

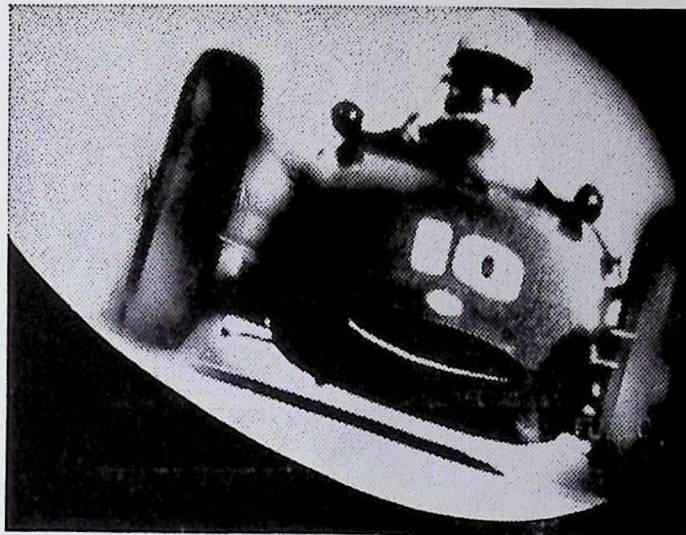
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editorial



With the coming of the New Year the Arrowhead Tribune reaches another milestone, for with this edition we enter our fifth year. The magazine started as a mimeographed production which was compiled entirely within the Wing's resources. However, during the magazine's first year the incumbent editorial staff were frustrated by the shortcomings of such a format and convinced the Station Fund Committee that a more attractive magazine was needed. Thus, in October 1961 the first printed edition was published, and has continued in much the same presentation ever since, coming out twice a month (with the odd gap, we must admit).

During four years operation two problems have beset the magazine — firstly the acquisition of written material, and secondly the acquisition of advertising revenue. We have had our regular contributors who have either come and stayed or come and gone, and presently there is rather more going than staying. For the magazine to be lively and varied in content we do need a variety of contributors; and furthermore if the magazine is to be informative then we at the editorial offices have got to hear what's going on. If you have done something that you think may interest others then write about it; or if you are going to do something or organize something that you want others to hear of, then, once again write about it. Too often events come and go on this Wing without everybody knowing what's going on. So, do utilize your magazine to let us know what is going on at your Wing.

In the near future we hope to re-start our « On The Continent » series on a regular basis and thus whet your appetite for the coming summer holidays. In order to do this we need help. We need contributions from anyone of you with information to pass on about vacationing in Europe, so that we may help others in their planning. For instance, about 25 % of this wing will be taking their first camping holiday in Europe during 1965, and surely somebody could tell us of some lovely campsites, and some ghastly ones too. Also, we need a Travel Editor to co-ordinate any information that may be forthcoming and we would appreciate volunteers.

The second problem, advertising revenue, is likely to persist. However, we would be helped by having an Advertising Manager since our previous manager, Corporal André Hebert, has had to resign. There are signs that the situation will improve, so if you are interested in helping the magazine (and Station Fund) in this way contact the office in Wing Headquarters.

There are about a dozen people on this Wing who are contributing generously to help make the magazine what it is. If we could, say, double the number in 1965 we could produce an even better magazine and you would get better value for YOUR money that pays for the Arrowhead Tribune.

VOL. 5 - No 1

1 WING RCAF MARVILLE

15 JANUARY 1965

The Arrowhead is published twice monthly to provide entertainment and information for the servicemen and families of No. 1 Wing RCAF, Marville, France. Opinions expressed in this publication should not be construed as RCAF opinion or policy, unless accredited to an official source.

Contributions to the magazine are welcomed and encouraged.

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DEADLINE DATES

Photos	January 18
Material	January 20
Next Issue	January 29

Pick up your copy at the Post Office
or your Mess.

SMOKING HABITS

More than half of Canadians 20 years of age and over are free of the cigarette smoking habit according to the first official survey of Canadian smoking habits. The survey was carried out last August by the Dominion Bureau of Statistics on behalf of the Federal Department of National and Welfare. The project is part of a nation-wide smoking and health programme which combines both health education and the promotion of research into the extent and nature of the smoking habit in Canada.

Forty-four per cent of the population 20 years of age and over (56 per cent of the men and 32 per cent of the women) have the cigarette smoking habit, defined as « usually smoking cigarettes every day ». The survey included those 15 to 19 years old, but it is believed that the reported frequency of cigarette smoking in this age group may be somewhat low because of household informants not always being aware of their smoking habits.

The following breakdown shows the proportions of the various age groups who were reported to smoke cigarettes every day :

15 to 19 years old	— 27 per cent
20 to 24 years old	— 50 per cent
25 to 44 years old	— 51 per cent
45 to 64 years old	— 43 per cent
65 and over	— 19 per cent

FOREIGN TRADE EXPANDS

Canada's foreign trade achieved an all-time high of \$7.6 thousand million in the first half of 1964, with exports up by over 21 per cent and imports by nearly 20 per cent.

For the period January to June 1964, Canada's foreign commerce reached \$7,641 million, 20.5 per cent above the value of \$6,341 million for the same six months last year. Exports and imports each increased by approximately one-fifth; exports rose 21.6 per cent and imports 19.4 per cent. Exports again exceeded imports and the result was a surplus of \$229 million in Canada's merchandise trade balance for the first six months of this year. Exports made

substantial gains in both July and August so that total exports for the first eight months of 1964 were more than 23 per cent above those for January - August of 1963.

From January to August, 1964, the United States remained Canada's principal customer and the value of Canadian exports to the U.S. went up 12.1 per cent. But the proportion taken by that country dropped to 52.2 per cent from an average of approximately 57 per cent.

Canada's exports to Britain—which purchased approximately 15 per cent of all exports, or about its usual share — increased by more than one-fifth. The gain in the Commonwealth or preferential-rate sector resulted mainly from increased shipments to Australia, although larger deliveries to Jamaica, Hong Kong, New Zealand, India, Ireland and the Republic of South Africa contributed.

The next largest share of 6.8 per cent was taken by the six European Common Market countries, with West Germany buying the largest amount and ranking as Canada's fifth most important market. The USSR ranked third with 5.9 per cent; Japan, fourth with 4.1 per cent; Latin America, 4 per cent and all other countries, 6.2 per cent.

FOREST FIRES

Forest fire damage in Canada during the 1964 season was lower than the annual average for the past ten years, according to statistics released by the Department of Forestry. However, the total for the period April to October inclusive was higher than in 1963.

It is estimated that 1,829,000 acres were damaged by 6,538 fires in 1964, of which 187 in the Yukon and Northwest Territories affected 584,000 acres. The annual average over the previous ten years was 6,619 fires covering 2,393,000 acres, including 475,500 acres from 140 fires in the Yukon and Northwest Territories.

CANADIAN SALES TO FRANCE

Canadian exports to France in 1963 totalled \$63.4 million, a 10 per cent increase over 1962. This increase was

common to each of the main categories of exports, but was particularly marked in manufactured goods. This expansion in Canada's trade with France is continuing. In the first eight months of 1964, Canadian sales reached \$50.7 million, compared with \$43.3 million in the same period of last year.

Exports in 1962 covered approximately 300 categories, but in 1963 they covered 450 categories, when a number of products were sold on the French market either for the first time or after a lapse of several years.

LACHINE CANAL CLOSING

The St. Lawrence Seaway has announced that the Lachine Canal will be closed to through navigation next year. On the portion of the canal that will remain open, navigation will be restricted to ships whose masts extend no more than 59 feet above water level.

After February 1, 1965, the eastern end of the 80-year old, 14-foot canal will be closed permanently. The section affected extends from Wellington street tunnel to the upper limits of the Port of Montreal, below Lock 1. Seaway navigation proceeds by way of the South Shore Canal.

The decision to close the Lachine Canal, on the North shore of the St. Lawrence River, was prompted by the necessity for the Canadian Corporation for the World Exhibition and the City of Montreal to extend University Street by a causeway across the canal, which will become the major access road from Montreal Island to « Expo 67 », to be held in Montreal from April 28 to October 27, 1967.

Cargo traffic on the Lachine Canal was approximately 12,000,000 tons annually before the opening of the Seaway. With the opening of the South Shore canal as part of the Seaway route in 1959, the Lachine Canal traffic dropped to 1.2 million tons that season. It reached a low of 600,000 tons in 1963. Of that total only 100,000 tons or one-sixth of the Lachine Canal traffic was carried through the section to be closed.

Figures to the end of September, 1964, show a further decline in Lachine Canal traffic, from last year, of 20 per cent.

STEEL INDUSTRY

The Canadian primary iron and steel industry, since its birth 68 years ago, has become the world's 12th largest steel industry. Total steel ingot and castings capacity doubled during the period 1939 to 1949 and doubled again during the period 1950 to 1960. It is now in the order of 8.6 million tons a year, over four times greater than at the start of World War II. Eighty-three per cent of total steel capacity is owned by four integrated producers; the remaining 17 per cent is scattered across Canada in 45 plants, many of which are of considerable regional or national importance. Not only does Canada have the world's 12th largest steel industry but it has the eighth highest per capita production and the sixth highest per capita consumption. In terms of per capita consumption, Canada is exceeded only by the United States, Sweden, West Germany and Czechoslovakia.

A SECOND EIFFEL TOWER

A structure taller than the Eiffel Tower may dominate the Montreal skyline when the World's Fair opens in that city in 1967. The Paris City Council has approved the construction of a tower 82 feet higher than the Eiffel Tower. The project will be studied by the Bureau of France-Canada Architectural Studies before a decision is made next spring. As Montreal, the second largest French-speaking city in the world, will be 325 years old in 1967, the plan calls for a structure of 325 meters high. The tower would remain open long after the fair and would be paid for by receipts from tourists who ride to the top.

PRICE INDEXES

Consumer price indexes in Canada decreased in November in nine regional cities, with no change in Montreal, Quebec. The downward movements ranged from a decline of 0.1 per cent in St. John's, Newfoundland, to 0.7 per cent in Halifax, Nova Scotia, Ottawa, Ontario, and Edmonton and Calgary, Alberta.

Food indexes declined in all cities, with Ottawa, Edmonton and Calgary showing the greatest change. Indexes for housing edged upward in

five cities, downward in St. John's and Toronto, and remained the same in the three other cities. Clothing indexes moved up in all cities. Transportation indexes showed mixed movements, up slightly in three cities, down in two, and unchanged in five. The health- and personal-care indexes were higher in all cities except St. John's, which remained the same as in October. The recreation-and-reading indexes moved in five cities, down in four, with no change in St. John's. Tobacco-and-alcohol indexes increased in all cities.

CHRISTIAN UNITY

Seven major Canadian churches will set an example of Christian unity by construction of a common pavilion at «Expo 67», the World Exposition to be held in Montreal in 1967.

They have signed a declaration in Montreal for construction of a \$3.5 million pavilion to house a display that will express a common Christian message to mankind.

This is the first time that the Roman Catholic and the Greek Orthodox churches have joined Protestant churches in a project of this type. Expenses of the project are expected to be defrayed by voluntary subscriptions from Christians everywhere in Canada, and, it is hoped, everywhere in the world.

HMCS ANNAPOLIS

HMCS Annapolis, the twentieth in a postwar programme of destroyer escorts constructed in Canadian shipyards for the Royal Canadian Navy, will be commissioned on December 20 at Halifax, Nova Scotia.

The Annapolis and her sister-ship, the Nipigon, were built to carry and operate the nine-ton Sea King anti-submarine helicopter. They are also fitted with variable depth sonar.

The original seven ships in the building programme, those of the St. Laurent class, are undergoing conversion to the same configuration as the Annapolis and Nipigon. The Assiniboine, St. Laurent and Ottawa have already re-entered service with helicopter platforms and hangars, variable depth sonar and other improvements.

PROSPEROUS YEAR AHEAD

Predictions that 1965 will be a prosperous year for Canada have been made by two Cabinet Ministers.

Hon. Mitchell Sharp, Minister of

Trade and Commerce, says that Canadian capital investment is expected to rise considerably; that above average wheat exports are anticipated, although they will be below 1964's record levels. Last year Canada exported more than 536 million bushels, of which the Soviet Union purchased 212 million.

Hon. Allan MacEachen, Minister of Labour, said that Canadian workers can expect greater security and prosperity in the new year. He said that 1964 marked a decrease in unemployment and expansion of the labour force to record rates, and that there were indications of further progress in 1965.

VITAL STATISTICS

Fewer births were recorded in Canada during 1963 than in the previous year, while the number of marriages and deaths increased.

A total of 465,767 infants were born in 1963 — one birth every 68 seconds — as against 469,693 in 1962. The national birth rate (per 1,000 population) dropped from 25.3 in 1962 to 24.6 in 1963, the lowest recorded since 1945. The annual number of births has declined steadily during the past four years from the all-time high of 479,275 in 1959. Almost all infants born in 1963 were delivered in hospital. Before World War II less than four out of every 10 infants were born in hospital, as compared with two out of three at the end of the War, and eight out of 10, ten years ago.

The number of marriages during 1963 increased for the second consecutive year to 131,111 from 129,381 in 1962. The marriage rate has declined steadily from the record high of 10.9 established in 1946. There were 7,681 divorces granted during 1963 as compared with 6,768 in 1962.

Deaths in 1963 totalled 147,367 as against 143,699 in 1962. However, the death rate (per 1,000 population) increased only slightly from the 7.7 in 1961 and 1962 to 7.8 in 1963 — still one of the lowest death rates in the world.

Of the recorded deaths in 1963, almost half, or 72,459, were due to diseases of the heart and circulatory system; cancer accounted for 25,077 or 17 per cent; accidents took 10,255 lives, or about 7 per cent. These have been the three leading causes of death since 1951 and there was little change in their relative importance from 1962 to 1963.

Around the Armed Forces

Statement by the Minister of National Defence

The Government has approved a five-year equipment program for the Canadian armed forces which will enhance appreciably their ability to play their part in the NATO alliance, in United Nations and other peace-keeping operations, and in meeting requirements in Canada.

The five-year program is the result of intensive studies of the forces' equipment requirements to implement the policy and perform the roles set forth in the White Paper on Defence last March.

It will be appreciated that while the program is planned over a five-year period, thus ensuring an orderly process of procurement and re-equipment, it is not inviolable. Changes in the international situation, such as a major concrete achievement in disarmament, or a heightening of the cold war, inevitably would have an effect on Canada's defence planning.

As stated in the White Paper, major expenditures in the next few years will be designed to re-equip and improve the mobility of the army; provide an adequate air and sea lift for immediate deployment in emergency; acquire tactical aircraft; and maintain a relatively constant improvement of maritime anti-submarine capability.

Total planned capital expenditure over the five years is approximately \$1,500,000,000.

To provide mobility for the army, the most immediate need is for armoured personnel carriers. Orders already have been placed for approximately 1,000 M-113 APCs and deliveries have commenced.

Improved field communication equipment is essential to the mobility and effectiveness of the ground forces and the field forces.

Procurement will be undertaken of a new anti-tank weapon to replace the Heller, which has been in use in Canadian infantry battalions since

1957. The weapon chosen is the Swedish Carl Gustav, which is also going into service in the British, German and other NATO armies.

Fire-power will also be improved by the acquisition of long-range infantry mortars which are a considerable improvement over the Second World War mortars now in use. The new 81 mm mortar that has been selected is an agreed standard weapon in Canada, Britain, the U.S. and Australia and incorporates the Canadian C-2 sight.

Additional anti-tank guided missile equipment will be procured to complete the equipping of the anti-tank battalion.

It is also intended to introduce into the service battalions five-ton trucks which will provide a more economical and efficient solution to the army supply problem than the old 2½-ton vehicles now in use. This replacement will begin during the coming year.

The problems associated with improved fire-power of the artillery are under study and some steps have already been taken by providing additional 155 mm howitzers for the 4th Canadian Infantry Brigade Group in Europe. The present studies encompass the possibility of obtaining self-propelled artillery as a further means of stepping up the mobility of the ground forces.

It will be necessary during the time period to consider a replacement for the Centurion tank. Studies will be undertaken in this respect.

There is a requirement for a variety of light portable and air-droppable engineering equipment for the Special Service Force. Procurement of this equipment will begin next year.

To supplement further the air transport capability of the RCAF, four additional C-130 E Hercules aircraft will be ordered. This provides a fleet of 24 aircraft of the longrange, «air truck» variety, representing a

major improvement in airlift capacity.

An initial order will be placed for 15 Buffalo aircraft from De Havilland Aircraft of Canada, Limited. This is a short take-off and landing transport aircraft of medium range with considerable capacity for air-lifting either troops or cargo. Its acquisition will enhance still further the flexibility of the forces and is in line with the White Paper concept of developing tactical mobility.

To enable the Canadian Forces to mount an effective ground-air effort as a national team, the RCAF will obtain a tactical close ground support aircraft. This aircraft does not need to be as complicated as an all-purpose aircraft would be and is therefore not as costly. The lack of complication should also result in greater ease of maintenance and operation. The specific aircraft has not yet been selected. Studies are continuing and a decision will be made within a few months.

For the maritime forces, sea and air, there will be significant additions in ships, detection devices and weapons systems, plus an improved sea-lift capability for military equipment.

It is intended to order construction of six ships for the Royal Canadian Navy: four helicopter-equipped destroyers and two operational support ships. In addition, toward the end of the time period it is planned to acquire a conventionally-powered submarine to replace HMCS Grilse, the ASW training submarine on loan from the U.S.A. and based on the west coast.

Designed as anti-submarine ships, the helicopter-destroyers (DDHs) will be slightly larger than the most recently completed anti-submarine escorts of the Annapolis class. They will be fitted with the latest submarine-detection equipment and will carry the CHSS2 Sea King anti-submarine helicopter, which is capable of carrying both sonar and armaments. Space will be provided on

the ships for the later installation of a suitable missile defence system when this becomes available. The ships will carry a 5-inch gun for shore bombardment and surface action.

Commencing next year, the seven Restigouche class destroyer escorts will progressively undergo conversions involving the installation of variable depth sonar and other equipment which will significantly improve submarine-detection capability. They will also be equipped with a rocket-assisted homing torpedo delivery system, known as ASROC, which has a much greater range than the present anti-submarine weapons in these ships.

Procurement of Sea King helicopters will continue with a further order of 12. These helicopters will operate from the aircraft carrier Bonaventure, the converted St. Laurent class destroyers, the two Annapolis class ships and the four new helicopter-destroyers.

When these programs are completed, there will be a desirable mix of helicopter and ASROC anti-submarine weapon systems in the fleet.

A major refit of the Bonaventure is scheduled for 1966-67, with initial expenditure commencing during the next year. The refit will include rearrangement of fighting and living spaces, new radars, and improved support facilities for the CHSS 2 helicopters.

The two operational support ships planned for construction will be improved versions of HMCS Provider. These ships, one of which is intended for each coast, will increase several times over the capability of the navy's anti-submarine forces to remain continuously on station in an emergency. As such, they will materially increase the cost-effectiveness of the RCN ASW fleet.

Alternatively, the operational support ships may be used to carry vehicles and their crews as well as bulk equipment, should they be needed for sealift purposes. Together with the existing capacity of the Bonaventure and the Provider, there thus will be a very useful sealift capability in the fleet.

The Argus and Neptune maritime aircraft of the RCAF and the CS2F Tracker aircraft of the RCN will be

improved by the installation of the latest ASW detection systems.

It may be necessary to replace the RCAF's maritime planes, but these aircraft still have a number of years' useful life left and for some time to come it will be a matter of keeping their systems up-to-date. Studies useful in making a decision on replacement aircraft will be conducted.

To make funds available for equipment programs within specified budgetary limits, priority has been given to reducing operation and maintenance costs. As been pointed out previously, the amount allocated to equipment, as opposed to operating expenses, has fallen progressively over the last 10 years.

One of the principal factors in reducing operation and maintenance costs will be the savings that will accrue from the integration of service headquarters and other establishments and the consequent reduction of «overhead». This is a relatively long-term project, but already some positive results are apparent, and in the next year the proportion of expenditures allocated to equipment will turn upward.

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in and around marville

by Graham Davis

NEW YEAR'S RESOLUTIONS

Personally I don't believe in them myself. Mainly, I suppose, because none of the ones that I make ever get very far off the ground. For those engaged in the paper work war, perhaps the following «play-let» will give you a few ideas, usefull in forming a resolution or two for yourself — if you go for the game at all. The «Play-let» complete with scene and characters was given to me by LAC Bob MacCafferty.

The opening scene takes place in the Wing Orderly Room. Time 0830.

0845
0900
0915
0930 Clerk Good Morning Sergeant. Can we help you?
Sarge Good Morning to you too. Yes, you certainly can. I have an A42 here.
Clerk Are you married or single?
Sarge But if I were married I'd have given you a Moving Claim!
Clerk Yes, I suppose you're right at that! What do you want me to do with this?
Sarge Could you fill it out for me here?
Clerk I'm sorry. We don't do these anymore. You'll have to take it over to the Accounts section.
Sarge Just where is the Accounts section if you please?
Clerk I'm not too sure. Go down to the WWO's office. They'll give you a map. This is a pretty big base you know.

0950 Sarge Where is this please?
AFP If you have an I card and a need to know I'll tell you.
Sarge (After suppying I card and filling out personal history form and undergoing a routine search) Can you help me find the Accounts section?
AFP One moment please... K5 to K10 — come in please... K10... K10?... K10!!!!... !!!
K10 (hic) Dis K10 ere calling, calling... K5. What you want K5?
AFP Just where the deuce is the Accounts section, and just where the deuce are you?
K10 The Accounts section is over the other side of the base, and for your info we've

just discovered party over by Arab shack. (Hic) Out and under!!!

AFP Oh yes, I know now. If you remember where you landed it's over there somewhere. When you get there just ask the girl at the counter.

1030 Clerk Yes Sergeant — Can I help you?
Sarge Yes — Is this the Accounts Section?
Clerk (Proudly) Yes, that's our sign out front!
Sarge Well, perhaps you can action my claim then.
Clerk Sorry Sarge. Can't talk to you about that till 1100 hrs. Don't you read DROs?

1100 Clerk Hello again. And you're first in the line-up too. Isn't that nice! What can I do for your now?
Sarge (Fuming just a bit) All I want to do is turn a claim in.
Clerk What type of Claim is it?
Sarge It's an A42. Spelled A... 4... 2...
Clerk Sorry Sarge, but we don't handle A... 4... 2... '... s... here.
Sarge Well who in hell does!
Clerk Didn't you read Air Div's Accounting Circular No. 186 d/15 May 64?
Sarge But I just got here!
Clerk You really needn't shout like that sergeant. You might just wake someone.
Sarge All right. All right... I'm sorry I hurt your feelings! Just tell me where I can take this (censored) claim.
Clerk Why it's simple — just take it over to your section head.
Sarge And just where, may I ask, do I find my section head?
Clerk Frankly, that's not my problem.
Sarge Look buddy now — for the luvva mike — look fella please! I've been in the service for the past twenty three years. I'm not as young as I used to be, and all I'm asking you is — where is the Safety Equipment section? Please?
Clerk Since you put it that way, just a moment. Operator? Operator?... Oh Hi there! How are you today? Boys, were you ever out of it the other night! You really shouldn't have been directing traffic in St Mard. The number of cars really doesn't warrant

it. Not at that time of the morning! By the way — can you give me the Safety Equipment section? My phone book? Why we generally keep it in the wash-room. We find that we get better results with it there!... Oh? The WTelo says that does he? Well I'm getting a brace of carrier pigeons next week so I guess I'm worried.

Sarge Since you're such good friends, just try finding out where the Safety Equipment section is.

Clerk ...you still there? Honey, where does the SE section hide out these days? Oh — across the road from here. Yeah, I know where they pack the parachutes, but I thought Safety Equipment was down in the MSE section somewhere. It isn't? Well, thanks, and I'll see you in the Club.

1130

SE Tech Hello Sergeant, may I help you?

Sarge Tell me truly now, is this the SE section or is it the MSE section?

SE Tech We do have a sign outside sergeant.

Sarge (Fumes a bit more. Elaborate make up isn't necessary for this scene. Actor can easily catch the spirit of the scene and fume naturally.)

SE Tech If you'll excuse me I'll be leaving. Dinner starts at 1130.

Sarge Now hold on a minute corporal. I'm your new sergeant and I want this claim signed!

SE Tech Why didn't you say so — there — that wasn't so hard was it!

Sarge Aren't you going to complete it?

SE Tech No, you don't have to. The Accounts section will give you so much per mile coming over here and that's it.

Sarge Air miles or sea miles?

SE Tech I don't really know. How did you get here?

Sarge (With air of desperation) IF I'd known that all this was going to happen I'd have taken out that pension a long time ago. Let me tell you what's happened since I left Cold Lake. First, I brought myself a new Ford. Then I get my clearances signed. Just as I'm going out the gate the CO's secretary bangs into me. Then I go back to the Station Orderly Room and tell them I've changed my mind about going PMC, see, so they tell me I can't change my mind — I have to go by car. So I ask them how I'm supposed to do this when the CO's secretary has just written off my new car that I was just going to get insurance on and that I've been staying around barracks for the past five years trying to afford. They still say I have to go to Marville by car. Well, I had an interview for two days before they would give me a rail warrant. I got two weeks extra leave out of it somehow and went home to visit the folks in Edmonton. At

the end of my leave I went to the Railroad station and bought my tickets like a good little boy, seetled down on a train and cried for a day. Then when I got past Winnipeg the conductor asked me for my ticket and I gave it to him. Then he told me that there was no such destination as Marville on his line so I told him I was going to Marville, the fare was paid and I'm not getting off the train. He tells me that I have to pay the fare or get off the train and I tell him I'm not paying the fare and I'm not getting off the train so he pulls the cord and asks me to leave. I ask him if he's crazy or something, besides it's pitch black outside and we're on top of a mountain. He says that's all right — it's easier going down hill than up and then I said something to him and he turned around and asked a couple of VanDoos sitting up the car how they'd like to throw a pigeon off the train for him and they said «Oui» and the next thing I knew I was in some Rest Haven out there in the sticks. I spent my last \$100. for a taxi to Station Saskatoon Mountain and when I got there the place had been closed under the austerity plan so I hitch-hiked to Station Portage and asked for an advance in pay. They told me that I'd have to go my new unit for an advance so I asked them how I was supposed to get there with no money and no ticket. They tell me that they can't give me an advance because I'm not stationed there. I asked them what this regulation was about going to any military base when you're broke. They told me that that only applied when you were on leave so I told them I'd just come off leave. They sympathized and told me that that was really tough, but I was on travel status now, and therefore couldn't be on leave, If I wanted an advance I'd have to go back to Cold Lake. Well, I talked to myself all the way as I hitchiked back to Winnipeg where I went down to HFC and asked for a loan. They made me wait for a couple of hours at the end of which time the police came in and took me off to the station where the train conductor was waiting for me to pay my fare from Edmonton to the other side of Winnipeg. I told them I wanted to see a lawyer. He was a nice fellow when he came. He paid my fare, my fine, and bought me an airline ticket to Trenton and all I had to do was sign a power of attorney or something like for my pension so here I am and thank you very much Corporal for signing my claim what do I do with it now?

1300

SE Tech (Yawning) Well, Accounts is just opening — Why don't you take it over there?

1315 Steno

What can I do for you Sarge?

Sarge I understand I can have my claim paid now. It's all signed.

Steno I'm sorry but you'll have to wait for the claims fellow. I guess he's still having lunch.

1330

1345

1400 Clerk Sorry Sarge, but I had a bottle of Rosé with dinner and I had to finish it. If you leave it on the table someone is apt to come along and drink it. Then there won't be anything left for coffee break.

Sarge About my claim — can I have it paid now?

Clerk Sorry Sarge, but we don't pay after 1400 hours. I'd better look it over anyway. Oops — who signed this?

Sarge The corporal in my section.

Clerk Sorry Sarge, but your corporal can't sign for the SEO, and on top of that, the CTSO hasn't designated the SEO to sign claims.

Sarge Well who in hell has the CTSO designated?

Clerk I don't know. I guess the CTSO Orderly Room will have to complete your claim.

Sarge If I thought you knew I'd ask you where the CTSO orderly room was, but I'll find it myself.

1500 Clerk Good Day.

Sarge (Censored for a minute and a half) Here's my claim.

Clerk Sorry sergeant, but we only handle Officer's claims here.

Sarge Well who handles my claim?

Clerk There's nothing to it — just take it over to Accounts and they'll fix you right up.

Sarge But Accounts sent me over here!

Clerk Look Sergeant, you'd have saved yourself

a lot of trouble if you had handed your claim in to the Wing Orderly Room when you reported in.

Sarge But but but but...!

Clerk Why didn't you say so — what trade are you?

Sarge Safety Equipment (one or two large tears rolling down cheeks for effect)

Clerk In that case all you have to do is visit AECRO. They'll fix you up. They're pretty well top of the heap around here. (with admiration) They have **three** vowels in capitals. That's really status here.

1600 Clerk Yeah?

Sarge Do you handle claims here?

Clerk Why yes, all the time.

Sarge Well, begorra now, isn't that lovely. I've been looking for you all day.

Clerk Where do you come from Sergeant?

Sarge (Replying with a burst of the sort of language, complete with feeling, that has immortalized sergeants since their inception)

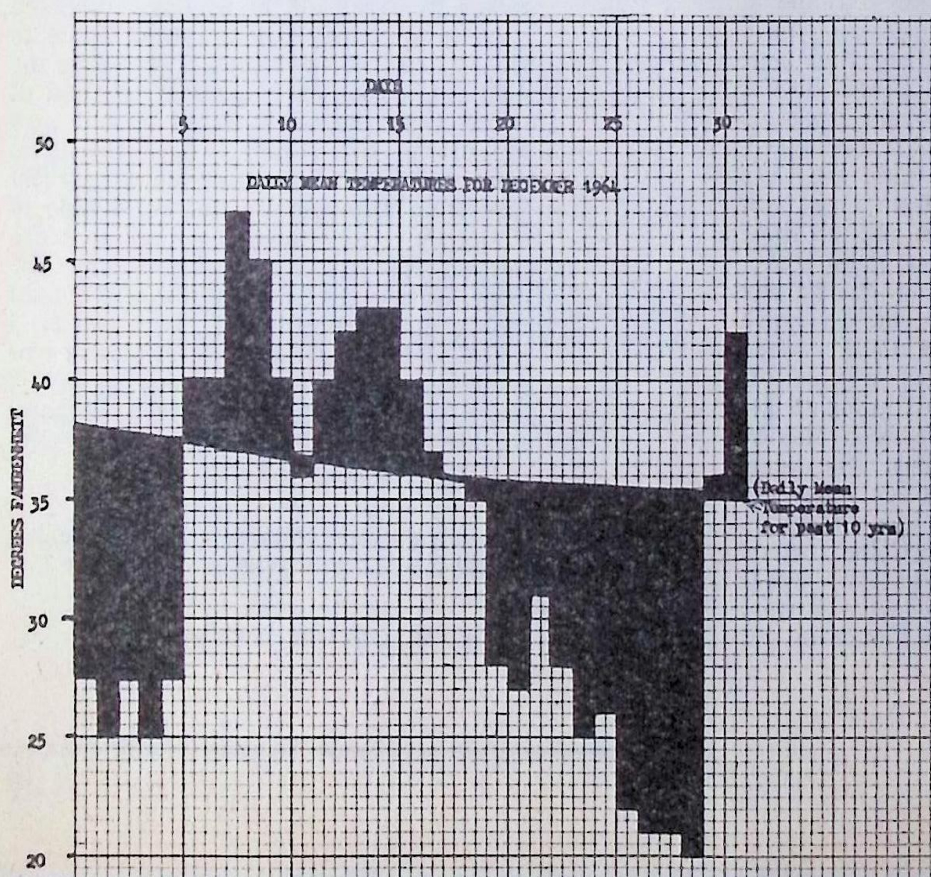
Clerk That isn't what I meant sergeant. Which **Wing** did you come from?

Sarge I didn't come from any Wing. I came from Cold Lake.

Clerk Sorry Sarge, we don't handle those claims. Only the ones for TD.

1645

Hospital Orderly Yes Doctor, they have one at AECRO this time. We'd better take two of those jackets. When they get that far they're usually stronger than ordinary. (Chuckling) They tell me in Accounts that it saves typing up claims.



CLIMAT DATA for MARVILLE, FRANCE

DECEMBER 1964

Mean Maximum temperature for month	...	...	...	38.0° F
Mean Maximum temperature for past 10 years	...	...	...	40.3° F
Mean Minimum temperature for month	...	...	...	29.1° F
Mean Minimum temperature for past 10 years	...	...	...	30.7° F
Monthly Mean temp	...	...	...	33.6° F
Monthly Mean temperature for past 10 years	...	...	...	35.6° F
Maximum temperature	...	...	...	52.0° F
Minimum temperature	...	...	...	14.0° F
Total rainfall	...	...	...	2.30 inches
Total snowfall	...	...	...	8.1 inches
Number of days with measurable precipitation	...	...	...	14

109 K. U.

Well another year has ended and we think it would be interesting to look at just what we've accomplished in 1964. One way of doing this is to peer into statistics which F/L Dunham has on record in log control. The figures which we have layed down here are an interpretation of the statistics rather than the stats themselves which can be pretty dry without some elaboration.

In 1964, 109 K.U. flew about a million and a quarter miles up and down the European continent. The Daks flew over nine hundred thousand miles, while the Bristols flew just under four hundred thousand miles. Of course the average Dak flew 86 thousand miles while the average Bristol logged over 100 thousand miles, which goes to prove that although we only have four Bristols as compared to 8 Daks working out of Marville, the Bristol is the work horse of the flight. The Dak needs no excuses. Now while 109 K U was flying all these miles the maintenance organization managed to do 35 complete over-hauls, which included wing inspections, engine removal and inspection, wheel assembly removal and inspection, and hundreds of other inspections, repairs and replacements. This means they disassembled each of 109's aircraft an average of three times during the year. When you consider that while doing all this they had to pack up at Two Wing and move into their «unfurnished» hangar and resettle up here, it was quite an accomplishment. Our hats off the the men «ON THE FLOOR».

★

CORPORAL DAVE PEERS

Corporal Dave Peers, an old time 109 er and one of our crewmen is this week's choice for Airman of the week. Dave crewed on Daks out of Grostenquin from 1956 to 1959 and has been with us on his second tour since July of 1963. He has seen many faces come and go and has witnessed changes in I Air Division and 109 since 1956.

Born on May 8, 1933 in New Westminster, B.C., Dave spent his early childhood in Quesnel in Northern B.C. and then just after beginning

grade school moved to Halifax, Nova Scotia. Dave's father was a Royal Canadian Navy Captain and so Dave was committed to sea-side dwelling and lived for the most part in Halifax, Nova Scotia until completing high school and joining the Air Force on March 5 '52. After spending his time at «Boot Camp» in St. Jean, Quebec, Dave attended Trade School in Camp Borden and graduated an Air Frame Technician in October of 1952.

The years between 1952 and 1956 were spent at 407 MR Squadron at Comox, B.C. doing searches etc. on Lancs and Expiditors from South of Vancouver Island up to the Queen Charlotte Islands.

From Comox Dave moved to Grostenquin in early '56 to begin his first tour with 109 K.U. For the first few months he worked on the floor fixing Daks and Expeditors and then took to the air as a crewman.

It was during his tour at 2 Wing that Dave met his wife, the former Miss Solange Moisy of St. Avold. He spent a pleasant three years at Grostenquin and managed to log close to



900 hours before being posted back to 426 squadron, Trenton. At 426 Dave spent most of his time servicing North Stars, but managed to get up on the odd flight just to keep in touch. In 1961, 426 sent him down to their Pisa detachment for 3 months. This was at the time Katanga was threatening to secede from the Congo and Canada had donated

her North Stars to the United Nations for supply runs. Pisa was the mid-way point on the Canada to Congo route and Corporal Peters and his crew were responsible for the first line servicing of these planes.

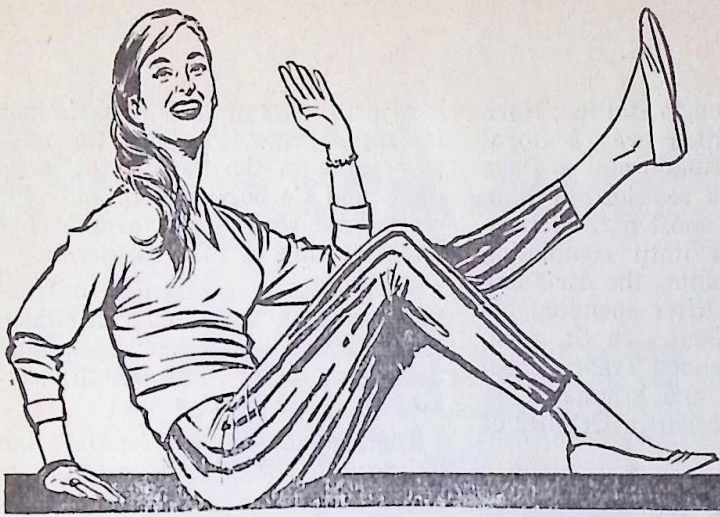
From Pisa Dave returned to Trenton and took the Yukon Airframe course which lasted four weeks and then spent six or seven months working on them in Trenton.

Then good news came for Dave and Solange, that they were to return to «Sunny France» and so it was back to Marville where Corporal Peers was to work on the Sabre. After spending seven months or so at Marville, Dave was re-transferred to 109 KU then working out of the swamp. So Dave and Solange packed once more and moved back to their home away from home in St. Avold. Understandably Dave is one of those who enjoyed Two Wing and he has a sheaf of Memoranda which he submitted upon returning to Marville which attest to this fact.

The first few months of his second 109 tour were spent in servicing before he was put back crewing again. Perhaps it was the arrival of the Bristol that drove Dave back to flying Daks. Anyway it was back to crewing on Daks again which Dave has been doing in fine style ever since. Of course, there are times when there is no flying, at which time Dave is usually one of many doing «special projects» around the unit.

Dave has now spent over five years out of the past eight with 109 and the biggest change which he has seen has been, broadly speaking, the change in areas of 109's operations. In 1956 there were many trips down to Morroco and such countries as Algeria and Iran and relatively few up to the Scandanavian countries, whereas now the trend has reversed. Otherwise the operations are similar. The only other big change has been the addition of the Bristol Freighter and the personnel which accompanied it from 137 Transport flight in Langar, to make 109 the largest flying unit in Air Division.

Dave and Solange are now living in the town of Jametz and quite often return to St. Avold to visit Solange's family. Although Solange speaks English quite well (also French and German) she and Dave would both like to extend their tour overseas with 109 as long as possible before returning to Canada.



feminine fancies



Editor : Mrs. Mary A. Green

Guide and Brownie News

EVERYBODY DOES A GOOD TURN

AT THE BAZAAR — Within a short time of door opening at the bazaar on Dec. 14, 1964 in the PMQ Rec Center, Girl Guides, Brownies, and Guiders saw almost all their articles sold and their funds increased by about \$350.00. Everything from Christmas decorations to cookies, with doll clothes, novelties, and home baking galore in between, were offered for sale. Guides and Brownies from PMQ's and Trailer Park participated, and many of the items offered for sale were their own handiwork; even among the home-baking. Mother, Guiders, and other interested folk made contributions too.

The girls all say «Thanks» to those who gave their pocket books and fudge and all the other things that sold so well at their bazaar. And a whopping Big «Thanks!» to all those who turned out in such large numbers to buy. The money raised will go towards the purchase of new equipment for Companies and Packs, to charity, and to subsidize Company and Pack expenses.

★

CAROLLING NIGHT. On Dec. 23 every Girl Guide and Brownie from PMQ's, and several Guiders did their good turn for the day when they put on their woollies and toured Married Quarters singing Christmas Carols. The weather co-operated so many people were

able to open their windows and to hear the songs of the Yuletide sung from the heart. Carolling night is an annual affair greatly anticipated by the singers as well as the listeners.

Mothers of the Local Association gave a party finish to the evening by buying, and serving hot chocolate and cookies at the Rec Center when the girls had completed their singing tour. Eight mothers did their good deed for the day when they made chocolate as fast as healthy Guides and Brownies could drink it.

Commissioner Proulx was on hand to help, and to give her Season's Greetings to everyone. Mrs. Drynan, L.A. President drop-

ped in to wish everyone a Merry Christmas. Mrs. Green was around to see that no-one stepped into a kettle of hot water. A good time was had by all.

★

L. A. MEETINGS... MOTHERS, keep in mind that the Local Association meets every third Monday of each month in the Teacher's Lounge of the Junior School (PMQ) at 8:15 PM.

STATION DANCE. — The L.A. mothers have a booth set up at each dance to sell coffee and sandwiches during the evening. The money raised from this project goes into L.A. funds which support the Guide and Brownie movement in this community.

THE THIRD OF NEVER

The frantic bustle of pre-Christmas blended into the frenzy of «The Festive Season» and January third came, as it always must. That's the morning that you get up and realize that if you are going to look forward to Christmas, it's going to be a pretty long look. Better then to put Christmas gifts to the everyday use for which they were intended, throw away the noisemakers, and to resume normal routine for another fifty weeks.. So whether you cel-

ebrated Christmas as a religious festival, or used it as an excuse for the religious use of spirits, you probably closed the season in better humor to face the remainder of the bleak winter.

My January third let-down lasted only a brief instant as I soon realized that I must begin a systematic preparation for my return — the Lord and the Royal Canadian Air Force willing — to the Land Of The Maple. Or precisely — One Red Maple Leaf.

IT'S OURS !

Four years ago I was inspired to say (in a radio talk on CBO) : « Better to have a gunny sack flying on Parliament Hill, than a borrowed flag. » I've had my wish granted, almost. It seems that we now have a sparkling white and red tea towel for a flag, and it's all ours.

However, the shape or design of a flag counts for very little. What matters in the long run are the people that it represents. So although I prefer the design of the Canadian Red Ensign, I can see some merit in a single Red Maple Leaf on a white ground. The white stands for snow, it couldn't be anything else ; the red could be many things — MacIntosh apples, B.C. salmon, frost bitten noses, a prairie sunset, or the color of our faces when we exchange a Canadian dollar for an American one.

But there is still a Canadian currency around to exchange and, after four years of objective viewing of the Canadian scene, I conclude that there's little cause for apology in things Canadian. A single red leaf on a white background, bordered with red is not so striking to look at but it's not borrowed, it's ours. How the rest of the world will regard it — that's strictly up to us.

I PREDICT

Taking into consideration the announcement that women's skirts are to be worn shorter than ever this spring, and the fact that the man who designed the topless look is still on the loose, I predict that the 1965 look in Women's Fashions will be the uncluttered Belt-Line. That « little nothing » could be just that.

At PMQ's, I predict that someone leaning out from a 3rd storey window with a lighted cigaret in their hands will set fire to someone's laundry, or hair, as they hang out a wash on the first or second floor.

Also at PMQ's, I predict that more kids will get the impression that it's perfectly alright to throw boxes and plastic bottles from apartment windows, to discard chocolate bar wrappers on the

playground, and to scatter comic books around the entrances. They'll do this because adults have set an example by discarding cigaret boxes on the spot, dumping car garbage right beside the car, and by keeping quiet when they have seen their children scattering garbage. I'll also predict that in 1965 some parents will arrive in Canada where they'll acquire a yard of their own, and then wonder at their children's uncivilized behaviour as the imps scatter garbage all over their own yards.

I predict that during this year there'll be a dozen organizations planned for adults at this Wing.

NEW EDITOR FOR FEMININE FANCIES... HELP !

Another prediction that I make for this year will become a fact with the issue of February 15th. There will be a new Women's Editor on the staff of the Arrowhead Tribune. This — the Jan. 15th issue — should have been my last column, but as of today no one has volunteered to take over my duties.

There's no doubt that I've found this job interesting and challenging. Challenging is the key word here since each issue presents its own situation, and each deadline is a challenge to be met. There is scope at this time for the incorporation of local color into these Women's Pages, and always scope for trying of new ideas. I have a few such ideas but no time at all to carry them out. The best I have been able to do is to stay at home and wait for others to hand in material to me over Little Mary's pottie chair.

When such material has come in I have been very grateful (hope the readers have been grateful too). These items have included articles clipped by Jean Ryan, recipes from Faith King's *La Cuisine Canadienne*, and from « Grandma's Kitchen », and among other items, the two that follow this one. But the bulk of this column is compiled and written by the Editor herself. I feel it's time for someone with a fresh interest in the community and more freedom of movement to step into the Editor's spot.

It would be a simple enough

And if interest for these organizations wanes, there'll be accusations of non support and lack of co-operation coming from frustrated executives. No one will stop to consider that, after all, someone has to stay at the house to make a home for the kids.

Come Christmas 1965 I predict that the Greens will be sitting around the dinner table somewhere in Canada and that they'll reminisce about Christmas in France, about their little friend from Sedan, and how the wine flowed like water. That is, we will be reminiscing if we remember to turn off our television.

matter for me to glean information from other publications and to re-publish them in this magazine, while my mind wanders to Pablum and packing crates. This could go on right until next May when my typewriter would be packed with everything else. But I don't feel that my duty is merely to think of 2,000 odd words to fill so much space in this magazine ; these words should have some meaning to the reader, so I'd like to step aside in order to make room for someone with a fresh outlook.

There is no pay for this job madame, but it is a worthwhile contribution to the life of the community. There is no question of filling anyone's shoes either. Each editor will be expected to bring something of themselves, even by trial and error, to the job. And I can almost guarantee that no one is ever fired from this position. So if you want to be the next editor of *Feminine Fancies*, please contact the Editor of this magazine immediately.

LETTER

The following letter was given to me just before the school Christmas vacation, and refers mainly to an article on food which appeared in the November 15 issue of this magazine. The writer of the letter, Mrs. McKinnon, is the Home Economics teacher at the One Wing Senior School

Dear Mrs. Green,

I thought you might be interested to see a copy of the revised «Canada's Food Guide» which has replaced the old «Canada's Food Rules». I enjoyed your article, and the information about vitamins was also timely.

(EDITOR'S NOTE: These were made in 1962 and they are not too different from those I published, as you can see.)

The main difference here is one referring to Fruits, which should read: Two servings daily of fruit or juice. Include a satisfactory source of vitamin C, such as oranges, tomatoes, or VITAMINIZED apple juice in your diet.) I thought you might also be interested to know that these rules were developed for use by both the lowest and highest income groups, unlike the American «Wheel of Good Eating» which is designed for the average income. That is why one serving of potatoes is recommended, and also dried beans and peas as meat substitutes, because they are inexpensive foods.

I was interested to see an article recently regarding the use of Vitamin «D» for children. Many mothers cannot believe that 2 drops of a concentrated solution of Vitamin «D» could be enough, so they give far too much. This overdose can affect the bone structure in an adverse manner, by not allowing the calcium to be laid down properly on the bones.

I hope you will find this information timely.

Sincerely,
Mrs. N. C. McKinnon.

Many thanks!

POMANDER BALLS

When Maureen «Mo» Atkinson asked me if I would like a recipe for Pomander Balls, I thought immediately of frothy meringue goodies. As it turned out, Pomander Balls are not edible at all although each one is basically an orange. A clipping from St. Catharines Standard gives us this information about Pomander Balls:

They were once called Amber Apples and are said to have been originated by Egyptians. According to legend Cleopatra used them encased in gold, filled with spices

and concentrated perfume oils. French belles hung Pomander Balls in their boudoirs, believing that the amber apple's rich scent would help them to attract a lover. Our grandmothers probably stored one in her trousseau chest. The name we now use came from the French words «Pom D'ander».

HOW TO MAKE:

For each ball you will need, one large orange; between 1,200 and 1,500 long-stemmed brown cloves; a half teaspoon each of nutmeg, all-spice and cloves; and a drop or two, if you wish, of heavy oriental-type perfume. Sachet powder may also be used and is said to be preferable to the perfume.

To begin, select a large orange and cover it as thickly as possible with the long stemmed cloves. This step is hard on the fingers and will take about an hour. Now, in a small bowl, place the perfume or sachet powder, and the nutmeg, all-spice and cloves. Allow the perfume time to mix with the dry spices. (If using perfume, be careful not to use too much; it is not only expensive but too much will cause the spices to become lumpy.

Apply the perfumed spices to the clove studded orange by sprinkling it on. Tamp it firmly, sprinkle more on and tamp again. Enough must be applied to form

an aid-proof sealing coat. Wrap the orange in waxed paper and store anywhere from one to three months before using. During this time the orange will shrink to about half its original size and will be cured to the point of hardness. If you are going to give the pomander for a gift or are going to sell it at a bazaar, coat again with perfumed spices and then encase in nylon net and tie with a pretty ribbon. Finish with a long loop of ribbon for hanging. The pomander ball will retain its scent for months, or even a whole year.

TEMPER SAVERS

1. Potatoes won't turn dark when they are boiled if you pour boiling water over them just before cooking. Drain it off and add just enough water to cook them.
2. To remove onion odor from a knife, hold it over a match flame.
3. A nylon chore-boy is handy for cleaning vegetables.
4. If doors stick, just rub a piece of soap over the tight places.
5. Cook eggs in salty water. The shells will be brittle and easily removed.
6. To get twice as much juice, heat lemons before you use them.

Lyn Brown)

THE HOUSE WIFE

That Housewife eternal,
In Ladies Home Journal,
Now how does she manage to be,
So pretty and posing,
And Always reposing, [knee ?
With two spotless kids on her

Yet she keeps up the ironing,
And even does darning;
Her home is quite free of debris,
Such wondrous housekeeping,
Now tell me, why can't that be me?

This housework's a chore —
A terrible bore.
I fall to each task with a sigh,
And leave off each night,
In a miserable plight,
My clothes and my brain all awry.

The baby gets sticky —
The children get icky,
Their appetites never diminish.
This mountain of work,
I never do shirk —
But never can manage to finish.

The children are calling
And baby is bawling,
I must scurry hither and thither.
With one thing and another,
I'm in a perpetual dither.

Some day I'll arise —
With wide-open eyes,
And do all my work in a jiffy.
The children will be
Such marvels to see —
And me and the house looking
[spiffey.

But somehow it seems,
In spite of my dreams,
I never can manage to be
The housewife eternal
Efficient maternal
As pictured in
LADIES HOME JOURNAL.

Reprint from
December 61 Arrowhead.

The Unknown Force

For years now, scientists have been working on all sorts of projects, from the common cold to sending a man to Mars. But they seem to have ignored the most important problem of all. I call it Unknown Force, UF for short. In fact when my Better-Half comes home from work, he is usually greeted with « UF's been acting up again », which rates the reply « Uh, uh ».

UF is all around the housewife.. Deep down she knows it is there, but can she get any help from « the boys in the back room »? No sir! They think it is all in her mind. Perhaps they really know that the knowledge from Mach 1 and the theory of relativity won't be of much help to them with UF.

Let me show you how it works in our house. Take the tea-cup for example. You know... the one from which the handle came off the first time you washed it. No doubt, like me, you still have that cup. The children have had all their teething problems on ours; it has gone on camping trips; we have dropped it on the floor scores of times; it took up residence in the garden under all weather conditions for a whole winter. And now? Not a scratch, not a mark anywhere on it. Short of smashing it with a hammer or throwing it in the garbage, I'll never get rid of it. It will be still be around when I have gone on to my reward. You see? UF keeps it together.

And then there is baking. I bake nearly every day, and by bake, I mean I throw the ingredients together, shove them into the oven and never look till I smell the burning. Results are magnificent. But when I expect company, I measure everything exactly, place carefully in the oven at the required degree. From then on, I'm like the hen with her chick or the hunter sighting his prey. 35 minutes later, I present myself with one soggy mess. This definitely goes in the garbage and I resort to store cookies. UF working again very competently.

Of course, I mustn't forget the day when there is a train to be caught... early in the morning. For

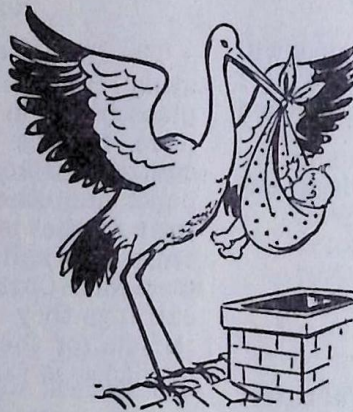
the past 3 years, the children have woken not later than 5 a.m. So I tell myself that there is no reason why to-morrow should be an exception, but just in case, I set the alarm anyway. Next day, 9 a.m., I hear faint murmurings from the children's room. Yes, they're awake... now And the alarm clock? It never started to ring. Now don't tell me, ye seekers of truth, that UF is all in my mind.

There are many other thing. I sew, not only on the machine like any other modernist, but occasionally I tackle that delightful chore of replacing buttons. I go find a needle. I have bought enough needles to keep the companies in business for years to come. Can I find one? Oh no! So I chauffeur myself downtown. Back at the house I pull out the button box. Last time, all I could see were

shirt buttons but nary a single one in sight now. Downtown again. This UF is ruling my life, as you can see.

Really I could go on ad infinitum... the house always spick and span till the day the local pastor calls around; everything then is organized chaos with the kids behaving like kindergarten delinquents; the coffee that perks over the minute you turn your back; the bank book that always shows .00. Enough, enough. You people (women) are ruled by UF too, I know. So I do think it is time that we females ganged-up on the scientists, (or at least sent a signed petition) that UF is not all in our minds and a problem much more important to solve than sending a man to Mars. Surely for these learned men, it is only a question of writing $X + Y = UF$ and working from there, 'mm?

Ruth Hayden



New Arrivals:

- Dec. 4 — LAC and Mrs J. M. Bennett, a daughter, Tracy Lee
- Dec. 8 — LAC and Mrs L. A. Monk, a daughter, Josephine Leslie
- Dec. 10 — LAC and Mrs J. H. Baskerville, a son, Barrie Ross
- Dec. 10 — LAC and Mrs L. F. Aylward, a son, Patrick David
- Dec. 12 — LAC and Mrs W.F. Houghton, a son, Robert Frank
- Dec. 13 — LAC and Mrs J. B. R. Portelance, a daughter, Michelle
- Dec. 13 — Cpl and Mrs L. G. Roberge, a son, Allen Greg
- Dec. 26 — LAC and Mrs G. E. Langman, a daughter, Brenda Dorothy
- Dec. 27 — LAC and Mrs G. Bilyk, a son, Paul Hendrikus
- Jan. 5 — Cpl and Mrs J. D. Maynard, a daughter, Michelle Margaret.
- Jan. 6 — Cpl and Mrs R. E. Holmes, a son, John Robert
- Jan. 7 — LAC and Mrs R. G. Leach, a son, James Robert Spicer.

Guides and Scouts

New Lets Have a Look at Rovering

In «Rovering to Success», Lord Baden-Powell, Founder of the Boy Scout Movements, has this to say of Rover Scouts :

«Rovers are a Brotherhood of the Open Air and Service. They are hikers on the Open Road and Campers of the Woods, able to shift for themselves, but equally able and ready to be of service to others. They are, in point of fact, a senior branch of the Boy Scout Movement.

«The Four main aims of the Scout training in Woodcraft are to develop these points :

Character and Intelligence.
Handcraft and Skill.
Health and Strength.
Service for others and Citizenship.

«It is not only a brotherhood, but a jolly brotherhood with its camp comradeship, its uniform, and its 'dens' or meeting-places all the world over.

«If you have already been a Boy Scout you will know pretty much what there is to know about it. If you have not been a Scout the first things needed are a pair of stout shoes and a stout heart.

«The object of the Rover Scout training is to enable young men to develop themselves as

Happy }
Healthy } Citizens
Useful }

and to give each his chance of making a useful career for himself.

It gives the young man an aim for remaining under helpful influences at the difficult time of his life when he is just entering on manhood. It provides Scouting for young men with its joys of Backwoods-manship and Nature-craft, and it gives young men the opportunity of doing useful service for others on a recognized footing.

A Rover Scout Crew consists of four or more Rovers under the guidance of a Rover Scout Leader who may have Assistant Leaders. For every four to six Rovers there is a Rover Mate, elected annually by the Rovers from among the Crew. The affairs of the Crew are controlled by the Crew Council, consisting of the Leader, the Mate and other elected members of the Crew.

Progress through the crew is organized in three stages. First there are the Rover Squires who are in a probationary stage when it is decided whether or

not they are prepared to assume the responsibilities of full crew membership. Next comes the Training Stage for those who are fitting themselves to take their place as competent, reliable, knowledgeable citizens. Lastly, there is the Service Stage for those who have progressed to the level where they are now able to give back what they owe in service to the Scouting Movement and to the community where they live.

To qualify as a Rover Squire a young man :

- (a) should normally have attained 16 years of age and/or grade 10 in school.
- (b) he must be either an invested Scout recommended by his Scoutmaster or, if not previously a Scout, he must be willing to complete Tenderfoot requirements and be invested as a Scout,
- (c) and he must be approved by the Rover Scout Leader and the Crew.

There is now one Rover Crew in the 1st Maple Leaf District. It is the Hornel Crew in the 1st Maple Leaf Group at RCAF PMQs Longuyon. It consists of the following registered members :

Crew Chief (Leader)	FS Hall
Mate	Brian Hall
Rover	Wayne Crowe
Rover	Greg. Robinson
Rover	Michael White
Rover	Chris Bissell

The Hornel Crew is active in the PMQ area, operating from their attractively decorated meeting-place (Den) in a basement room in «B» Block. They have, for the past year, successfully fulfilled their contract to keep the PMQ grounds picked clean of paper and other refuse. They assist in placing chairs for activities in the PMQ community centre, and recently lent a hand in the collection and disposal of discarded Christmas trees. Through their combined earnings they have been able to purchase distinctive jackets for themselves and have financed excursions to places as far distant as Rome.

If you wish to get a Rover Crew started in your locality, you should first see your local Group Committee which has the responsibility for finding satisfactory leadership or for approving the Leader selected by prospective Rovers. Provided that a suitable leader can be found, approval of the District Council can then be obtained to form a Crew. Once a Crew is formed, it becomes an integral part of the Group along with the Cub Pack and Scout Troop, and close liaison should be maintained between all sections and the Group Committee. The Rover Crew, along with other sections of the Group, must submit an annual financial statement and progress report. It will be registered annually by the Group as long as it continues to function according to the Scout Law.

Note — for further information on the Scout organization and activities in the Marville area, see recent issues of this magazine back to Sep. 64, or contact your local Group Committee.

LIBRARY

New books received at the Station Library

WINDS OF THE DAY by Howard Spring

This is the story of a red-haired servant girl who indomitably attacked the business of life, of those who helped her and those who hindered her, from those far-off days up to our own times, when, a person in her own right, she rejected all that men mean by progress as it is now understood and looked back with longing, but without regret, to the times she had known.

THE SLAVE by Isaac Bashevis Singer

The scene of this epic novel is laid in Poland in the 17th century immediately after the destruction of many Jewish communities by the Cossacks. Basically it is the story of the pious Jew Jacob who is sold as a slave in a remote mountain village, of his love for his master's daughter, Wanda, of how he is ransomed, of the harzadous life which he and Wanda, Jew and Gentile, live together, and of the final inescapable tragedy which befalls them.

READER'S DIGEST CONDENSED BOOKS

Five stories :

A Song of Sixpence
Stangers on a Bridge
Three Blind Mice
Episode
The Island

LAND OF TEMPEST by Eric Shipton

Travels in Patagonia, 1958-62 is a record of four expeditions made in four successive summer seasons, the only time when such ventures are remotely practicable in a part of the less-discovered world where the weather is the main obstacle to any sort of activity.

WOMAN'S OWN COOK BOOK by George Newnes

This book is an ideal gift for a bride because it is the sort of book which soon becomes a trusted friend. It will be welcomed by the busy housewife who with its help, will quickly find the answer to the question «What shall I cook for them?...» Also it will inspire her to more and better entertaining and make her parties the envy of her friends.

BRITAIN IN COLOUR by R. M. Lockley

The long introduction by R. M. Lockley, and the commentaries on each of the colour plates, set the illustrations in their appropriate context of history, geography and social life and so double their significance. No better souvenir of Britain has yet been published.

THE HIGHLANDS AND ISLANDS

by F. Fraser Darling and J. Morton Boyd

The Highlands and Islands of Scotland are rugged moorland, alpine mountains and jagged coast with remarkable natural history, including relics and specialized animals and plants.

MADRID by Nina Epton

With the fascinating glimpses into the lives of the «Madrilenians» Miss Epton captures the essence of Madrid, its vitality, its thirst for novelty and its complete, uninhibited enjoyment of life.

A HUNDRED YEARS OF WAR by Cyril Falls

This book provides a sketch of the past century (1850-1950) of warfare by land, sea and air, with a commentary in interpretation of it.

THE LOST CITY by John Gunther

The Lost City is a novel which captures all the enigmatic charm of old pre-war Vienna-its levity mixed with wry despair, its grandeur and graciousness. But beneath the lovely flickering surface, stern realities could be felt, as the great city slips irrevocably toward its doom.

THE NIGHT IN LISBON by Erich Maria Remarque

A desperate, depressing, horrifying, touching, beautiful and tragic tale of the German refugees under the Nazi terror, it may not quite be a great novel, but it is surely one of the most absorbing and eloquent narratives of our period.

CHANTEMESLE by Robin Fedden

Chantemesle is the name of a house and hamlet on the Seine where Robin Fedden grew up. In this book he conveys the intense spell which the surrounding country put upon him, and tells how the spell at last was broken by the beauty of an intruder, a girl coming from the outside world.

ILLUSTRATED ENGLISH SOCIAL HISTORY

by G. M. Trevelyan O. M.

English Social History has proved itself, by its combination of scholarship, literary quality and themes of great human interest, to be a work of universal and enduring value. The illustrations in the four volumes of this edition have been selected with scholarly care both for their relation to the text and for their intrinsic interest. They exemplify the life of the people at every level, making a stimulating, entertaining and most informative addition to a text which has already become a classic.

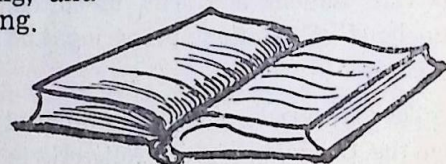
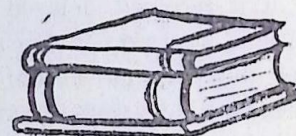
RUSSIA AT WAR 1941-1945 by Alexander Werth

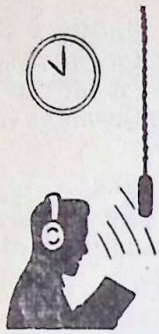
It is almost twenty years since the end of World War II ; yet, despite the many hundreds of books published about it, there has not hitherto been any attempt by a Western author to tell the full history of Russia, at War. This is all the more remarkable because, as Churchill said, it was the Russians who «tore the guts out of the German Army» ; and the terrible statistics confirm that, however great the contribution of the other allies, it was the Russians who bore the brunt of the fighting, and of the suffering.

Mme Beideler

Therese

Librarian





CFN MARVILLE

A Station within the Canadian Forces' Net-work (95.5 F.M.).



Citizens' Forum

Whenever someone somewhere in Canada makes an outrageous public statement, touches off controversy, or simply says something worth saying that Canadians everywhere have a particular interest in, CBC's Citizens' Forum will provide a platform for anyone with a reasonable point of view to broadcast their comments about it. A number of CBC and private radio stations across the country will be co-operating, as in the past, to present the views of average people in various communities throughout Canada concerning topical issues.

To set the ball rolling, CBC invited prominent people to record a brief statement of their opinions on the issues raised. These tape recordings were then shipped to private stations at strategic points across Canada to be broadcast on their local programs. Using the «open line» technique, the private stations invited listeners to telephone and express their own opinions on the topic or the speaker. «Open line» means simply that a telephone call to the radio station can be broadcast on the air either as it is received, delayed for a few seconds, or recorded for future use. For the Citizens' Forum programs, telephone calls were recorded by the private stations and sent, un-edited, to be CBC station preparing the program.

The Citizen's Forum program heard on the Canadian Forces Network in

its final form will consists of the original statement expressed by a public figure, a selection of the best of the listeners' comments, and a brief summation by the same person voicing the opening statement. Apart from the introduction and sign off by

staff announcers, there is no editorial comment on the opinions expressed, either those of listeners or the invited speaker.

Don't miss Citizens' Forum, Thursdays at 9 p.m. on CFN.

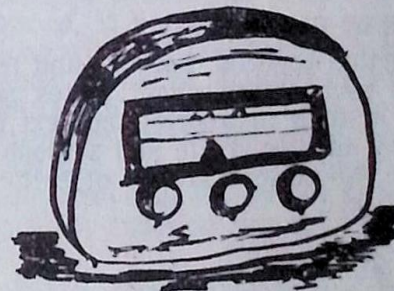
Messes and Institutes

CFN — Marville will advertise the functions of all messes and institutes free of charge. Information about planned activities should be submitted at least a week before it takes place, in order to allow enough time for sufficient radio coverage. If a function is planned for Saturday or Sunday and only weekend coverage is required, then the information must be submitted to CFN-Marville by 12 noon on Friday. Only emergency items will be accepted on Saturday

or Sunday, and we reserve the right to reword any item that is submitted to us.

In order to avoid possible errors we ask that you submit all information in writing to the CFN studios located in the Wing Ground Defence Building, or put it in the CFN box located in the PX lobby across from the bulletin board.

CFN — Marville exists for the benefit of all 1 Wing personnel, so why not take advantage of it!



Roman Catholic Chapel Announcements

SUNDAY MASSES

PMQ's 9 & 11.30 A.M.
Wing Chapel 9 & 11.30 A.M.

CONFESSIONS

Sat 4 — 5 & 7 — 8 P.M.
Before All Masses

DAILY MASSES

Mon — Wed — Thurs 12 noon
Tues & Sat 5 P.M.
Thurs 8.30 P.M.



Protestant Chapel Announcements

HOURS OF SERVICE-DIVINE WORSHIP

Base Chapel — 1110 hrs Sunday
St. Mard (Protestant Church) — 1400 hrs Sunday

HOLY COMMUNION

Base Chapel — 1200 hrs, 2nd Sunday of each month
St. Mard — 1500 hrs, 3rd Sunday of each month

HOLY-BAPTISM

By appointment.

LADIES GUILD

PMQ SCHOOL — 200 hrs, 1st Monday of each month
St. MARD-VIRTON — 200 hrs, 1st Wednesday of each month. (Place to be announced).

SUNDAY SCHOOL and JUNIOR CHURCH

JUNIOR CHURCH

PMQ REC CENTRE — For all children 10 years and older 0940 hrs — Sunday.

SUNDAY SCHOOL

PMQ REC CENTRE — For children aged 5 to 9 (incl) 1100 hrs — Sunday.

BASE — For children aged 6 years and older 0945 hrs in Chapel (P).
For children aged 3 to 4 (incl) 1100 hrs in the Base School.

St. MARD — The Protestant Church — 1100 hrs Sunday.

STUDY GROUP

Chapel (P) — 1210 hrs every Wednesday.



January the 4th spelled the end of the Christmas and New Year festive days for the Teenagers of 1 Wing, but in leaving these days behind many of us can joyously look back on one of them that stands out; that of 29 December. On this date the Teen Town of 1 Wing sponsored a New Year's Dance which was held in the PMQ Recreation Centre. Everyone was rent with the spasmodic, gyratory actions of the modern dance crazes, which were executed to the tunes of the Fireballs. Music, prizes, and food were enjoyed very much, from 9.30 p.m. until 2.00 a.m. Group Captain and Mrs Avant, and Wing Commander and Mrs St Jean were among those that honoured us with their presence at the dance. We wish to thank those who helped with decorating in place of those members of the executive who were on leave.

Welcome again to Mike White, who once again is frequenting out Teen-Town get togethers. Another is the door prize of a new L.P. now presented at each of our Friday night dances.

On 19 December the 1 Wing Juveniles hockey team played host to 3 Wing in the Arrowhead Arena. The score, 5-2, was close but once again in 3 Wing's favour. Austin Wheaton and Scott King scored for 1 Wing. On 4 January the Juveniles and Midgets hockey teams were off to 4 Wing for the first meeting between these teams in 2 years.

On 15 January there will be a hop sponsored by Teen Town and the music will be provided by the new teenage band called the «Jaguars».

Dress is the usual Friday night type, with prices at 50¢ (with partner) and 25¢ (stag). There will be the usual L.P. as door prize and everyone is urged to attend since anyone can be nominated for a position on the Teen Town Executive.

On December 19th the 1 Wing Juvenile Hockey team played host to the 3 Wing Juveniles in the Arrowhead Arena. The score 5 to 2 was close, but once again in 3 Wing's favour, with Austin Wheaton and Scott King scoring for 1 Wing.



EDITORIAL CHANGES

Having been transferred to Metz in the fall of '64, editing material for the motoring page has been an impossibility owing to the distance factor involved. Consequently while my name appeared on the masthead of the «Arrowhead» as the motoring editor, I have been unable to contribute anything to the position at all. Because of the situation, I have asked the Editor to remove my name as the motoring editor from future issues. Someone is needed to fill this position and if you would like to take on the job or know of someone who would be an ideal nominee please call 75 Ring 2 and let the Editor know right away.

Sometimes, despite a proof readers diligent work, the odd word is missed out in a sentence and the whole thought or sense of the paragraph is either lost or changed. This happened in the last issue and I must apologise to readers if they wondered what was intended to be written. Please remember too, that the Arrowhead staff are volunteers, in the business for the love of it and that they need more help. You, the readers, have the answers to the problem.

LOOKING BACKWARDS

One of the good or bad habits of most newspaper or magazine writers at the beginning of a new year is to review the happenings in the old one.

What happened in the motoring world in 1964? World speed records were broken, new cars were introduced to the public, perhaps the most important event is not really obvious, the real improvement in quality of new cars from the manufacturers. There may be some among you who do not believe it but I am assured that there was a marked rise in the quality of the finished product. «Automation!» That's the key to the improvement in the 64 cars. Because much finer tolerances are possible in machining metal, oil leaks are more rare. For the same reason, body rattles and squeaks are fewer than they were. Few radical departures from the traditional designs of cars were seen in 1964 but the use of plastics became even more prominent. New radial cord tires were introduced by a number of makers and 1965 will see well known American tire makers pushing radial cord tires extensively. Tire makers have made several strides forward in 1964 and particularly the know how in making low and high «hysteresis» rubber stick together. The tendency to make front wheel drive cars is on the rise, not alone in Europe but the U.S.A. as well. Oldsmobile will make front-wheel drive cars in 1965, according to «Popular Science» Magazine. This would be the first front-wheel drive car produced in North America since the Cord 25 years ago. The new Peu-

geot 204, like the Mini-Minors and the new Austin 1800, will have a transverse engine and F.W.D. 1964 also saw the introduction of a Rolls-Royce engine in a car other than a Rolls, namely, the Van de Plas «Princess».

WHAT OF '65?

Beginning in the fall of 1965, I suspect that we shall again see a trend to smaller cars in America and a tendency for European cars to grow a little bigger. Economic growth may be the answer to this curious question of car sizes. Around us here in Europe we can see many examples of economic progress. Many of who are now on our second «tour» here can see a tremendous difference in European countries in the last six years. New roads, new factories, more people and a general demand by the people to keep up with economic progress being made is a major factor in the decision of designers and car makers in what they do to improve or perhaps completely remodel their products.

We shall probably see several well-known European makes brighten up their models with two-tone colours becoming more general and better appointments inside their cars. Heating and ventilation are at last taking a more prominent place in the minds



by George Hawkes

of several European car makers and both Ford of Britain and Ford of Germany have made major steps in this direction with the fitting of hidden ventilator outlets placed in the rear side pillars. I believe that this idea was a direct result of ventilation problems in their Ford GT racing car which was solved in this manner. It seems natural, when you think about it, that air coming in at the front of the car should leave through «escape» holes in the rear. The big secret of successful ventilation in these new cars is keeping the windows closed entirely. Why, though, do so many makers continue to place the fresh air intakes low-down or no more than half way up the front of their cars? Low intakes inhale others exhaust fumes.

This brings me to the «What I would like to see in 1965». Recently, I mentioned that several makers have used amber lenses for parking lights which is a most unsatisfactory state of affairs. Parking lights and directional signals should never be combined in the same lamp on any vehicle. Because some makers made what they thought was an economy by using amber lenses in the parking lights/turn signals lamp is no excuse for the public accepting it as they appear to be without protest. Amber lenses and red lenses are much too likely to be confused with one another when parking lights only are being used. Amber lenses coming towards you can easily be mistaken for rear lights and I myself was involved in an accident during the war when it was mandatory to reduce the intensity of parking lamps by using a hole about the size of a dime to emit light and the remainder of the lense had to be blanked off with a suitable material. Some motorists used brown paper and this gave the appearance of an almost red light on the front of the car. I mistook a car coming towards me in the black-out so fitted with brown paper in the parking lights as a car travelling in the same direction as myself. A headon collision occurred. If every country made it mandatory that headlights on low beam were used at all times when a car was moving, the amber lense parking light would not

matter so much but the general use of headlights on low beam is still some years away. This brings me to the second point — Everyone — everywhere should use headlights on low beam instead of parking lights when their cars are moving. We still see many people using parking lights in foggy conditions, yet the law is quite clear and definite in France on the matter. A little bit of personal observation will prove to you that you can see a car's outline in fog just as soon as you can see it's parking lights if that is all the other driver is bothering to use.

Something else I would like to see is the general adoption of 12 volt electrical systems by European manufacturers. Volkswagen is foremost amongst the six volt brigade and before long six volt bulbs and spares are likely to be a special order item in North America, making them more expensive than 12 volt spares.

Most of us are now very conversant with the continental road signs. What a wonderful improvement they could be to our road sign system in Canada. Perhaps we could get rid of some of the millions of municipal by-law signs, which vary from one town to another in Canada, and replace them by a set of standard signs such as the continental road signs we see here. Great Britain, who have some of the most «difficult to read» road signs anywhere in the world, are about to adopt the continental system.

Motor racing in 1965 will be very interesting with Ford (USA) out to win in a very serious vein. Indianapolis and Le Mans are both likely to be won by Ford engined cars. Already, in 1964, of four Mustangs entered in the Tour de France, two of the beautifully prepared cars took first and second place against all comers. 1965 may well prove to be a «Ford» year on the racetracks.

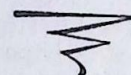
WEST GERMAN LAW CHANGES

A new law coming into effect in West Germany on 26 December 1964 requires that every driver found guilty of drunken driving be dis-

qualified. Prison sentences are provided for in cases where drivers are convicted of dangerous driving ignoring pedestrian crossings, overtaking wrongly or driving too fast when vision is obstructed. An average of 50 deaths per day occurred in September on the West German roads in 1964. 93,065 accidents occurred in which 1,495 persons lost their lives, an increase of 4.2 % on the same period last year.

THE ART OF DRIVING

Several books have been written by various people on the subject of car driving. Many words have been uttered about driving cars. What amazes me most of all are the Canadians who come over here to Europe, particularly the wives, who up their hands in the air and say that they could never drive over here. Why? Is it so different? Frankly, I found driving in Canada to be much more nerve wracking than driving in Europe. Traffic laws are different here, some better, some not so good. Generally, average speeds are lower here. Cars are smaller and more agile for their size and weights. Driving is not difficult here except for those who don't bother to learn what the road signs mean or who cannot drive defensively. Driving in Canada is easier because so much preaching about driving habits there is done. The preaching, if it can really be called that, is good stuff and is entirely aimed at making one a defensive driver. More the reason then that you should be able to drive over here if you were taught to drive in Canada, originally.





Recreation Section

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

BACK FROM CANADA

Happy New Year 1 Wing. I know it's a little late but I've been in Canada for four months on course. I arrived back on 5 Jan and it certainly is good to be back. While on course I was fortunate enough to spend considerable time in front of the TV set. The World Series (yea St Louis), Grey Cup (boo Vancouver) and numerous Hockey games and Bowl were at my command. I climaxed my stay by watching three football games on New Years Day. The Rose Parade came on first at 10 a.m. and after a brief break for lunch (cold Turkey sandwiches naturally) commenced to watch the Sugar Bowl at 1400 hrs the Rose Bowl at 1700 hrs and the Orange Bowl at 2000 hrs. After this lengthy and timing session I have stored up enough TV to last me the rest of my tour. For those going back to Canada in the near future my own personal advice about TV is that if you enjoy sports then buy — if you are looking for other entertainment you will soon get terribly bored of watching the same plot over and over again under different program names broken into with numerous and ridiculous commercials. There is hope though. My wife and I watched a late movie which ran full course without benefit of any commercials. And on CBC — I could hardly believe such progressiveness from this stale organization.

We were looking forward to a white Christmas but as luck would have it almost everyone across Can-

ada had that white fluffy stuff except Southern Ontario. So we went calling on Xmas Eve in a driving rain and sat down to a delicious Turkey dinner on The Day with the temperature outside around 50 degrees F. I had promised my three year old daughter that I would make her a snowman while we were in Toronto and someone must have heard me for thanks to a four inch covering between Christmas and New Years we managed to construct a personable rolly polly six footer.

We gathered many odds and ends while in Canada which I stuffed into my luggage. One of these items was a ROUND DOOR KNOB for the front door of my trailer. I hoped to have it installed by the time my wife returned but alas — I cannot locate an expansion bit. Any offers? Another hard to find item on the economy which my wife insisted on were towel racks for the bathroom — the type which you screw on to the wall — not glue. I haven't got these installed either but I'll get around to it shortly. There are many other items too numerous to mention but they are basically in the basic necessity column — according to my wife anyway.

I realize by now that some of you reading this article are wondering why some of this information is appearing in the Recreation section. What can I say when my favorite teams the Toronto Argonauts and the Toronto Maple Leafs have done so poorly. We loyal Toronto fans have taken up Vancouver's cry — We'll come alive in sixty-five. (2065 ?)

I cannot mention in one article the many many valuable people who donate their time and energy to make the clubs and activities as successful as they are. In future articles, however I shall be mentioning these people to you in hopes that you may better appreciate their efforts. The Rec. Staff is small and their purpose is to assist and promote various clubs and activities on the unit. Most of the work is done by the executive of these organizations. The Recreation Staff say many thanks to these people, without whom we would not have the best Recreation Program in Air Division.

I want to take this opportunity to thank two men who did an excellent job in my absence. The first is F/O Vic Lee. Vic took over my task with only a slight briefing and did a fine job pinch hitting. I think the hockey fans will agree with me that the Arrows manager F/L Alf Tomlinson has done a truly remarkable job. Alf took over this difficult and time consuming duty and through his efforts arranged all the fine exhibition games you have seen and will see, not to mention the million details associated with the team.

I must also give a pat on the back the Rec Staff who managed to keep things operating with only three available bodies. They needn't have been so keen to get this 5BX testing on the rails though. After two weeks at home over the festive season with all that delicious home cooking, I'm a little more than soft. But I'll suffer with the rest of you. I'll be seeing most of you one time or another in

one Recreation Activity or another. Till then I once again sincerely wish you all a Happy New Year.

SWIMMING POOL

The swimming pool has now been partially renovated and as of the 4th Jan is once again for swimming. Various improvements can be readily noticed, others are not so obvious, but nevertheless a steady stream of improvements is now underway and once completed will give all personnel and dependents a swimming pool that will be second to none in the Air Division.

The children's learn to swim classes have progressed beyond expectations as have the various degree classes. The intention of the Swimming Program is to produce as many good swimmers as possible, and at the same time give them an all around knowledge of water safety habits and life saving abilities which they will carry them long after they have left 1 Wing.

REMEMBER: If you cannot swim you are risking your life when in, around or on the water. If you can swim, you can save others from drowning and should the need arise you may someday save the most precious gift you have — **YOUR OWN LIFE.**

SWIMMING SCHEDULE

Monday

1200-1300 Service Personnel Only
1300-1330 Ladies Beginners
1500-1700 Intermediate Classes
1800-2000 Open Swimming
2000-2100 Adult Mixed Classes

Tuesday

1200-1300 Service Personnel Only
1330-1500 Ladies Beginner Classes
1500-1700 Junior Classes
1800-2100 Open Swimming

Wednesday

1200-1300 Service Personnel Only
1500-1700 Senior RCLS
1800-1900 Open Swimming
2000- Bronze & Award of Merit Classes

Thursday

1200-1300 Service Personnel Only
1500-1700 Intermediate RCLS

1800-2000 Open Swimming
2000-2200 Scuba Club

Friday

1200-1300 Service Personnel
1400-1500 Gendarmes Stenay
1800-2100 Open Swimming

Saturday

0900-1300 Children Beginners
1300-1700 Open Swimming

Sunday

1300-1700 Open Swimming
1800-2100 Open Swimming

LADIES CURLING

Christmas Bonspiel

The ladies held their first bonspiel of the year, The Christmas 'Spiel from the 7th to the 18th of December.

Fifteen rinks were entered in this highly successful event. The bonspiel consisted of three divisions and the finals were played on the 18th. Winners in each group are as follows:

« **A** » **Division:** Winner, Mrs Muriel Townsend skip, Joan Davis, Marie Willard and T. Murphy. Runners up, Jean Jenkins skip, Joan Hillborn, M. Leiper, Sandra Thorburn.

« **B** » **Division:** Winner, Marion Adams skip, Doris McLean, Enid Peters and Grace Walpy. Runners up, Marion Shaw skip, Solange Rousham, Pearl Strickland, and Jean Ostrander.

« **C** » **Division:** Winners, Grace Tomlinson skip, with Shirley Vance, May Fortin and G. Lee. Runners up were Pal Wagner skip, Vivian Barkley, Lea Todd and Marlene Hardy.

Mrs Avant presented the prizes to the successful teams and lunch was served.

CURLING NEWS

Here we are back after the festive season. Quite a number of events have come and gone since the last issue.

The Turkey Curl held on the 19th of December had a very good turnout with 108 curlers participating. The

big winner of the day was FS Mc Williams, carrying off three of the turkeys. Other winners were:

Sgt. Wagner — 2
Sgt. Campbell — 1
LAC Widdifield — 1
F/L Jenkins — 1
LAC Morrison — 1
FS Langdon — 1
LAC Thalman — 1
LAC Lafountain — 1
LAC Danford — 1
LAC Litvin — 1

The Yuletide Bonspiel which was played from December 28th to January 2nd proved most enjoyable and highly competitive. After a few games one would wonder if this was a novelty spiel or the Mac Donald Briar. The winning rink in the first division was the Tamblyn rink, with Wally Wagner's mixed rink second. Sgt. Campbell was third the Johnson rink fourth. First in the second event was won by FS Meisner's rink, second Sgt. Arthur's, third LAC Litvin's, and WO Shaw's rink was fourth.

The Air Division playdown has just been completed and the eight rinks going on to Air Div are:

LAC Trudell
Cpl Tamblyn
Sgt Campbell
W/C Sullivan
Sgt Turner
LAC Lafountain
F/L Joy
LAC Stariha

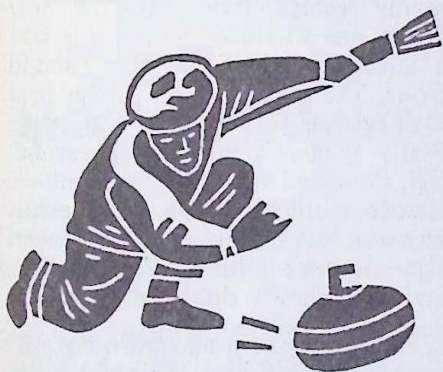
The Air Div bonspiel will be played in 3 Wing on the 6th and 7th of Feb. Rinks from 1, 3, and 4 Wings, Air Div, and Sardinia will all be competing for the trophy and the right to represent the Air Division in the Air Force Championships to be held in Winnipeg in March.

This trip to Canada has become the chief aim of all the curlers in the Air Division and it's certain that all the Wings will be out to produce a winner. This will make for really stiff competition in the Air Div bonspiel, and it would be a real feather in 1 Wing's cap if a rink from here should win it and go on to Winnipeg to represent this zone.

The International bonspiel to be held here on the 15th, 16th, and 17th of January should be a real treat

for Curlers and curling fans alike. This will be a three event spiel with the first draw at 12 noon on the 15th. The entry fee is \$20.00 per rink. A lot of nice prizes have been purchased. Invitations have been sent out to Norway, Holland, Scotland, Belgium, and Switzerland as well as to the other Canadian Club in Europe. It is hoped that we will have some entries from the European Clubs as this will certainly add more colour and excitement to the spiel.

If you are unable to watch this bonspiel, we will have full coverage of it in this column in the next issue. Till then — Good Curling!



SQUARE DANCING

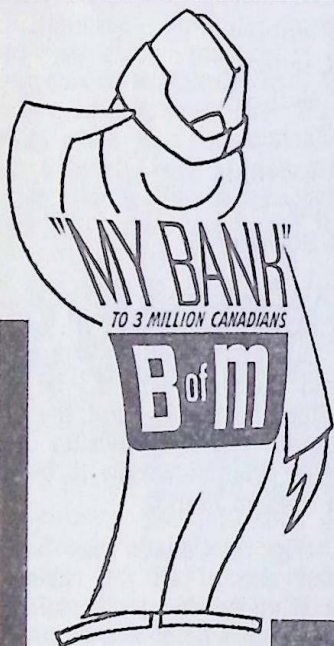
With 1964 drawing rapidly to a close the caller proceeded to do a series of progressive square movements. Starting a countdown at 30 seconds before the hour of twelve, we wondered where our partners were. Midnight, Happy New Year! With the familiar strains of Auld Lang Syne, we wondered how we found our partners so quickly when we thought they were hopelessly lost. The scene that I have just described took place on New Years Eve, at Metz. The caller was Kenn Reid and there were twelve squares present. All of these people enjoyed themselves immensely with the hope all this fun and frolic would continue throughout the new year.

On the local scene, the One Wing Squares welcomed the new dancers from our class. Yours truly was the caller. The Bossa Nova was taught to the dancers present and everyone had a very good time. Bob Macklay put in an appearance and did a very fine calling job as well. It is good

to see Bob back on Monday night, and even more so, to dance to his fine calling.

For the Square Dance Calendar, January 1965, we have two graduations coming up. The first takes place in Metz on the 16th of January with Bob Macklay doing the honours. The second, takes place at Toul, beginning at 1600 hours with open dancing until 1800 hours. Dinner will be served until 1900 hours. From 1900 until 2015 hours, round dancing with Bob and Virginia Millican. From 2015 until 2330 hrs, square dancing with the Grand March at 2030. There will be a charge of one dollar per person and callers and their tows are admitted free. Come on out and have a good time.

I would like to express my wishes for a productive, fun filled year of square dancing for all dancers everywhere. Help others to enjoy square dancing and I'm sure you will find that your fun will increase tenfold.



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RE AD CANCELLATIONS : The easiest way to cancel an ad in the magazine is to remove it from the bulletin board in the PX lobby and to write «SOLD. CANCEL» anywhere on the card, then drop it into the ARROWHEAD box located near the door of the barber shop. This box is emptied daily during the 3 days prior to deadline.

THE NEXT DEADLINE : Jan 20 — Noon.

Faced with a drinking problem? Alcoholics anonymous can help you. Call: Loc 16. Weekly meetings are held in building 15 room 2, (Use CFN entrance) every Thursday evening at 19:30 hours.

Will people who wish to advertise on the PX bulletin board please submit their advertisements to the Arrowhead Tribune office who will make up a neat, legible card, and will also provide publicity in their own pages and on CFN Swap Shop.

wanted items

Wanted : 1 pr. Women's figure skates, size 6 1/2, any condition. Contact : G.B. Green PMQ B-91 or Loc 156.

WANTED : Babysitting, available every night to baby sit at PMQ's. Contact : Ken Anderson, PMQ F-67.

WANTED - New and Second hand furniture of all types for Metz Area. Contact Housing Officer, at Metz, Local 95.

French student willing to babysit every night after 1800 hrs, all day Thursday, Saturday and Sunday. Is neat and very good with children. Speaks English. Possess own car. Also is willing to give private French lessons to you or your children. Contact : Miss M.F. Thomas at 12 bis, Rue Victor Hugo, Longuyon.

cars for sale

1961 Studebaker Hawk, V-8, Automatic, Radio, bucket seats, W/S Washers, new tires, battery, brakes, 39,000 miles. Contact : Cpl T. Proulx, Local 168 or PMQ G-24.

1960 Opel Stn. Wagon, new tyres, good condition throughout. Contact : LAC MacKenzie J.D. - M.S.E. Section at Noon or at Home. P.M.Q. D-72.

trailers for sale

Two Willerby trailers and extension. Large lot — 60' x 80'. Includes 2 bedrooms, bath with large tub, gas range, coleman furnace, Siemens fridge, Hoovermatic washer & dryer, extension has large picture window. Many other items included. Contact : LAC Reichert, Local 203 or 204. Or No. 127 Eagle Trailer Park.

WILLERBY House trailer, with extension, Complete with all essentials for a comfortable stay in Europe. Contact : LAC G.C. McNaughton, Trailer 113 Eagle Trailer Park, or Local 186.

House Trailer, with extension, suitable for family of five. Fully furnished, includes 9.5 cuft fridge, Hoovermatic washer, singer vacuum iron and ironing board. Power, 110 volts. Low ground rent of \$2.50 per month. Large lot, vegetable garden. On PMQ to Base bus line. (Petit Faily corner) Contact : Mrs. M. Percy, Han Trailer Park, at any time.

Willerby President house trailer with twelve foot extension and porch. Located at Lot 61, Eagle Trailer Park. Contact F/L Sylvester, Local 107 or 175.

WILLERBY trailer with large extension. On 110 x 30 ft lot, lot rent \$5.00 per mo. 3 bedrooms, large kitchen, wood panelled living room, tiled bathroom w/shower. Completely furnished, hot water, Hoovermatic washer, 9 cu ft fridge, Ample cupboard and storage area. Landscaped, cement walks, large garden & fence. Fire insurance valid until September '65. Located 4 miles from Station, Trailer Court No. 15, behind stone wall at Iré-les-Prés. Contact : Cpl. Carmichael, Safety Equipment, Local 88 or see at location.

Large Trailer and Extension in Maple Leaf Trailer Park. Three bedrooms, large living room, kitchen, dining area, and full-sized bathroom. This includes all furnishing, two Coleman furnaces and a car. Must be seen to be appreciated. Contact : Cpl Fitzpatrick at 156 or A-7 Maple Leaf Trailer Park.

misc. items for sale

Figure skates, Size 11, new condition. Contact : Sgt Martin, Local 104-2 or PMQ B-125.


Young lady seeks employment as a cleaning- woman for 4 or 5 hours a day, either morning or afternoon. Can work in Virton only. Please contact : Michel frères, 2, rue Basse, Virton if interested. (124)

apartments to let

2 Furnished rooms. Apply Mr. Merciolle, 8, rue de Chiny, Montmedy, France.

To let at IZEL (near Florenville) one very comfortable apartment with 2 bed-rooms. Central heating (oil), bath-room, hot and cold water. Apply to Mr. Jeanty at Izel, Ph 061/313.36. (123)

Pleasant little apartment at Ethe, with modern furniture, built in 1964. Room for a couple without children, or with small baby only. Telephone available. Laundry provided by landlord. Please contact : Michel frères, 2, rue Basse, Virton if interested. (125)

Support our
Advertisers and
they will support us 

Printing Shop

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Metal Stamps**

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for Paintings**

At your service...

Michel frères

2, RUE BASSE, 2

(behind Hôtel Siméon)

VIRTON (Belgium)

FAIR PRICES



FORTHCOMING ATTRACTIONS

Sunday 17 Jan. 1800 and 2030 hours

Savage Sam

Technicolor

« U » Brian Keith, Marta Kristen, Tommy Kirk

Monday 18 Jan. 1900 hours

Tuesday 19 Jan. 1800 and 2030 hours

Separate Beds

Panavision/Metrocolor

« U » James Garner, Lee Remick

Wednesday 20 Jan. 1800 and 2030 hours

For Love or Money

Technicolor

« A » Kirk Douglas, Mitzi Gaynor, Gig Young

Thursday 21 Jan. 1900 hours

Gone With the Wind

Technicolor

« A » V. Leigh, Cl. Gable, L. Howard, O. de Havilland

Friday 22 Jan. 1800 and 2030 hours

Saturday 23 Jan. 1900 hours

Kissin' Cousins

Panavision/Metrocolor

« U » Elvis Presley, Glenda Farrell, Arthur O'Connell

Saturday 23 Jan. 1345 hours CHILDREN'S MATINEE

The Kidnappers

Sunday 24 Jan. 1800 and 2030 hours

Morning Departure

« A » J. Mills, R. Attenborough, Nigel Patrick

Monday 25 Jan. 1900 hours

Tuesday 26 Jan. 1800 and 2030 hours

Strait Jacket

« X » Joan Crawford, Howard St. John, Diane Baker

Wednesday 27 Jan. 1800 and 2030 hours

Thursday 28 Jan. 1900 hours

Lawrence of Arabia

Panavision/Technicolor

« A » Peter O'Toole, Alec Guinness, Jack Hawkins
SPECIAL ADMISSION PRICES

Friday 29 Jan. 1800 and 2030 hours

Saturday 30 Jan. 1900 hours

The Unsinkable Molly Brown

Panavision/Metrocolor

« U » Debbie Reynolds, Harve Presnell

Saturday 30 Jan. 1345 hours CHILDREN'S MATINEE

Cartoon Programme