtain a great deal of pleasure pursuing these arts and I shall miss playing in the various clubs and Messes over here, where I have made so many friends and acquaintances in the past few years.

My family and I arrived here in July 1960, and for the first few months lived in Florenville, or actually, just outside the town itself. I remember we were opposite a field where mushrooms grew in great profusion and we had them for breakfast, dinner and supper, cooked in every conceivable manner, until the very thought of mushrooms made us shudder. We had two neighbours, both of whom owned identical Volvo sports cars, and as I had no transport at time, they insisted on driving me to the base each morning. The rivalry between them was quite intense, each striving to cut off a few seconds, driving time - they drove alternate days - and I swear I aged ten years in those few weeks, travelling at 80 mph on those narrow winding roads. However, we moved to PMQs soon afterwards and there endured the advantages and disadvantages of living in a communal center. Above us we had a most enthusiastic party giver and after watching helplessly as our ceiling gradually disintegrated from the rhythmic thumping of his guest's guitar playing (the feet tapping type), we gave up and joined them.

Living as we did in a ground floor apartment, in E Block, we found we had a wonderful vantage point, directly across from the bus stop. This enabled us to watch in comfort its arrival and then make a mad dash across the road to join the less fortunate individuals who had been huddling miserably in the icy wind and steadily falling rain — and or snow.

Other points we'll remember — the vigorous action with broom handles, combined with a rock dropper from the top storey, in order to clear the jammed garbage chute; the grating squeal of children's carousel, swings and see-saw in the morning when one is trying to sleep after a gruelling night shift; and the glorious free for all at Christmas when everyone is visiting everyone — all at the same time

Then followed a move to the « Economy » where we got to know our Belgian friends a little better and found ourselves speaking more French as we shopped locally and browsed around the weekly market for bargains. These things will remain with us.

And now we're due to go back home to Canada, this time to the West, where we're looking forward to seeing the Rockies for the first time. Saying Goodbye to friends is never pleasant, but we've enjoyed our stay at 1 Wing, Marville and I'm sure we'll meet a lot of you again in the future.

It's been nice knowing you, folks.

*Wilbur Wright.*

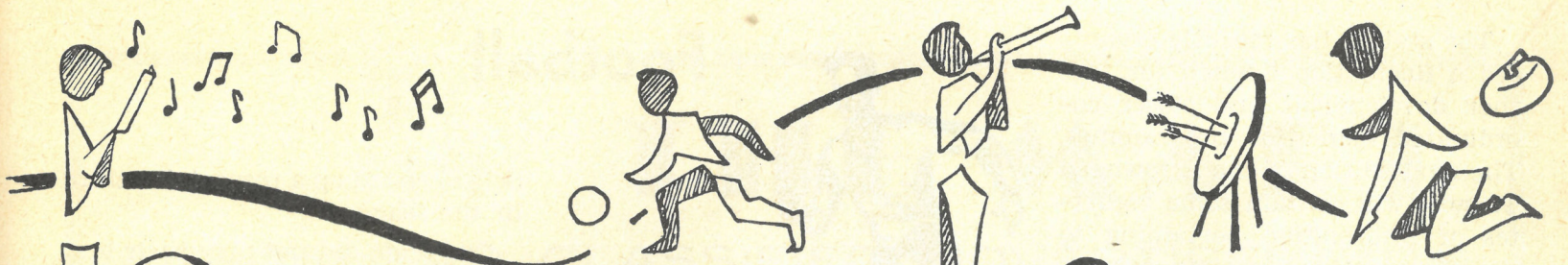
*Editor's Note : It's been nice knowing you, Wilbur. Thank you.*

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# The

# Final Instalment



# Recreation Section

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

## Hockey

Last Saturday night in the Arrowhead Arena at approximately 2000 hours, spectators saw the first 1 Wing RCAF International Hockey Contest. CABB from Paris versus 1 Wing ARROWS. The exceptionally well-attended contest saw the 1 Wing Arrows defeat CABB to the score of 7 - 4.

If this is any indication of the Arrows play for the season, then there should be no need for worry about their final accounting at the close of these contests.

## Badminton

Badminton, that's the call in the Rec Center these days. Every Thursday night and Sunday afternoon, the pros and novices are out to chase that little white bird. Why not join them and get in the swing?

F/L Goodmanson, Club Chairman, is planning to hold a local competition in Badminton sometime during November, therefore, anyone «rusty» and requiring practice before the contests, are urged to come out and practice. Remember — Thursday nights and Sunday afternoons.

A vote of thanks to F/L Tucker (Air Division Recreation Officer) and others associated for organizing the course and arranging for its completion. We sincerely hope that this year's officiating will be maintained at the high level it was in the past.

## Judo

Last Saturday afternoon saw our 1 Wing Judo Club contest a Belgian Judo group at the PMQ Recreation Center. Spectators saw the groups see-saw back and forth and were thoroughly entertained by the contests.

It must be noted that some of our junior judokas were out there performing as well. Let this be the opportunity to let you know that 1 Judo Club have a junior section and that the Club executive are eager to promote a female group. If there are any airwomen or dependent wives interested in judo, call the Rec Centre at Local 51 and let us have your name.

## 1963-64 Referee's Clinic

The annual Referee's Clinic held at Marville from the 21st to the 26th of October was a 100 % success. Under the competent guidance of W/O Wallis, Sgt Jollymore, Cpl Parker and LAC Conner, the 26 students achieved a 100 % passing record.

The course consisted of physical education led by a sadistic «Red» Shetler who, I am sure, took great pleasure in proving to the students that they were not as physically fit as they thought they were. The time spent on the ice was utilized to improve their skating ability,

show them where to position themselves so as to work most effectively as a team and also methods of signals and calling penalties.

In the classroom, the rules of the game of ice hockey were taught, interpreted, and reviewed for the benefit of all.

The students and now official referees on the course were :

- |              |                |
|--------------|----------------|
| F/O Anderson | Cpl Farnsworth |
| FS Wade      | Cpl Boutete    |
| FS Robinson  | LAC Couburn    |
|              | LAC Stenson    |

## Jottings

Watch the next Arrowhead Tribune for the complete story on 1 Wing versus Belgium Pistol Shoot, held 25 Oct 63.

The station has recently organized a Recreation Council for further development and closer coordinated recreation programmes. The next edition of the Arrowhead Tribune will contain some vignettes of information pertaining to the organization, its aims and objectives.

S/L Arnold, as a leader in the Volleyball programme and Cpl Shelter of the Rec staff, have organized Volleyball League for station enjoyment. The schedule has been circulated and the games have started. This is a good way to start your conditioning programme, and to become part of the section team. If not able to make the team, let us know at the Rec Center and we will try to fit you in somewhere else.



# Football

School ended up a respectable third in the league.

Our team did not play their best game, but managed to come back in the last three minutes to score. By the end of the first half, we were leading 7-2, with Jim Walker scoring the touchdown and kicking the convert. 2 Wing then picked up a touchdown and numerous singles to make the score 12-7, before Jim made his 65 yard run for a touchdown — and victory !

In a very close High School Inter — Wing football game here, on Thursday, October 24th, 1 Wing defeated 2 Wing, with a score of 14-12. Combined with another win and a pair of losses, Marville High

On behalf of the rest of the boys on the team, I would like to extend thanks to our coach, Mr. Morrow ; and, to the students present at the game for their support and encouragement.

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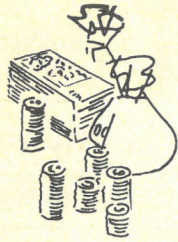
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# THE MART

## ARROWHEAD CLASSIFIED ADVERTISEMENTS

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### CARS FOR SALE

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1962 Pontiac Cal, 2 door, radio, heater, white wall tires hydromatic, a wonderful car, blue in colour, Asking \$2,300.00 or nearest offer. Call AC WL Fields at 66 Combt Supt Gp Box 230, Laon AB, USAF, Phone 3291.

Late 1956 Volkswagen c/w electric defroster, radio, fuel gauge, good rubber, good upholstery, \$375.00. Contact LAC Westrup at Loc 90.

1957 Opel Rekord, 2 tone white & green, 5 whitewall tires, seat belts, 2 fog lamps, radio c/w front & rear variable speakers. 1961 engine has 236,000 original miles. 2 Opel jacks and spares. Insured til 1 Jul 64, price \$450.00. Contact LAC Crottey at Loc 159 or 18 rue Leon Colleaux, St Mard.

Mercedes Benz 220 S, sells new for \$3700.00 without extras. This black 1961 model in excellent condition with 28,000 total mileage. Has new Firestone whitewall tires with 2 spares, combination triple anchor seat belts, Blaupunkt Frankfurt transistor deluxe AM/FM radio front and rear speakers and full coverage \$100.0 deductible insurance expiring end Aug 64. \$290.00. Contact F/O J Reilly, WIF, Loc 185.

1960 Simca Chambord, V8 engine, Michelin X tyres, 2 tone grey, Asking \$850.00 — no reasonable offer refused. Contact Cpl Collins at Local 213 or at 30 Grand rue, Ethe, Belgium.

1961 Simca Elysee (American specifications); reconditioned motor, seat belts, new muffler, new battery, radio. Contact LAC Hastey at EO Library, Loc 239-2 or at 26 rue de Virton, Ethe, Belgium.

1956 Opel Caravan in good condition. Contact Sgt Ferrell at PMQ F54 or Loc 213.

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### TRAILERS FOR SALE

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28' Willerby Trailer with 24' x 10' extension. 2 bedrooms, bathroom, living room, kitchen and dining room, completely furnished. Contact LAC BL Kennedy at Trailer 8, Ire le Pre, or call Loc 197.

28ft Willerby Trailer with 24ft x 10ft extension, 2 bedrooms, bathroom, living room, kitchen & dining room. Completely furnished. Contact LAC BL Kennedy at Trailer 8, Ire le Pres, or call Loc 197.

Trailer — living room, kitchen, bathroom, shed, garden, cement walk and driveway. Situated on large lot and is ideal for children. Apply LAC J Morrison at Trailer N° 18, Ire le Pres, or Loc 186.

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### APARTMENTS FOR RENT

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Excellent 2 bedroom apartment, all modern conveniences, completely self contained, yard and garage, \$60.00 per month, excellent landlord. Contact F/O Corbett at Local 172.

3 nicely furnished rooms, kitchen, living room, bedroom and 3 piece bathroom. \$60.00 p/month. Apply Mr Allard, 1 rue des Tilleuls, Ethe, or call LAC Mc Guire at Loc 150.

Kitchen, living room, 2 bedrooms, bathroom. Apply 20, rue de Harnoncourt, St Mard, Belgium.

Complete house for rent in center of Virton. 4 bedrooms, living room, kitchen and bathroom. Easy to heat. Rent \$32.00 per month. Furniture in house for sale. Contact LAC AE Wright at Local 110 or at 22 Faubourg d'Arival, Virton.

Furnished house with 2 bedrooms, bathroom, garage and fenced in yard. Rent \$60.00 per month. Apply 129 rue de Montmedy, Dampicourt, Belgium.

Unfurnished house for rent — furniture for sale. Contact LAC Pellerin at Loc 93-2.

Large 2 bedroom apartment, self contained, with a view, near square in Virton. Apply Mr Roussel, 13 Ave Bouvier, Virton.

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## MISC. ITEMS FOR SALE

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49cc NSU model motor bike, recently overhauled ; Belgian baby crib with good spring filled mattress ; apartment size play pen ; baby's plastic bath tub ; 2 shelf bookcase (3ft x 2½ft). Contact LAC Helmkey at loc 195, or 25 rue de Virton, Ethe.

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Arthur Martin fridge, 8 cu ft, like new, \$85.00. Contact LAC Johnson at Loc 92 or at 11 Grand Rue, Dampicourt, Belgium.

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Bauknecht Table Top Fridge with full width freezer, 220v, 2 yrs old. Price \$50.00 ; 16 gal aquarium with stainless steel frame. Price \$10.00 ; 1600 watt transformer price \$5.00. Contact LAC Harvie at Loc 92.

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1 Arthur Martin refrigerator, 110 volts. Contact Cpl Bauer at Loc 213, or at 3 rue du Tram, Ethe, Belgium.

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2 childrens bikes \$10 & \$8 ea ; 2 single beds — can be used as bunk beds — \$20.00 ; child's wardrobe — \$10.00 ; playpen — \$3.00 ; Baby buggy — \$10.00 ; Large Mirror — \$5.00. Contact Cpl Collins at Local 213 or at 30 Grand Rue, Ethe.

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Arthur Martin fridge, apartment size. Price \$25.00. Contact LAC Wyles at Loc 195.

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Baby carriage in good condition, converts to car bed. Price \$15.00. Contact LAC Rasmussen at Loc 209 or 129 rue de Montmedy, Dampicourt, Belgium.

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Folding ironing board — \$3.00 ; Extra large camping table, cost \$14.25 new — will sell for \$5.00 ; large earthenware mixing bowl — perfect for fruit cakes or making bread — \$1.75. 20lb hand weight floor polisher — \$2.00. Contact Mrs Ferrell at PMQ F54.

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Baby carriage — \$7.00 ; Car bed — \$2.00 ; Play pen — \$2.00. Contact LAC Hasteley at Loc 239-2 or at 26 rue de Virton, Ethe, Belgium.

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## WANTED

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Organist for PMQ Sunday School. Purpose : to make the children happy and help in the Lord's work.

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*Theatre Manager :*  
*FS E Shepherd*

*Assistant Manager :*  
*Sgt M. King*

# Forthcoming Attractions

Fri 1st November 1800 and 2030 Sat 2nd November 1900	<b>The Legion's Last Patrol</b>	Stewart Granger, Dorian Gray, M. Areno
Sat 2nd November	<b>The Lavender Hill Mob</b>	<i>Children's matinee</i>
Week commencing 3rd November 1963		
Sun 3 November 1800 & 2030	<b>Go to Blazes</b>	Cinemascope-Technicolor « U » Dave King, Robert Morley, Maggie Smith
Mon 4 November 1800 & 2030	<b>Diamond Head</b>	Cinemascope-Technicolor « A » Charlton Heston, Y. Mimieux, F. Nuyen
Tues 5 November 1800 & 2030	<b>Hell is for Heroes</b>	« A » Steve McQueen, Bobby Darin, F. Parker
Wed 6 November 1800 & 2030 Thurs 7 November 1900	<b>All this &amp; Money Too</b>	Cinemascope-Technicolor « A » Glenn Ford, Hope Lange, Charles Boyer
Fri 8 November 1800 & 2030 Sat 9 November 1900	<b>Donovan's Reef</b>	Technicolor « U » John Wayne, Elizabeth Allen, J. Warden
Sat 9 November	<b>Timber Fury</b> (Zorro the Wonder Dog)	<i>Children's matinee</i>
Week commencing 10 November 1963		
Sun 10 November 1800 & 2030	<b>Harold Lloyd's World of Comedy</b>	« U » Harold Lloyd, J. Ralston, C. Cummings
Mon 11 November 1800 & 2030	<b>A Gathering of Eagles</b>	Technicolor « A » Rock Hudson, Mary Peach, Rod Taylor
Tues 12 November Wed 13 November 1800 & 2030	<b>Billy Liar</b>	Cinemascope « A » Tom Courteney, J. Christie, W. Pickles
Thurs 14 November 1900	<b>Around the world in 80 Days</b>	Technicolor « U » D. Niven, Continflas, MacLaine, Newton
Fri 15 November Sat 16 November 1800 & 2030	<b>The Nutty Professor</b>	Technicolor « U » Jerry Lewis, Stella Stevens, Del Moore
Sat 16 November	<b>Vengeance in the Saddle</b>	Children's Matinee Ray Corrigan, Dennis Moore, M. Terhune

NOTE — For reasons of economy, Movietone News will no longer be shown at the ASTRA CINEMA, Marville. In its stead will be shown Pathé News, when available.



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