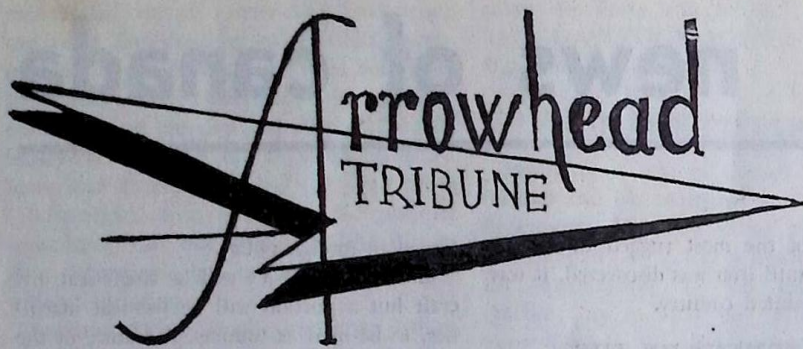




Arrowhead
TRIBUNE



editorial

Paris — City of Light, City of Enchantment, City of Love. How often we've heard it — and wonderfully enough — how true it all is. There are few adjectives that cannot, and indeed, have not been used to describe this great, sprawling, paradoxical city that girds the Seine for 20 wandering miles. Probably no other river on earth provokes the romanticism the Seine can convey in a single, gracefully bend. At once placid, yet turbid, it swells along to the sea, the ever-present bobbing pieces of wood unnoticed by the happy couples gazing into the green waters from the Pont d'Lena. Smoothly, it divides to encircle the Ile de Cite and closes once again as it passes the storied Cathedral of Notre Dame, a gothic masterpiece of stone and marble, for so long the heart of Paris.

To paraphrase Ben Johnson, «When a man is tired of Paris, he is tired of life»; for there is in Paris all that life can afford. The gayest night life in Europe lives in the closest harmony with the most sedate institutions, the most Bohemian of existentialists with the most chic international society cliques, l'Opera with Place Pigalle, the 2000 NF monthly apartments with the 100 NF yearly garrets, students with dukes, socialists with democrats and most important of all-night and day. In Paris, only the human need of sleep prevents round-the-clock activity. At all times, in some quarters, Paris is wide open. Public buildings open in the morning and stay open throughout the day, giving way as evening comes to the elegant or rustic restaurants whose schooled chefs spend years perfecting their culinary art. Their only wish is to elicit a compliment on their superb dishes and to send you off to face the night life with the thought that never again will you find it necessary to eat!

As night settles, Paris is transfigured from a gray-green giant of silhouettes to the world's largest, crazy quilt of lights. Now is the time for the risque floor shows, the glittering Opera, the milling Champs-Elysees, the strolling lovers dotting the Quais of the Seine, the awestruck tourists drinking in the breath-taking view from the steps of the Sacre Cœur Cathedral.

The hours wear on and as the first whispers of light etch the outlines of the Latin Quarter, the great, bustling Fish Market opens for business. Here, bejewelled women with their tuxedoed escorts sit side by side for exotic meals with hungry, bearded tramps, as they respectively finish the night's revelry and start another day.

And, once again, the great buildings swing open their doors — another day is born.

(Paris — not quite four hours drive from Marville.)

«This editorial is reprinted from an earlier edition of the Arrowhead Tribune.»

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1 WING RCAF MARVILLE

31 JULY 1965

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Contributions to the magazine are welcomed and encouraged.

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

NOTICE

There will not be an edition of the Arrowhead Tribune on the 15th of August.

COVER STORY

TOP HONOURS — Holding certificates of top awards in scouting and guiding, eight young members of the Canadian 5th Maple Leaf Region in Europe smile with the Air Officer Commanding 1 Air Division at the RCAF's headquarters in Metz, France. Receiving Gold Cord and Queen's Scout awards from Air Vice-Marshal D.A.R. Bradshaw (centre) at the ceremony on June 22 were: (left to right): Judith Ostrander of 1 Wing, Marville, France; Bonnie Ross of 3 Wing, Zweibrücken, Germany; Doreen Forder of 4 Wing, Baden-Soellingen, Germany; Angela Crawford and John Giles of Support Unit, Metz, France; Dave Mc Millan, Ray Arnold and Alan Coleman, all of 1 Wing, Marville. More than 1,000 young Canadians continue their scouting and guiding training at Air Division Units in Europe.

All Items reproduced here taken from the « News of Canada » bulletin or DIS releases, unless otherwise indicated.

news of canada

DOMINION DAY 1965

Canada's 98th birthday, Dominion Day, July 1, was celebrated in a big way by Canadian soldiers in four countries on three continents.

In Germany, the 4th Canadian Infantry Brigade Group held a track and field meet at Huckenhohl Stadium in Menden, 15 miles from Soest. Other activities included a 21-gun salute fired by the 2nd Regiment, Royal Canadian Horse Artillery, physical competitions, band music, a fly-past of brigade aircraft and a retreat ceremony.

At Camp Rafah, Egypt, a gigantic afternoon beach party, on the shores of the Mediterranean, was staged for nearly 800 of the Canadians serving with the United Nations Emergency Force. Camel and donkey racing, horse-shoes and volleyball were some of the events on tap.

Canadians in Cyprus celebrated their country's confederation with a reception July 1 hosted by John Schioler, acting Canadian High Commissioner, and Col. Henri Tellier, commander of the Canadian contingent to the UN force and attended by government, military and community leaders, UN representatives, members of the diplomatic corps and a representative group of Canadian officers and men. Included in the reception was an inspection by Brig. B.F. Macdonald, Canadian Army, commander of the UN Nicosia Zone, a demonstration by a bugle band and a marchpast of troops.

In Canada, the armed forces focus was a massed band display during afternoon Dominion Day ceremonies on Parliament Hill.

BIG MINING VENTURE

One of Canada's biggest mining ventures in recent years will be officially opened on June 22 in a remote corner of Labrador in the Province of Newfoundland. The mining operation will tap the largest single body of iron ore in the North American continent containing an estimated one thousand million tons or more. The iron will be processed on the spot and high grade concentrate will be shipped from Wabush on a 300-mile railway to the port of Sept Iles, Quebec, on the St. Lawrence River. From there it will go to mills in Canada, Europe and the United States.

The project is owned jointly by companies in Canada, the United States, Italy and West Germany and was started in 1957. The

area is one of the most rugged in eastern Canada and until iron was discovered, it was almost uninhabited country.

STATEMENT BY THE HONOURABLE PAUL HELLYER MINISTER OF NATIONAL DEFENCE

The Government has approved the procurement of the Northrop F-5 aircraft for the Canadian Forces. Built to Canadian specifications, the aircraft will be called the « CF-5 ». The multi-purpose aircraft will be used primarily in the role of tactical support of ground forces and as such will be a new plane for a new role.

Within the five-year re-equipment program for the Canadian Forces, \$215 million has been earmarked for the acquisition of approximately 125 tactical aircraft as outlined in the White Paper on Defence. The budget for the improved Canadian version of the F-5, which will have among other features, more powerful engines and an in-flight refuelling capability, includes the necessary spares and support equipment for the aircraft to carry out its mission.

As they are formed, the CF-5 squadrons will be incorporated into Mobile Command, which will be responsible for maintaining combat-ready integrated land and tactical air elements capable of rapid deployment in a wide range of contingencies, as required by

Canadian foreign policy.

Most of the CF-5's will be single-seat aircraft but a portion will be two-seat machines, to be used as trainers. A feature of the two-seat version is that it will be capable of immediate use in a combat role if required.

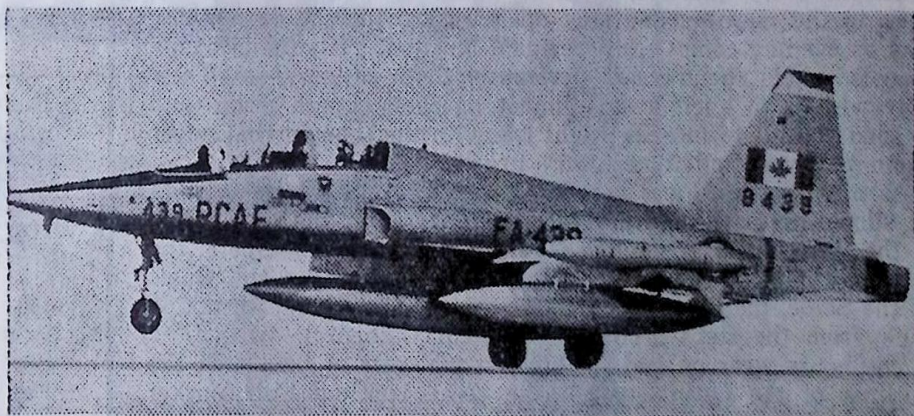
The CF-5 will be powered by two J85-15 jet engines, each with a thrust of 4,300 pounds, and capable of providing speeds up to 1,000 miles per hour. The aircraft will have good manoeuvrability and will be able to land on and take off from sod fields or unprepared runways, and will have good single-engine performance.

Depending on the mission, the CF-5 can carry a wide range of conventional weapons — 20-mm guns, missiles, rockets and bombs.

Other features include exceptional flight stability, low fuel consumption, low maintenance and training costs, wide availability of spare parts and a very low attribution rate.

Its range will be approximately 1,500 miles; 2,500 miles with in-flight refuelling. Included in the program is provision for in-flight refuelling.

The CF-5's agility, weapons mix, speed, ease of maintenance and versatile conventional (non-nuclear) capability made this aircraft the logical selection for the new « Global-Mobile » role of the Canadian Forces.



NUCLEAR VESSELS RESTORE MOBILITY OF SAILING AGE

Nuclear ships are throwbacks to the age of the sail, when wind-driven ships spent months in distant oceans without having to

seek land for fuel, according to the National Geographic Society.

The Society's news bulletin says that, although coal- and-oil powered ships must make frequent refueling stops, nuclear ships,

such as the aircraft carrier USS Enterprise, can roam the seas for years without stopping for fuel. There is no need for huge fuel tanks on the Enterprise — its eight atomic furnaces develop more than 200,000 horsepower to drive the 85,350-ton ship at more than 25 knots.

Submarines, first vessels to use nuclear propulsion, can not only cross the North Pole submerged, but can circle the globe without surfacing.

Russia's 440-foot atomic icebreaker Lenin has been plowing through Arctic ice for five years, and can roam polar seas all winter without refuelling, its nuclear engine generating enough steam to melt extra-thick ice. The Lenin has been so successful that Russia plans a fleet of such ships to keep Arctic waters open to year-round shipping.

The United States' NS Savannah, first nuclear cargo-passenger ship, may be the forerunner of future merchant fleets. It can cruise three days on a teaspoonful of uranium oxide pellets or go 300,000 miles — 14 times around the world — on 110 pounds of uranium-235. A conventional ship of the same size would require 100,000 tons of fuel.

Nuclear power on the high seas may bring more than bigger, faster, longer-ranging ships. Specialized fish-processing factories, research laboratories and mining ships would be able to operate at sea for many months without docking for fuel. Experts predict giant, crewless submarine tankers crossing the sea like guided missiles and nuclear-powered hydrofoil liners whisking hundreds of tourists across the seas at 70 m.p.h.

THE « JOHN CABOT »

The world's first icebreaking cable repair ship, CCGS « John Cabot », will enter service this month.

The « John Cabot » is 313 feet long, 60 feet wide, and is a twin-screw, diesel-electric powered vessel with a capacity of 400 miles of submarine cable in three big storage tanks.

The ship measures 5,000 gross tons and will lay and repair cable for the Canadian Overseas Telecommunication Corporation in the Gulf of St. Lawrence, along the Atlantic seaboard and in the Eastern Arctic. It will lay cable over the bow only and is equipped with both bow and stern water jet reaction systems to help in manoeuvring at slow speeds while engaged in grappling, replacing or repairing cable. It has a Flume stabilizing system to reduce rolling in heavy seas, a heeling tank system for use in freeing the vessel when caught in heavy ice and a helicopter deck with telescopic hanger.

NOTICE FROM CFHQ

Canadian Forces Headquarters has advised that the proper french forms of Royal Can-

adian Air Force and R.C.A.F. are as follows: « L'AVIATION ROYALE DU CANADA » and « L'A.R.C. »

A GROWING INDUSTRY

Insurance is one of Canada's largest industries and like many others it had modest beginnings. The first office in Canada of any company — it was a branch of a British organization — was established in Quebec City in 1833. By 1875 there were approximately 36 active companies in Canada and by the turn of the century the number had grown to 47. Fifty years later the figure had grown to 65 and today there are 110 registered under the Federal government — 51 are American; 22 are European, and 37 are Canadian. Policyholders include people in all walks of life and families in the most isolated and in the most crowded communities of Canada own life insurance policies for financial protection and as a means of saving.

HELLO UP THERE

Telephone service by way of the Early Bird satellite has been established between Canada and Britain. The service is restricted to Montreal, Quebec; Toronto, Ontario and London, England. Callers will have to wait a split second for replies to trans-Atlantic conversations as the signal is sent 22,000 miles into space and dropped back to earth from the satellite. The new service will supplement the underwater cable system now in effect.

SPEEDY COMMUNICATIONS

Relay of aviation messages within seconds is now possible at Toronto International Airport through automatic teleprinter switching equipment. The Toronto installation is the fourth of seven to form a Canada-wide network. This in turn will be part of a world-wide communications chain linking major airports under International Civil Aviation Organization (ICAO) standard. The first three Canadian installations have been commissioned in Vancouver, British Columbia; Edmonton, Alberta; and Winnipeg, Manitoba, since last July. Others will be installed over the next 12 months at Montreal, Quebec, and Goose Bay (Labrador) and Gander, both in the Province of Newfoundland.

Hitherto messages for retransmission to other centres were received at Toronto International Airport by teleprinter on punched paper tape. Attendants had to tear off the tape, read the destinations, make duplicates on tape multiplication machines if a message had more than one destination, and finally feed them into transmitting machines. All this walking to and fro has

now been eliminated. A seated attendant merely reads message destinations and presses routing buttons. The messages are thus automatically transmitted to all destinations. If a circuit is busy, an electro-magnetic « memory » automatically stores incoming messages and even sorts them out in order of importance.

The next step — to full automatic message relay — is technically a small one and Canada's Department of Transport's planning already covers this conversion.

When the completely automatic system has been established, it will give Canada one of the most advanced aviation communications system in the world. The equipment is rented from Canadian National Telecommunications, which designed the system in co-operation with the producers, Philips Electronic Equipment Limited of Toronto.

AID FOR AIRSTRIPS

The Canadian government will contribute \$40,000 toward the construction of two airstrips on northern Baffin Island, the scene of one of Canada's richest iron ore discoveries. Building the airstrips is Baffinland Iron Mines Limited, which is developing a high-grade deposit at Mary River.

One airstrip is being constructed at Mary River and the other 65 miles away at Milne Inlet, from where the company hopes to ship the ore by sea. They will be 5,500 feet long by 150 feet wide — large enough for DC-4s and similar aircraft.

Canada's Department of Northern Affairs and National Resources is helping to build the airstrips in line with its policy of encouraging northern mining development. Exploitation of the Baffin Island discovery will boost the economy of the Eastern Arctic and all Canada.

Baffinland Iron Mines has spent about \$1 million on exploration and development of its Mary River property. So far it has outlined 135 million tons of ore grading 69 per cent iron — good enough for direct shipping.

The company hopes to start production by 1970. This year it will begin feasibility studies to this end, covering markets, transportation, hydro-electric power and townsite planning.

To date \$10 thousand have been provided out of the Tote Trail programme towards construction of a temporary road from Mary River to Milne Inlet. Under the tote trail programme up to half the cost of such approved expenditures may be contributed to assist resource development.

The company plans to build a railway from Mary River to Milne Inlet, over which iron ore may be shipped to tidewater docks.

NEW TYPE PARK EXHIBIT

The first of a series of « nature centres »

designed to add to the enjoyment of visitors in Canada's national parks will be built this year in Point Pelee National Park, Ontario.

They will be different from the old-fashioned nature museums that use large collections of stuffed and labelled specimens. In the nature centres, nothing will be displayed indoors that can be seen outside in its natural setting. But maps, charts, photographs and models will help the visitors to understand what they see outside. Some exhibits will show how natural forces shaped the physical features of the parks — the cliffs and beaches, lakes and mountains. Others will explain why certain plants and animals are found there, and how they live together in natural balance.

Some nature centres may be staffed all year round by one or more naturalists, with seasonal assistance each summer. They will answer visitor's questions, conduct hikes, present evening film programmes and give special talks on the natural history of the parks.

Point Pelee National Park, jutting into Lake Erie, is on the main flyway of countless thousands of migrating birds and butterflies. A favourite haunt of naturalists, it is the home of many species of plants and wildlife rarely found elsewhere in Canada. Among these are the blue prickly-pear cactus.

The Point Pelee centre will be located beside a nature trail in the southern portion of the park. Opening off a glass-walled rotunda will be an exhibition hall and another wing housing a library, office and work-shop. A theatre will be added later.

PORTAGE MOUNTAIN DAM

Across Canada, and as far away as Italy, materials are being assembled for the journey to the Peace River in the Province of British Columbia, as the B.C. Hydro prepares for the fifth year of major construction on the giant Portage Mountain development.

Between April and November, the Portage Mountain dam will reach a height of 270 feet. A huge underground cavern will be blasted out of bedrock, and a major segment of the power transmission will be erected south of Prince George. The cavern, which will house the generators and turbines, will be 890 feet long and 67 feet wide. Located under the downstream «toe» of the dam, it will require the removal of one million cubic yards of rock.

Above the ground, the Hydro's construction schedule calls for the placing of 30 million tons of earth fill on the dam during the 1965 construction season. Begun in August, 1964, fill placement will be completed in late 1967. By then, 108 million tons of sand, gravel, fine silt, and concrete will form a giant wedge-shaped wall rising 600 feet above the Peace river-bed.

Construction is already under way on a \$5.3 million microwave link between Vancouver and the Portage Mountain complex. The 600-mile communications system will permit remote control of facilities bringing hydro-electric power from generating source to markets.

SUGGESTIONS AWARD WINNERS

Two RCAF corporals and two members of the Royal Canadian Navy received a total of \$2,155 in prize money from the Suggestion Award Committee of the Public Service of Canada during May for suggestions which will save the Department of National Defence nearly \$100,000 in the next year.

Cpl. J.E. Brown, RR No. 3 Manotick, Ont., stationed at the Central Experimental Proving Establishment, RCAF Station Uplands, was the big winner with \$830.

An Aero engine technician, Cpl. Brown received his award for a suggestion that resulted in a reduction in the frequency of oil changes in aircraft piston engines. His idea is estimated as saving the department the price of 71,000 gallons of lubricating oil in the first year of implementation.

A \$645 recipient was Cpl. R.G. Jackson of No. 103 Rescue Unit, RCAF Station Greenwood, N.S. He suggested a safety switch he installed in the ignition system of the auxiliary power plant oil system of Albatross aircraft to provide advanced warning of impending failure or when the oil pressure falls.

Lt. H.J. Law, RCN, 40 Mulvagh Ave., Ottawa, earned \$440 for savings associated with wireless equipment.

Petty Officer Bud Chur of HMCS Shearwater, N.S. received \$240 for suggesting better stowage of Tracker aircraft struts.

GOOD WILL AMBASSADORS

El Arish, Egypt — Financial assistance by RCAF officers stationed with the United Nations Emergency Force at El Arish, Egypt, has made it possible for Nicolas Yermis, a civilian employee, to see again.

Mr. Yermis, better known here as «Mr. Nick», is a 67-year-old Greek citizen who has worked at the air base since it was established in 1956. Several years ago he gradually began losing his sight.

However, surgery over the past two years by a Cairo specialist to make repairs to a detached retina has restored sight to his left eye. Two of the operations hospitalized «Mr. Nick» for three months, and a third, to remove a cataract last March, put him in the hospital for another three weeks.

«Being able to see again is nothing short of a miracle», he said, «and I will be eternally grateful to the Canadian air force officers who have made it possible».

Mr. Nick has had a colorful career in the

Middle East. Before coming to El Arish he worked 23 years for the British at Ismailia. He speaks four languages fluently, English, Greek, Italian and Arabic. His family lives in Port Said, Egypt.

Contributions to aid Mr. Nick have been made by officers who have since returned to Canada, and by those now serving in El Arish. Despite the fact that the Cairo specialist donated his services, the cost of the operations required to restore sight amounted to approximately \$1,400.

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A. O. C. PRESENTS

COVER STORY

GOLD CORD

On June 22, 1965, Judith Ostrander was officially presented with her Gold Cord Certificate at Air Division Headquarters thereby climaxing eight long years of training and hard work.

In April 1965, Judith had completed her challenge and «made it». Although it is considered an honour to be presented with a Gold Cord before a Guide Company, the aforementioned award and Queen Scout awards are presented in Canada by His Excellency Governor General Vanier or by the respective Provincial Lieutenant Governors. When the ceremony was held in Victoria, B.C. — Judith was unable to attend the presentation ceremony as the Ostrander family were on their way to One Wing. However, her certificate was forwarded a year later to Air Division, just in time for the Official presentation last month.

The «GOLD CORD AWARD» is the highest award granted (other than bravery) to Guides. It is a challenge to every Guide but very few meet this challenge. One does not require brains or outstanding ability to win a Gold Cord. It is a test of a girl's ability to get along with everyone in the community, to work hard and to live up to the Guide Law and Promise. It does require a fair amount of hard work to obtain the necessary badges, and at the same time, a Guide must prove her ability to maintain a high standard in all her work, at home, at school and in the community and to put into practice all she has learned.

Guides to-day will be our «Mothers to-morrow», but a Gold Cord Guide may well be one of our country's leaders.

The personnel of One Wing congratulate you, Judith on your achievement.



QUEEN SCOUT

On Tuesday, June 22, three of our Scouts journeyed down to Air Division Headquarters in Metz, to be officially «recognized» as Queen's Scouts.

The recognition ceremony is in the form of a certificate, signed by the Governor General of Canada, (who is the Chief Scout) representing Her Majesty, Queen Elizabeth II. Later on, the boys were presented with the Queen's Scout Badge.

For Ray Arnold, Alan Coleman and David McMillan, this was quite an event, since the badge is the highest award in Scouting, next to the medals for bravery.

«Queen's Scout»... the term sounds patriotic, even military like. To find its origin, we must journey back to 1909 in Balmoral Castle, where Baden-Powell had been invited by King Edward VII. On that occasion, B.P. was knighted to be henceforth known as Sir Baden Powell (later Lord) for service rendered to the Army.

After dinner, Edward the Peacemaker took B.P. aside to talk about his «Boy Scouts». The movement at that time numbered about half a million boys. Scouting was then only two years old. (The 1965 census showed 10 million.)

The King expressed the desire to review the Scouts at Windsor Castle the following year, and made the suggestion that «Scouts who have passed special tests of skill be known as «King's Scouts» (With the accession to the throne of Queen Elizabeth In 1953, the term was changed to Queen's Scouts, but the requirements remain the same.)

To the boy, being a Queen's Scout opens up new vistas, whether he realizes it or not. It means a lot of work for a piece of paper and a badge, but hidden under all this are the «fringe benefits», such as his selection by an employer or a scholarship committee over a candidate just as suitable as he is.

Without going into a great deal of technical explanation, we must say that the Queen's Scout badge is one of the most coveted badges in the Scout movement. It is gained by Scouts who are prepared to make an all-out effort to live the Scout Promise, and who wish to be prepared for special service to their country. It is most important that the six months following his First Class Badge be closely supervised by the Troop Scouters and the Court of Honour (the governing body of the troop comprised of the Patrol Leaders) This six months period is not a waiting period, but a time of activity for the scout, who trains himself thoroughly on First Aid, Rescue, etc.

The motto of Rovering is Service, and very soon the Boy Scout will be joining the Rover Scouts. That is a man's outfit, and in the crew there is no place for laggards. When the boy has been a Queen's Scout, he will be an asset in Rovering, because of his training in Public Service.

We might be inclined to think that the boy does it just for show. That isn't so. If a boy had intended it that way, he soon changes his mind, because it involves a lot of hard work. Some boys like to be on top, and when you become a Queen's Scout, you have «arrived», so to speak. To the boy who is serious, this is a man-sized challenge. It keeps him well occupied and is good training in character, leadership and handicraft.

I quote Rule 1 of Police Organization and Rules: the aim of the Movement.

«The aim of the Boy Scouts of Canada is to develop good citizenship among boys, by forming their characters, training them in habits of observation, obedience and self reliance, inculcating in them loyalty and thoughtfulness for others, teaching them services useful to the public and handicrafts useful to themselves, promoting their physical, mental and spiritual development.»

«In training to be a Queen's Scout, a boy trains himself to be a better citizen.»

R. R.

ON THE CONTINENT

France Franche-Comté

(Continued from June 30 issue)

Many changes have taken place in the landscape of Franche-Comté in the past decade. Several old favorites — among the restaurants and hotels have faded into obscurity, as is inevitable. In other cases, sons have taken over from their fathers, or fresh owners have assumed charge. Enterprising newcomers have made their mark, and a few old faithfuls are still unchanged and as inviting as ever. The admirable GRAND HOTEL CHANDIOUX in Dole remains the most luxurious hotel in Franche-Comté. On the direct road between Switzerland and Paris, it is an auspicious overnight stop or any motorist. Monsieur Baillet, the director, proposes several regional specialties for his guests, among them *le feuilleté jurassien*, *les écrevisses à la crème*, *la truite dôloise* and *le coq au vin d'Arbois*. His wines from Arbois and neighboring Burgundy are impeccable and the same may be said of the service.

Dole, incidentally, is one of the most gracious cities of the province, and its older streets deserve a bit of exploring. On one of them is the house where the great Pasteur was born.

On a much smaller scale is another worthy perennial, L'AUBERGE FRANC-COMTOISE in Champlitte, a little chateau town in the Haute-Saône. Monsieur Emile Perney has been the owner-chef of this rustic chalet for decades, and his culinary hand is as deft as ever. His cuisine leans toward the Burgundian tradition, and he offers a series of delectable terrines made from either *Lapereau*, *foies de volailles*, *pintade*, *dinde*, *pigeon*, *bécasse*, or mere *foie gras*. Following this are *escargots de Bourgogne* or *écrevisses bordelaises* as a preface to *bœuf bourguignonne* or *caille flambée sur canapé*. A spot of cheese and, perhaps *crêpes flambée au Grand Marnier*, and you are in a position to assess Monsieur Perney's prowess as a cook and his graciousness as a host.

ARBOIS (Jura)

This delightful town, hemmed in by vineyards and untainted by modernism, has taken on added stature in recent years, and now boasts of three shrines of fine food, each with the blessing of a Michelin star. One is the ROTISSERIE DE LA BALANCE, a gay place on the main thoroughfare, with a sheltered sidewalk terrace. It is practically impossible to find a table on a busy

Sunday. Monsieur Jean Marle is the owner-chef, and his *carte du jour* shines with tempting specialties, including *truite aux morilles à la crème* and *caneton à l'orange*.

Facing a tree-shaded square near the monument to Louis Pasteur is an old favorite, the Hotel des Messageries, and flourishing under the direction of the genial Monsieur Molliet and his family. It was he who first introduced *poulet au vin jaune et à la crème* years ago in this area. Now he has added *morilles* to make the dish even more delicious. His *morilles* were fresh from

the pine forest of the Jura mountains and almost black in color. They grow best when there has been a heavy rain followed by hot weather. In seasons of drought French chefs turned to dried *morilles*, and that is what

most restaurants serve. There is a round mushroom — a *morillon* — with the same spongy texture, but the taste is not the same. Any restaurateur who passes *morillons* off for *morilles* is in for trouble with the local population and with the law as well.

Monsieur Molliet's gifted and venerable chef produces other specialties among them *ris de veau Brillat-Savarin*, *écrevisses au Savarin*, and *truite farcie du Père Jérôme*, it is recommended that you order à la carte. The wine cellar in the Hotel des Messageries is probably the finest in Arbois, superbly stocked with rare Burgundies and local vintages. This country hotel in a sylvan setting is unpretentious but comfortable and makes a pleasant overnight stop.

The third member of Arbois' select trio is a very robust and affable man in his fifties named André Jeunet, owner of the Hotel de Paris. Monsieur Jeunet indulges in many fields of culinary activity, one of them being professor of cooking at a hotel school in nearby Poligny. He will proudly show his photograph in his lofty *toque blanche*, surrounded by smiling girl graduates. He also participated in a gastronomic long-playing record recently launched by Monsieur Bernard, the famed chef of Le Petit Bedon, in Paris.

There is a rustic atmosphere to this hotel, although it is newly remodeled. Old furniture with a high polish and a huge carved stone fireplace brightens the beamed dining room. The patron-chef has won many laurels, and the walls of his hotel are covered with framed diplomas, menus, and testimonials. If you will try his specialties, particularly his *terrines de bécasse truffée*, *grives des vignes aux raisins* (wild thrush), and his *coq au vin jaune*, you will understand why he has been showered with honors. His wine cellar, by the way, is stocked with all the Jura wines — red, white, yellow, and onion-skin — in the best years. The Hotel de Paris is well equipped with modern rooms with baths, in case you are tempted to spend the night.

GIROMAGNY (Territoire de Belfort)

If you can, make an effort to travel into the hilly country above Giromagny and visit the small country inn called the RESTAURANT DE CHATEAU DU ROSE-

MONT. Its cooking is delicious, its wines are superb and its prices are reasonable. The building, which is not a chateau, rises up close to the road on the route to Giervescemont (D 14) about two miles northeast of Giromagny, and it takes a bit of map reading to find it. You climb a flight of steps to the entrance, which gives out on an upper garden. The simple interior contains an unpretentious but attractive dining room, simply decorated with Provincial furniture and collections of old pewter and china.

Your chef and host is Monsieur Louis Halftermeyer, and he has presided here for the past twenty-two years. His wife and daughter bustle about the dining room, a typical family restaurant. Monsieur Halftermeyer is Alsatian, and many of his best dishes come from his native heath, **le coq au Riesling** and **foie gras truffé à la gelée** in particular. The fare is copious — large plump trout bathed in browned butter and dusted with paper-thin almonds, roast partridge and guinea hen, fresh **langouste garnie à la russe**. For wine, Monsieur Halftermeyer recommends a perfectly delicious **Kaeferkopf**, an Alsatian wine faintly resembling a Muscat d'Alsace, it is dry, soft and fragrant. You may choose from complete menus varying from 9 to 25 francs (about \$1.80 to \$5.00) with wine and service extra. This is an honest country restaurant without pretension, and you may enjoy it more for this reason.

FOUGEROLLES (Haute-Saône)

This obscure little town in the northern extremity of the Jura is famous for two institutions. One is its kirsch, distilled from fine local cherries. The distilleries also transform pears, plums, and **mirabelles** into exotic liqueurs, which are proudly displayed in local **épiceries**. Fougerolles' other tourist attraction is the simple country auberge known as **AU PERE ROTA**, directed by Monsieur Joseph Rota, the finest chef in the region. He is particularly famed for **écrevisses de Père Rota** (great plump crayfish, flown in from Poland in this case) and **le poulet aux morilles**. On a busy Sunday he is besieged by country epicureans seeking these two delicacies. Another specialty is **hors-d'œuvre** varies. This time-honored way to begin luncheon is becoming rare in France. Restaurant owners find all these small dishes a costly nuisance, and the diner is now being urged to select a single first dish instead, for which he will pay well. Monsieur Rota still clings to the old tradition, and his **hors-d'œuvre** are copious and delicious. For a second course try **grenouilles sautées provençales**, a **tournedos poêlé au Porto** — that always receives extravagant praise or the famous **poulet aux morilles**. To round off the occasion, there is a cool Gewurztraminer from neighboring Alsace. Monsieur Rota may also prepare for you a platter of **crêpes flambées**, using the rich local kirsch as a combustible. If you spend the night in this unostentatious hotel you will find it simple but comfortable, spotless and reasonable.

CHAMPAGNOLE (Jura)

Vacationists who seek a quiet summer rest in the hills, or a bit of good fishing are particularly fond of this somnolent mountain town. It borders the highway from Geneva to Paris, and is especially cherished by the Swiss motorists who delight in fine cooking. They alight happily at the **GRAND HOTEL RIPOTOT**, secure in the knowledge that they will be bountifully wined and dined. This is a large, multistoried, fair-weather hotel, quite

similar to the fine resort hotels in Switzerland. Comfort is the key word, combined with scrupulous culinary standards. Years ago there was a little alcove with an arched opening adjoining the door that leads from the kitchen to the dining salon. Each time a waiter left the kitchen with an order he was obliged to stop at the alcove and show his tray to the eagle-eyed Madame Ripotot. If the presentation didn't meet her exacting standards, back it went.

Madame Ripotot and her kindly husband have gone to their reward, and a third generation of the Ripotot family is now in charge. The inspection booth has been removed, but the quality of the cooking, the service, and the wine is as high as ever. Monsieur Ripotot-Mollard can regale his guests with such specialties as **tournedos flambé sur croustons**, accompanied by **morilles à la crème**, a prodigious combination. After a green salad and cheese, you may encounter absolutely the best **tarte aux framboises** you have ever tested. As company for the fournedos and the cheese try Chateau Palmer '37 or Richebourge '52 (both are museum pieces).

Other notable specialties at this bountiful table are **écrevisses à la nage**, **truite au bleu**, **poularde truffée gros sel**, and **pintadeau flambé à l'armagnac**. There are several opulent **prix fixe** menus at 20 francs (\$4.00) with tax and service included. The rooms with private baths are large and comfortable, making this one of the most desirable stopping places in the Jura.

Not long ago a crime story hit the town of Champagnole and gave the whimsical French journalists a rare opportunity. One by one the pet cats of the town began to disappear. These cats weren't ordinary, but plump, well-fed hearthside tabbies, the kind that are pampered by effusive old maids. Following anguished appeals, the gendarmes got busy on the case and decided that the thief didn't necessarily like cats but liked to eat them. This theory gave the journalists their chance, and their stories sparkled with yarns about the gourmet-thief and his fondness for **civet du Minou** and **ragoût de tinette**. The Paris columnists even got hold of the story and batted it around for a time, but as yet the culprit has not been found.

LES ROUSSES (Jura)

There is an exciting drive through the mountain road to Morez and on to the small resort town of Les Rousses. This place is relatively new, built on a plateau about four thousand feet high. It caters both to summer vacationists and winter skiers, and seems to be booming. It is surrounded by open hillside fields that augur well for the skiing, and the Swiss border is hardly a mile away. New ultramodern hotels have sprung up in Les Rousses, and one of them, the **RELAIS DES GENTIANES**, a gay little place conceived in rather baroque chalet architecture, has a reputation for fine food. You may enjoy a charming luncheon under a blue and yellow umbrella on a terrace. A slight rain squall won't make any difference. For **hors-d'œuvre** the languid waiter may bring **Salade des crudites** and quails' eggs, which are delightful. Then follows **truite au Château-Châlon**, **feuilletés aux morilles**, and a sweet. Indoors the rustic beamed dining rooms will probably be jammed with happy and ravenous guests, and you will undoubtedly receive the impression that Monsieur Fernandez, the former maitre d'hotel who created this place, was indeed doing his bit for French gastronomy by providing such fine dishes at the gateway to his country. (Check *Feminine Fancies* for recipes.)



in and around marville

by Graham Davis

We seem to have a particularly unfortunate situation unfolding here. As anyone who has tried to renew his car insurance recently knows, the rates have risen alarmingly. They have risen not only in France, but in Canada as well. There are many reasons for this. The insurance companies state that rising costs, due to more accidents and higher automobile repair costs coupled with frequent dishonesty have forced the increase in rates. Of course there are more accidents! There are many more cars now that there were five years ago due to a rise in the standard of living. Then too, mechanics and body repairmen must pay their doctor's bills the same as anyone else — their desires and costs have gone up as well. Lastly I'm sure that everyone knows at least one person who has had an accident and somehow or another managed to get just a bit more from the insurance company than it took to fix the damage caused by the accident. This is dishonesty — so in large part we have only ourselves to thank for the **general** increase.

If you belong to the «so called» safe «driver group» the increase in cost hasn't been too great. The point that I wish to make here is for the person in the, again so called, «unsafe or accident prone» group, for this is where the situation is becoming difficult. These latter are our personnel under 25 years of age and unmarried. The insurance company feels that these people have the greatest number of and the most costly accidents. This has the outward appearance of being correct. They can tell by the statistics. I am reminded of Thomas Carlyle's remark «Given enough figures anyone can prove anything with them.» However, if I may be allowed to quote my own example, while in this «unsafe» category I paid to various insurance companies just slightly over \$750.00. The cost of their protection ran just

slightly over \$145.00. Somebody lost on that deal. It wasn't the insurance company. I know people in this category with better records than mine, and with worse.

To bring the immediate problem more closely under discussion, in Marville there are two choices that a person has when he wishes to insure his car. He can deal with one of the companies set up in the camping trailers outside the main gate or he has the choice of insuring with a French company whose affairs are handled by Madame Bertrand of Longuyon. In the past the companies outside the gate have been slightly less expensive for senior NCOs, officers, and the married group, since they consider the age, military rank, marital status, and the type of car driven by the applicant. Madame Bertrand's rates have been based largely on the size of the engine in your car. Her rates have compared favourably with those of the other companies. For people under 25 years of age she was the only means by which they could be insured at a rate that came anywhere near what they would have paid in Canada.

Madame Bertrand's rates have risen to the point where the cost of my insurance has more than doubled. Naturally it becomes desirable to try to find cheaper insurance. Now we come to the crux of the problem.

The insurance companies outside the main gate **do not** like the idea of insuring single people at all, and of the three companies represented, only one will insure the under 25 brand of people. London Guarantee absolutely refuses to insure this bracket. Maple Leaf Insurance will insure this category only if the applicant is either a MSE driver or an Air Force Policeman. «It isn't company policy to insure people under 25 with any other trade.» Fortune Insurance company offered to insure my Opel Kadett at the rate of \$270.00 for

complete coverage if I were under 25. Madame Bertrand now refuses to insure anyone under 25 unless she is pressured. She feels that her rates are too high. They are.

And now to bring it to a personal level once again. I know of two airmen who within the last months have bought cars, one worth \$1,000. and the other over \$2,000. **THE COST OF COLLISION INSURANCE IS SO GREAT THAT THESE AIRMEN CANNOT AFFORD IT. IN EFFECT, TO AVOID ISOLATION ON THE UNIT, THEY ARE FORCED TO DRIVE THEIR CARS WITHOUT THIS INSURANCE. ANY CAR WORTH \$1,000. OR MORE SHOULD BE COVERED BY COLLISION INSURANCE. NOT TO DO SO IS BAD ECONOMIC JUDGEMENT AND CAN LEAD TO A LOT OF GRIEF IN CASE OF AN ACCIDENT.**

If the three companies outside the gate are not anxious, or willing, to insure these people, then something else should be done. It is possible that in time some French company will come along, willing to insure Canadians — however, I'm not holding my breath until that happens! The only other solution that I can see at the moment is for Wing authorities, particularly those who concern themselves with welfare work, to try to attract a company that will provide reasonably priced insurance. I'm not asking for a gift — just rates comparable to those given by Madame Bertrand in the past, that will allow a single man under 25 to insure his automobile in the way that it should be. If this is not done it could lead to a heavy burden of debt for some individual, with consequent career action being taken by the military.

In isolation bases in Canada there is at least isolation pay to induce a person to make a few personal sacrifices. It is considered fair for all parties concerned — for Canada. Why

not here? The degree of isolation is almost the same for a single man stationed in Marville without a car.

A note of explanation now. I talked recently with Madame Bertrand. She cited the following reasons for the increase in her rates:

- (a) Her company felt that its Canadian clients had been having too many accidents.
- (b) A complaint had been made to her company that the rates being charged were too low.

Canadians are now paying the commercial rate for insurance. This is to say — the same rate that a French butcher, baker, or candlestick maker pays for insurance to put one of his business vehicles on the road. The company's contention is that Canadians drive to work, therefore they do not drive for pleasure. If they are driving for business. If they are driving for business reasons. If they are driving for business reasons they must pay the commercial rate. The fact that a single person lives on the base and needn't drive to work doesn't cut any ice at all. All Canadians pay the same rate. Which brings us promptly to the second reason. It seems to me most unusual that a company could do business with Canadians for ten years, which this company has done, and then make such a drastic decision (one which has cost them the renewal of 600 policies in the last two months) without a complaint having come from somewhere. Just where this complaint might have come from is a matter for conjecture. The three agents outside the gate didn't know of any complaint laid by their companies with the French company. I find this quite possible. As agents it is hardly possible that they would be aware of all that goes on within their parent companies.

Madame Bertrand's suggestion was for Canadian personnel to write to her company protesting the higher rates. For anyone so inclined the address is: L'Urbaine et la Seine, 39, Rue Peletier, Paris 9, France.

This information is given just as that — information I don't think for a moment that the Wing authorities can do a thing about it, but it does seem to me to be a very high price for insurance.

AIRMEN'S CLUB

You have nine dates to keep in mind for the month of August. The 3rd, 10th, 17th, 24th, and the 31st will all see Hootenannys. If the big All Ranks Hootenanny and dance in the Recreation center, held last month, proved enjoyable here is your ticket to more of the same. Talented performers (and sometimes even those with no talent) are completely welcome. It is a time to enjoy yourself — and on top of that — it's free!

Several different types of games are featured during the Games Nights to be held on the 6th and the 20th. Another feature worth noting is the \$30.00 allocated for prizes each night. A prize is a lot better than a straight grudge match. Grab your favourite enemy and drag him or her off for a round or two of your favourite game — something that can be played in public that is!

A good place to take that favourite partner of yours for an evening of informal dancing and dining will be the «Beach Comber» dance on the 14th of August. In keeping with the spirit of the occasion the food to be served will be sea food of some sort. I assume that the dress will be in keeping with the spirit of the occasion as well. There is no mention of admission price or starting time in my information, but I imagine that about 50¢ and nine o'clock would be about right. Personally I gave up beach combing quite a few years ago because the only things that I ever found were things that other people had, with good reason, thrown away, but I think that there is a very good chance that you might find a good time there — August 14.

Exactly seven days later there will be a dance and floor show. The powers-that-be tell me that the floor show hasn't been selected as this is written, but I feel sure that whatever is chosen will be entertaining. The Jems will look after the musical end of the evening and dancing will be in order until 0130 in the morning. Don't forget — August 21st.

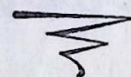
Golfing enthusiasts can look forward to a tournament with the Corporal's Club if the necessary arrangements can be made. It has been tentatively slated for the month of

August. See your sports members for more information.

VACATIONING DOWN SOUTH?

If so, may I suggest that you avoid the auto route between Dijon and Lyon as though every car on it contained a bomb. Most of them do. During a recent vacation trip to that area I found several stretches of 3 lane highway with four lanes of traffic going at breakneck speed. If the weather is hot national pride, impatience, heat and many other factors can combine to create a bomb in every car — the driver. My experience was that I could make much better time with much less wear and tear on the nerves on the back roads. This situation is apt to continue until well into September. Lyon seems to be a clearing house for Belgian, German, Parisian and Swiss tourists coming from the north and splitting there to go to either the riveria or Spain. It is a place to avoid like the plague.

Furthermore, if anyone is planning to go to Italy via the tunnel under Mont Blanc near Chamonix — be advised that the cost is 15 new French francs. This could turn out to be one of the biggest travel bargains around. The tunnel is 11 kilometers long as opposed to eighty some over the mountains. There is another feature to be considered and that is gas. The last gasoline station for the over-the mountain route is located on a back street in Chamonix. If you wish to conserve gas to beat the high Italian prices that 15 franc tunnel looks very attractive. You do miss a lot of scenery though. At the time of my visit there (mid-July) the traffic wasn't heavy through the tunnel. Have a good trip!



August 3

S/L and Mrs B.V. Genge (5 AMU) from Toronto, Ont.
S/L and Mrs E.K. Wood (HQ-SAO) from Clinton, Ont.
Sgt and Mrs D.W. Jones (1 Tech A) from Uplands, Ont.
Lac and Mrs P.W. Davis (AF Tech) from Comox, B.C.
Lac and Mrs MLD Gagnon (Trans Tech) from Winnipeg, Man.
Lac and Mrs J.J. Owens (AF Tech) from Trenton, Ont.
Lac and Mrs W.G. Wiggins (AF Tech) from Uplands, Ont.
Sgt and Mrs L.E. Bunce (SE Tech) from Chatham, N.B.
Lac and Mrs CJ Humes (Sup Tech) from North Bay, Ont.
F/S and Mrs J.J.M.G. Bellefleur (FF) from Val d'Or, Que.

August 6

F/L and Mrs J.R. Ham (5 AMU) from Trenton, Ont.
Lac and Mrs J.R.B. Lampron (AF Tech) from Gimli, Man.
Lac and Mrs J.B. Steele (AE Tech) from Moose Jaw, Sask

August 10

Lac and Mrs JW Cumming (AF Tech) from Portage, Man.
Lac and Mrs D.L. Chaplin (Com Tech) from Armstrong, Ont.
Lac and Mrs Dionne (Stwd 2) from Mossonee, Ont.
Lac W.D. Leider (Com Tech) from Cold Lake, Alta.
Lac and Mrs T.H. Dunbar (E Tech) from Moose Jaw, Sask

F/L S. Zolmer (Tel Tech) from CFHQ

Lac and Mrs H.S. Holder (Com Op) from Winnipeg, Man.
Lac and Mrs O.D. Julien (Com Op) from Trenton, Ont.
Lac and Mrs EA Moodie (Sup Tech) from Winnipeg, Man.
F/S and Mrs JN Neville (Photo Tech) from AMCHQ, Ont.
F/L and Mrs GV Clements (A Rep) from Bagotville, Que.

August 17

Cpl and Mrs J.C. Fielder (ATCA) from Cold Lake, Alta
F/L and Mrs Delaney (Supply) from AMCHQ, Ottawa, Ont.
Lac and Mrs D.R.W. Kavanaugh (AF Tech) from Winnipeg, Man.
Lac and Mrs TGR Moar (MW Tech) from Cold Lake, Alta
Lac and Mrs W.H. Parson (MW Tech) from Cold Lake, Alta

August 20

F/L and Mrs DK McBride (Air/P) from North Bay, Ont.
Lac and Mrs AF Charles (AF Tech) from Winnipeg, Man.
Lac and Mrs D.P. Martin (RPE Spec) from Uplands, Ont.
Cpl and Mrs LS Listeen (AF Tech) from Winnipeg, Man.
Cpl and Mrs JP Boulanger (AF Tech) from Uplands, Ont.

August 24

Cpl and Mrs EH Bassingthwaite (cook) from Cold Lake, Alta

August 27

Sgt and Mrs DW Campbell (AE Tech) from Weston, Ont.
Lac and Mrs FA McCarty (MSE Op) from Namao, Alta
Cpl and Mrs W Marauchuk (AF Tech) from Winnipeg, Man.
Cpl and Mrs JJ O'Brien (1 Tech) from Namao, Alta
Lac and Mrs JR Unsworth (R Tech) from Penhold, Alta
Cpl and Mrs CG Simpson (S Tech) from Rivers, Man.
Cpl and Mrs DG Anderson (AFP) from LaMacaza, Que.

August 31

Lac and Mrs DG Jones (AE Tech) from Greenwood, N.S.
Lac JM St Pierre (AF Tech) from Comox, B.C.
Lac KS Kelman (MW Tech) from Cold Lake, Alta
Sgt and Mrs RE Whelan (Photo Tech) from Uplands, Ont.
Lac WH Antosh (COMOP) from LaMacaza, Que.
Cpl and Mrs RW Templeton (AF Tech) from Summerside, PEI

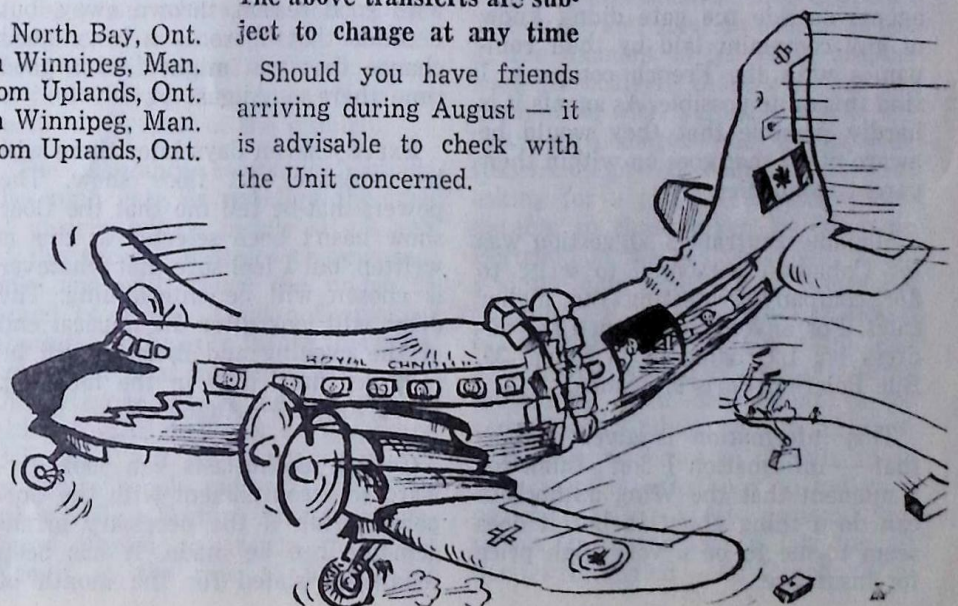
Date of arrival not received

F/ AE Honsson (109) KU) from London, Ont.
Lac and Mrs WW Rosse (MW Tech) from Winnipeg, Ont.
F/O LH Schwindt (109 KU) from London, Ont.
Lac and Mrs RJ Lovelace (E Tech) from Summerside, PEI
Lac and Mrs JFJ Poirier (STWD) from Mac/Au
Sgt and Mrs RV Trenholm (Clk Admin) from Bordon, Ont.
Cpl and Mrs JH Parker (AF Tech) from Trenton, Ont.
Lac and Mrs Pearson WH (AF Tech) from Namao, Alta
Sgt and Mrs RH Lasnier (AE Tech) from Uplands, Ont.
F/L and Mrs Weber (Air P) from ATCHQ, Ottawa, Ont.
Sgt RJ Munsie (ATCA) from Val d'Or, Que.
Cpl and Mrs RE Campbell (Sup Tech) from Trenton, Ont.
Lac and Mrs DC Charbonneau (MSE Op) from Winnipeg, Man.
Lac and Mrs G. Clegg (MSE Op) from Greenwood, N.S.
F/O JR Coulombe (Air P) from Trenton, Ont.
Lac and Mrs RA Curry (Arms Tech) from Cold Lake, Alta

The above transferts are subject to change at any time

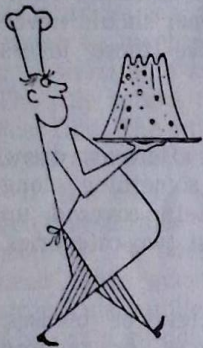
Should you have friends arriving during August — it is advisable to check with the Unit concerned.

*Arriving at
one Wing*





feminine fancies



Recipes of the Hour

Cotelettes de mouton comtoise

Peel 2 pounds of onions and slice them coarsely. Drop the onions into boiling water, cook them for 6 - 8 minutes and drain them well. Cook the onions in 1/4 cup melted butter until they are very soft but not brown (they must remain completely « blond ») Mash the onions to a puree or put them through a food mill or a sieve. Season the puree with salt and white pepper, return it to the heat and stir in 2 tablespoons flour and 3/4 cup heavy cream. Adjust the seasoning. The puree should remain quite thick and white.

Broil 4 thick lamb chops to the desired degree of doneness and serve them on a bed of the creamy onion puree. Serves 4.

Charlotte comtoise Apple Charlotte Comtoise

Butter the inside of a porcelain mold or Souffle dish and sprinkle it

with sugar. Line the bottom and sides with narrow slices of bread, buttered and dipped in sugar. Fill the dish with apples, peeled, cored, and very thinly sliced, sprinkling each layer with sugar and a few inches of cinnamon. Sprinkle the apples with 1/2 cup wine composed of three fourths white wine and one fourth Sherry. Bake the charlotte in a very slow oven (275° F) until the apples are translucent and well done. If they seem dry add a little more wine. Unmold the charlotte and serve hot or cold. If desired serve with whipped cream flavored with sugar and a bit of vanilla.

Coq au vin

The authentic coq au vin is a most elaborate recipe. This is a very good shortcut version.

2 1/2 or 3 lb frying chicken, quartered, 1/2 cup flour, 1 tsp. salt, 1/8 tsp pepper, Salad oil, about 2 tablespoons,

1 tablespoon brown sugar, 2 - 3 oz cans tomato sauce, 1 - 5 oz can drained mushrooms, 1/2 cup red wine, 1/2 bayleaf.

Wipe chicken with a damp cloth. Mix 1/2 cup flour, salt and pepper and use to coat chicken pieces. Brown all over in salad oil in a frying pan. Combine 1 tbslsp flour with brown sugar, stir in tomato sauce. Add mushrooms, wine and bay leaf. Transfer chicken to a casserole or baking dish and pour wine mixture into the frying pan. Stir and heat until just below boiling point, then pour over chicken. Cover and bake in moderate oven 350 degrees, until tender — about 50 minutes. Baste chicken twice during baking with the sauce. If the sauce becomes cover-thick, add a little liquid during baking. Serves 4.

Trites aux amandes (Trout with Almonds)

Wash and dry 4 trout, salt and pepper the inside. Dip and roll in flour. Heat 4 tablespoons butter in a heavy skillet, add a little salad oil to stop the butter from burning. Place trout in hot butter and fry on each side for one minute. Then complete cooking — about 5 minutes on each side. Meanwhile in small pan — melt 3 tablespoons butter and add one cup finely sliced almonds. Fry to a golden brown. Place trout on platter, pour almonds and butter over the trout and decorate with lemon slices. Serves 4.

ETIQUETTE FOR SERVICE WIVES

or

« Don't Dunk Your Doughnut Den ! »

At the request of a number of service wives, I agreed to put down on paper the answers to a few of the most-asked questions about service etiquette. It is hoped that these will be of some help to those dewy-eyed young ladies just setting foot in the ocean of service life. The suggestions mentioned are not hard and fast rules by any means. Society changes every day and, in the past years, there has been a rising trend to a less formal way of life — thank goodness!

To those who read this, the best piece of advice is one I received many years ago but didn't always heed:

WHEN IN DOUBT, KEEP YOUR EYES AND EARS OPEN AND YOUR MOUTH SHUT!

INVITATIONS

Coffee parties, cocktail parties, teas, and numerous other types of gatherings are very much a part of service life. You give them and get invited to them. How to ask, accept, or decline are points worth knowing.

If you send out written invitations, make sure you have listed the time, place, date, hosts, and what kind of a party. If you want a reply, put RSVP in the lower left-hand corner followed by your address and/or phone number. Since greeting card manufacturers make such a variety of these invitations, ready to be filled in, they are used by most people.

To accept a written invitation, the following form is correct:

(rank) and Mrs Doe
accept with pleasure
(rank) and Mrs Brown's
kind invitation for
Saturday, June tenth.

To decline, the same form is used but, instead of «accept with pleasure» you put, «regret that they are unable to accept». If a phone number is given on the invitation, you can call and let your hostess know if you will be attending.

Even when RSVP is not listed, it shows consideration to let the hostess know whether or not you'll be there.

At least acknowledge you received her card.

Incidentally, always use the husband's full rank, written out, on invitations and replies.

HATS... AND HOW?

The subject of when, where, and what kind of hat to wear to social functions is one on which no two people seem to agree. I often envy Eve and her uncomplicated life where the problem of whether to wear a hat or not just didn't arise. All she had to worry about was finding a new fig leaf.

To add to the confusion, in some parts of the country hats are not considered necessary at times when, in other sections, they would be required. Therefore, we can only make some very general rules and you should ask a resident of your local area what the customs are in this respect.

In general, no hats, as such, after 7 p.m. at social events. Hats should be worn to teas unless you are the hostess in your own home. However, if you hold a tea in a public place, then the hostess also wears a hat. If you have one of those filmy, bejeweled bits of fluff known as a cocktail hat, wear it only after five.

GLOVES... YES? NO?

When I checked out this point of etiquette, the answer was so simple I wondered why it had ever puzzled me. You can wear gloves any time and only have to take them off to eat. A lady should never take off her gloves to shake hands. She should also wear gloves when going through a receiving line or standing in one. It's that easy!

Now, lengths. Here again the rules vary. It used to be that gloves worn in the daytime should be of a length to meet the cuff of the dress, suit, or coat. This doesn't seem to apply as rigidly now. Long, over-the-elbow length gloves should only be worn with formal attire. Generally, other lengths can be worn with just about any style of apparel at social occasions.

WHAT IS A DRESS?

When attending a social function, find out first what classification is listed for «dress». These fall into four categories: Formal semi-formal or cocktail, informal and casual.

FORMAL:

This used to mean only floor-length evening gowns. Now, street-length is quite acceptable. But does not mean a daytime dress!

SEMI-FORMAL OR COCKTAIL:

It is sometimes hard to distinguish between this type of dress and a short formal. Generally, though, the former is a bit more «covered-up». Popular, too, are the cocktail suits which are made like a daytime suit but using more lavish material. Semi-formal or cocktail wear should never be strapless or have those layers of tulle skirts.

INFORMAL:

This could be an afternoon dress, a daytime suit, or something along those lines. Definitely covered up compared to the first two categories.

CASUAL:

Skirts with sweaters or blouses, plain daytime dresses, or tailored suits. In some cases, slacks will be permitted, usually at a party after a sports event.

A few things to remember: When in doubt, wear the least fussy outfit. It is much better to be under-dressed than over-addressed. The only kind of rhinestones that should be worn in daytime is a brooch. Never wear earrings, necklace or bracelet of these stones until the evening.

Simple, uncluttered lines with harmonizing accessories makes a perfect outfit. When wearing a print dress, for instance, a hat in one color of the print and shoes and a bag in a neutral shade.

CHARMED, I'M SURE

As I recall the dear, long-gone days, introducing people was always the most confusing thing to do. I could never remember the proper procedure and would usually end up, completely flustered, asking a woman if she has met the man standing next to her who usually turned out to be her husband!

The basic rule is that the man is presented to the woman. Thus, «Mrs. Jones, I would like you to meet Mr. Doe.» When introducing two women

of the same age and social level, it doesn't matter who is presented first. If the woman is older or more senior, the younger is presented to her.

When introducing servicemen, the junior is presented to the senior and the same applies to civilians.

Remember, a lady should never, **NEVER**, call a man sir unless she is a member of the armed forces or talking to her office boss, if a working girl.

When introducing a service man at any time, even if he is in civvies and you meet him on the street, always introduce him by his rank.

SERVICE SOCIALS

Most clubs and messes have an active social calendar and attending such affairs is a good way for a newcomer to meet people. Occasionally, a receiving line will be in attendance. The rule here is that the wife always goes first. The only exception is when royalty is receiving.

If the event is a mixed dinner, don't rush into the dining room as soon as the doors are opened. The head table guests enter first. The same rule applies if it is a buffet. Also, at a sit-down dinner, **no smoking** until you see the head table light up and they shouldn't do so until the PMC gives the word. When dinner is over, stay in your place until the head table guests leave.

A good rule at a party (or anywhere) is to be friendly but not forward. **AND** there you have it! may not seem much. The most common problems of service etiquette are covered. In any human relationship, courtesy and common sense are the best guidelines. Don't be afraid to ask those who way be older and wiser in the ways of service life for advice on social problems. I hope this will help you.

LIZA

(Womens Editor -
The Greenwood Argus)



DID YOU KNOW

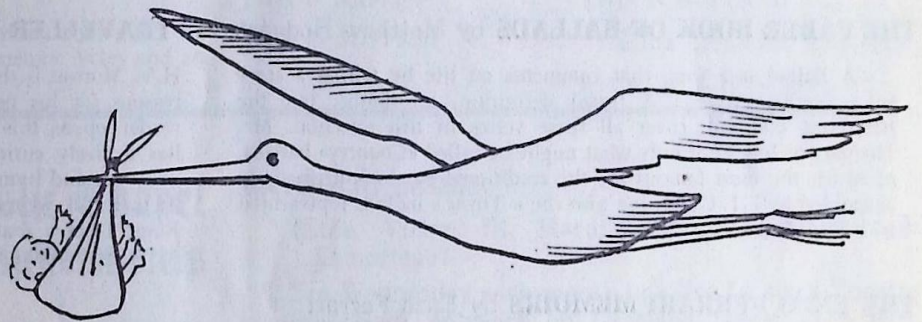
Those of you you have been traveling in Italy and the south of France have no doubt noticed milk being sold in plastic bag containers. This is an economical and space saving way to package milk. But — did you know that in Canada. Milk is being sealed in a heavy plastic bag and placed inside a carton, the same shape as the half-dozen beer carton. It holds eight quarts, to be dispensed through a tap. The milk stays sweet for at least 14 days under refrigeration because the top is not being removed and replaced all the ime. Eight quarts

of milk retails for \$1.78 in Calgary, Alta. Just think — no milk bottles to wash.

**

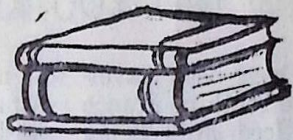
HEAT RODS, not to be confused with hot rods, are aluminum skewer — like things to shove into potatoes for baking, or roasts for roasting. The idea is: the aluminum heats up, conducts the heat to the centre of the potato or roast to cut down on the cooking time. They come in sets of four at 39 cents — in Canada.

New Arrivals:



- June 19 — Lac and Mrs P. G. O'Neill, twin sons, Daniel Edward and Dusty William
- June 23 — Lac and Mrs W. E. Fochuck, a daughter Cheryl Anne
- June 29 — Lac and Mrs K. E. Jollimore, a son Errol Duane
- July 1 — Lac and Mrs C. G. Wiffen, a daughter Lynn Denise
- July 1 — Lac and Mrs K. A. Botchar, a daughter, Lynn
- July 2 — Lac and Mrs E. D. Pettis, a daughter Mary Louise
- July 6 — Lac and Mrs G. A. Howard, a son Peter Geoffery
- July 6 — Cpl and Mrs E. F. Penney, a son David Patrick
- July 7 — Lac and Mrs H. G. Holden, a son Philip Grant
- July 13 — F/O and Mrs A. L. Gaunce, a daughter Julia Martha
- July 17 — Lac and Mrs A. De Gaust, a son Daniel Andrew
- July 18 — Cpl and Mrs J. M. Trembley, a daughter

LIBRARY



New books

received at the Station Library

THE LADY OF THE CAMELLIAS by Jean Prasteau

Marie Duplessis: Lady of the Camellias was one of the most famous and beautiful courtesans of the nineteenth century. Jean Prasteau traces her story from her birth into a poor family in Normandy, through her early years in Paris as a humble milliner's apprentice, until her death in 1847 at the age of twenty-three. At sixteen she could neither read nor write; at twenty she was the owner of a luxuriously appointed house, with six maids; had been the intimate friend or lover of Dumas, Musset and Liszt and the inspiration for Duma's creation of Marguerite Gautier in LA DAME AUX CAMELLIAS.

THE FABER BOOK OF BALLADS by Matthew Hodgart

...«A Ballad is a song that comments on life by telling a story in a familiar style.» A broad definition, no doubt, but the narrowest that will cover all these verses in this selection. Mr. Hodgart includes not only what might be called «Country» ballads, of which the most famous are the traditional Anglo-Scottish songs assembled by F.J. Child, but also the «Town» ballads represented by «Broad-sides».

THE ENZO FERRARI MEMOIRS by Enzo Ferrari

Now, for the first time, the means by which the formidable Ferrari image was created are explained; and at the same time the reader becomes aware of the real qualities of the man himself, on whom the burden of responsibility for the death of young men lies heavily, especially since the tragic death in 1956 of his only son Dino, to whom these memoirs are dedicated.

THE JAMES BOND DOSSIER by Kingsley Amis

Kingsley Amis has taken the measure of 007 from first adventure to last. He has compiled his dossier with a ruthless precision and thoroughness that would be the envy of Dr No, Auric Goldfinger or even Ernst Stavro Blofeld. This may be the most revealing document ever to fall into the hands of Bond's enemies. But will any of them relish the conclusions it points to?

THE MAN WITH THE GOLDEN GUN by Ian Fleming

...This is a thriller James Bond's book...

THE APPRENTICES by D'Arcy Niland

This novel is about the lives of ordinary people. In the course of it Barney and Nancy grow up to face responsibility and to experience both the joys and tragedies of life, and to learn to have the courage to go on, whatever may happen.

THE HORSE KNOWS THE WAY by John O'Hara

A collection of 28 new stories. There should be enough in this wonderfully varied collection to satisfy the appetite of all but the greediest of O'Hara fans.

THE DARK by John McGahern

Mr. McGahern sets his scene in rural Ireland and his theme is adolescence, impelled forward by ambition and sexuality-guilty and uncontrollable; contorted and twisted by a puritanical and passionate religion and above all, by a strange, powerful, ambiguous relationship between son and widower father. Against a background evoked with quiet, undemonstrative mastery, Mr. McGahern explores with precision and tenderness a human situation, superficially very ordinary, but inwardly an agony of longing and despair.

ANATOMY OF HATRED by Hans Habe

After his trip to the U.S.A. on a journalistic assignment at the time of President Kennedy's assassination, Hans Habe wrote Anatomy of Hatred, a critical assessment of the contemporary problems of the United States which were thrown even more violently into the public eye by this tragedy. The topics with which he deals and the searching questions he poses are of the utmost importance, not only to the United States but to the whole world.

A TRAVELLER IN ITALY by H.V. Morton

H.V. Morton is the most widely read travel writer today, and the reasons for his popularity will become apparent as soon as the reader opens this book. He is unobtrusively well informed; he has a lively curiosity about people and places; and he writes with zest and humour. To these must be added that rarest of gifts in a travel writer: a sense of history. He can evoke Imperial Rome from a shattered column or a splinter of pottery; he can see a troubadour in a folk-singer from Hull.

VOICES OF A SUMMER DAY by Irwin Shaw

In this subtle but intensely readable novel, Irwin Shaw has portrayed one of the most human, attractive and likeable characters in modern fiction.

OLURA by Geoffrey Household

...«A quite impossibly entertaining novel... Written in beautifully measured prose... This is a Thriller. It thrills.»

BARBAROSSA (The Russian-German Conflict, 1941-1945) by Alan Clark

Barbarossa is the remarkable, and easily the most ambitious work of a young historian who first sprang into prominence with his highly controversial account of the battles and commanders of the BEF in 1915, The onkeys. Alan Clark has divided his narrative into four parts, to correspond with the major crises of the campaign, drawing on captured German documents and upon Russian source materiel released since the 20th Party Congress and the discrediting of Stalin. He shows the generals at the conference table, the ordinary soldier in the field. The sweep of the canvas is vast. Over all broods the figure of Hitler: was he really a maniac? Or a brilliant intuitive strategist let down by his commanders?

HIGH NOON OF EMPIRE by Michael Edwardes

This book throws new light on the source of Guron's ideas about empire, on his tangled and unhappy relations with the British government, and in particular on the conflict with Kitchner which led to the viceroy's resignation. It is, however, more than a study of Curzon's vicereignty. The author analyses the nature and effects of British rule in India and the ideas and beliefs which lay behind it. In doing so, he reveals something of the great Lord Curzon, who sought to give to British rule a moral purpose and a genuine sense of responsibility for the well-being of the Indian people.

POPE JOHN AND HIS REVOLUTION by E.E.Y. Hales

Mr Hales opens with a brief description of Angelo Roncalli's life up to the time he was elected pope at the age 77. He brings out in particular the elements in the early years which were to have such a profound effect on his character; his northern Italian peasant background; his early spiritual struggle as described in *IL GIORNALE DELL'ANIMA*, a diary Roncalli kept intermittently from the age of 14; and his diplomatic missions to the Balkans and to France which were to play such a decisive part in his appreciation of international affairs.

THE NEW TESTAMENT OF OUR LORD AND SAVIOUR JESUS CHRIST

The Most Reverend H.E. Cardinale, Archbishop of Nepte and Apostolic legate to Great Britain, writes in his Foreword, « This version of the New Testament, so edited as to make it acceptable to Catholic readers, will provide a valuable basis for ecumenical dialogue ».

The Catholic edition contains an Introduction explaining the history and purpose of the adaptation, Explanatory Notes and an Appendix of textual changes.

THE CONCISE BRITISH FLORA IN COLOUR

by W. Keble Martin

As a reference work of identification to be used by botanists and students, this beautiful book is invaluable, and is likely to become a classic study. As a work of art it will delight all who appreciate the richness of the British Flora.

FOWLER'S MODERN ENGLISH USAGE

Revised by Sir Ernest Gowers and completely reset.

New Travel Books received at the Station Library :

Collection : Photo Books of the World (Cassirer)

THIS IS LONDON	THIS IS PROVENCE
THIS IS MAJORCA	THIS IS ISRAEL
THIS IS BRITANNI	THIS IS THE ITALIAN RIVIERA
THIS IS THE HEAT OF SPAIN	THIS IS VENICE
THIS IS ALSACE	THIS IS PARIS
THIS IS OXFORD AND CAMBRIDGE	THIS THE FRENCH RIVIERA
THIS IS YUGOSLAVIA	THIS IS BELGIUM
THIS IS FLORENVE	THIS IS AMSTERDAM
THIS IS NAPLES	THIS IS HOLLAND
THIS IS AUSTRIA	Mme Beideler Therese Librarian

Roman Catholic Chapel Announcements

SUNDAY MASSES

PMQ Area — 9 & 11.30
Wing Chapel — 9 & 11

WEEKDAY MASSES

Mon, Tues, Wed & Fri & Sat — 5 P.M.
Thursday — 8:30 P.M.

CONFESSIONS

Before all Masses
Saturday — 4 to 5 & 7 to 8 P.M.
Saturday — 6:30 to 7:30 P.M. (PMQs)

CHAPEL COMMITTEE

Every 3rd. Monday in Chaplain's quarters.

C.W.L. (PMQs)

4th. Monday of each month in PMQ school at 8 P.M.

ST. JOSEPH'S LADIES GUILD

3rd. Monday of each month in Chaplain's (RC) quarters at 8 P.M.

CATHOLIC LADIES

(Ethe, Virton, St. Mard, Chenois, Dampicourt & Lamorteau).

2nd Wednesday each month in « Nos Loisirs » Theatre — Back entrance on Lacmane Street at 8 P.M.

CHRISTIAN FAMILY MOVEMENT

Two groups are in operation: Meetings held in homes of members every 2nd week.

CHAPEL (P) NOTICE

*Schedule of Summer Service
Effective 27 June till further notice*

- 1100 hours Sunday - Divine Worship
 - 1000 hours — 1st & 3rd Sunday - Holy Communion, Anglican
 - 1200 hours — 4th Sunday - Holy Communion, Anglican or United.
 - 1050 hours, Nursery in the Ground Training Building.
- Chaplains : W.J. Lord and S.M. Parkhouse.
All are invited to these Services.

The Chapel is open at all times for prayer and meditation.

109 K.U.

The atmosphere at 109 KU these days can't be very different from that in the other units and squadrons on the station. An unending discussion, it seems, on customs, packing, clearance, taking cars home, etc. Going away parties, and mug presentation are coming up and have already occurred. The Officers' wives had their party on June 23, while mug parties were held on the 25th and 26th.

On the working side of our hanger, they have their personal problems too. Six people have left with 19 more to go before September, while twelve new arrivals are here with another dozen or so to come. Just thinking about all those crates and boxes to be packed and unpacked makes me tired. But they seem to be managing there, for we hear no complaints and everything is running smoothly as usual.

Beside all these things to talk about there is also the regular swapping of information on holiday and camping spots. From time to time road maps are spread out on every available table and advice is being offered to the unsuspecting would-be traveller about routes to take or to avoid in order to get to places which he doesn't even want to go.

In the meantime the flying schedule is heavy and weekend trips are frequent. Saturday June 19 we had six aircraft scheduled — of course that is exceptional since both Air Chief Marshal Miller and Air Marshall Dunlap were here and had to be flown around by our eager VIP crews.

It might be of interest too that various people at 109 have stepped boldly into the limelight lately, by

trying out various old and new tricks with aircraft. It seems odd however that out of all the hundreds of touch and go landings that are made in a week, every time something near spectacular happens, like a Bristol making a low pass at the T-Bird hanger, every body just happens to be watching.

Nevertheless we are making progress. Newly arrived first officers are being checked out as captains, while our OC S/L Hogg recently completed cross training on the Dakota and F/O Fisher on the Bristol.

On the technical side, things are looking up for the Bristol types. Bristol 9850 has left us for a two month stay in England where more up to date radio equipment will be installed. After that the other three will go in turn, so that by February next year the Bristols will be in line with the Dakotas in at least that one respect.

That sums up the general news from 109 for now.



Cpl. Stuart MacDonald, the man with the moustache and baseball cap who always seems to smile, was born

Nov 6, 1927 in Martintown, Ontario. Here he went to public school, then on to high school in Williamstown for a few years, after which he took up electric welding and carpentry at the Cornwall Vocational College.

Stuart then worked for the Ontario Hydro, but decided another line of work was better. He took a course in cheese and butter making and the pasturizing of milk. He then went west to join the Model Dairy at Calgary, where he looked after the pasturization machine.

Although Stuart liked the dairying business, the military call got the better of him. Like his father, an army veteran with active service overseas in two World Wars, Stuart joined the Armed Forces by signing on with the RCAF in Calgary in March 1951.

After the Manning Depot at St. Jean, P.Q., Stuart took the Air Frame Technicians course at Camp Borden and in September 1952 he arrived at Station Trenton at the Flying Instructor School to work on the Harvards. That didn't last long, for within a half year Stuart went to Penhold where he observed training of a different nature on the Harvard, ie, the normal student course.

Again his tour was of a short duration, in 1954 he was sent to A.N.S. Winnipeg to work on B25 «Mitchells» bombers which were used to train the Airborne Interception crews. Only two years later Stuart left, this time for 412 Squadron in Uplands to crew on the VIP Mitchells. It is interesting to note that in 2000 hours of flying on this aircraft, Stuart never encountered a single engine emergency. With 412 Stuart went to many places both in Canada and the USA.

Stuart enjoyed his six years in Ottawa but made up for his long stay when he started his moving around in Europe. Langar, 137 Trans-

port Squadron, came in 1962, then 2 Wing in 1963 and finally 1 Wing in 1964. Here at 109 K.U. Stuart is in the tire bay, working on both Bris-tols and Dakotas, and prefers not to do any flying so that he can have regular hours and time for his hobby.

Although Stuart has moved around so much, he is still actively engaged in his spare time on community projects. He is the District Cub Master at 1 Wing. That is not surprizing because he is about as qualified a Scouter as you can find anywhere. Stuart holds the Woodbadge for Cubs, Scouts and Rovers, while he is

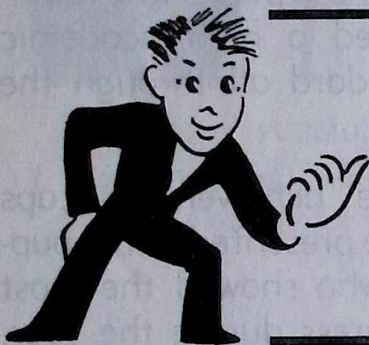
a member of the Gilwell Adult Train-ing Team. He has attended courses both in Canada and in England.

Out in Virton, Stuart's wife is in charge of a cub pack; Stuart helps her as well as the other 3 packs in the 1 Wing area. With people coming and going all the time, it is not easy to run four cub packs and a scout troop. Next year he also hopes to start Rovers. So if any of you ex-Scouters or interested people want to do something worthwhile — See Stu!

The latest project on Stuart's agen-da was the organizing of a camp for

the cubs. In July 3rd they left for Vianden, Luxembourg where they will share a camp site with cubs from Germany, and Holland. Stuart has enjoyed scouting in Europe, especial-ly since now he has been able to observe the differences between Eur-opean and Canadian scouting at first hand.

We must congratulate Stuart on the good work he is doing and we wish him success here and wherever he goes — when he returns home in ten months time.



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Miss Françoise TESTU

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Mon & Thur 1000 to 1200 local 76

JUNIOR SCHOOL AWARDS

At the final June Assembly of the PMQ Junior School, scholarship and achievement cups were given to thirty five students.

Scholarship cups were for those pupils who maintained a high academic standard all through the year.

The achievement cups were presented to the pupils who showed the most progress during the year.

The pupils were called to the front by the Vice Principal, R. M. Dobson and then they were presented with their cups by the Principal, D.R. Barber.

Two cups were given to the winners of the Grade Five Public Speaking Contest. They were received by Marianne Dagenais and Carolyn Jessom.



SCHOLARSHIP AWARDS



ACHIEVEMENT AWARDS



PUBLIC SPEAKING WINNERS

L. to R. : Robert M. Dobson, Vice-Principal ; Marianne Dagenais ;
Carolyn Jessom ; D. R. Barber, Principal.

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A day in the life of a RECCE pilot

EDITOR'S NOTE :

The following story was written for the Roundel and is reprinted here through the kind permission of the author, S/L D.G. Fry of 1 Air Div HQ.

During a low-level recce mission a CF-104 pilot is usually airborne and on his own for only 90 minutes. The rest of the time he's in the company of one or more specialists who help him prepare for his flight or debrief him afterwards.

The recce pilot's day starts at 1 Wing, Marville, France with weather and airfield condition briefings. Then, based on weather reports, the pilot selects the area in which he will work. After this intelligence specialists take over and brief him on target installations in his area, intelligence requirements of the sortie and how the required information can best be obtained.

The pilot then goes to the mission planning centre to prepare his route maps. Assisted by mission planning personnel he marks his leaf-over route map with the selected track line, the areas he must search and the positions of targets he must reconnoiter. To aid in navigating he also marks intervals along his track to show where he must be each minute of his low-level recce run.

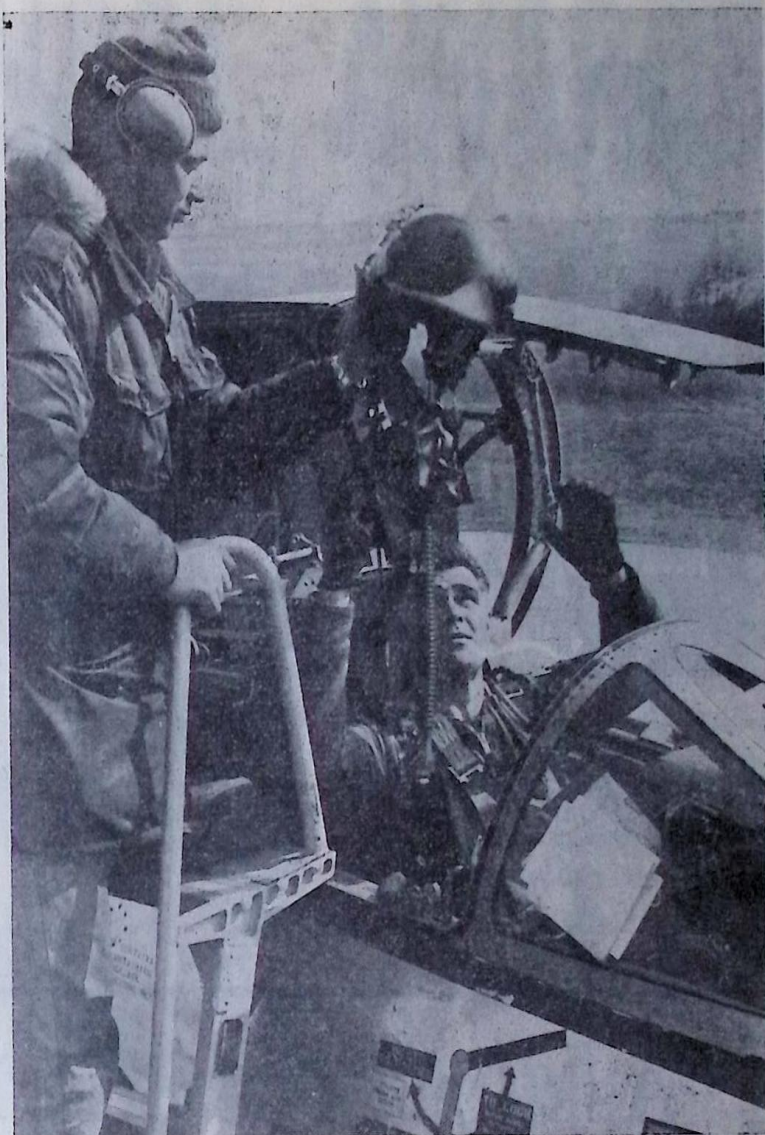
Then, based on flight altitudes for the mission, he works out his fuel consumption and marks on his map

that point at which he must cease low-level flight in order to conserve enough fuel for the return to base.

Still in the mission planning centre, the pilot next goes to the Station Storage Unit (SSU) programmer. Here he receives a small black box about the size of a cigarette pack which has been electronically programmed for the mission to be flown. Inserted into the aircraft's navigation system the black box will enable the pilot to get instant readings of distance and heading to any of his turn-points and targets, to base or to alternate fields. The pilot tucks the small box into a sleeve pocket of his flying jacket and moves on.

Next stop is the squadron. There he dons his flying suit and checks out his safety equipment. It is still less than an hour since he started flight preparations. It is only a matter of minutes before he unleashes 15,300 pounds of pushing power in a deafening take-off roar.

For the next 90 minutes he skims the countryside at close to 500 mph and as low as 500 feet, ticking off his progress along the carefully plotted track. All the while his quick eyes scan railroad tracks, canals and roadways traffic under way and traffic tied up. He flies past a radar site, a dam, a bridge or a petroleum dump and in one fleeting pass notes the



From the cockpit of his CF-104 Starfighter, Flight Lieutenant Gardiner reaches up to receive his helmet and oxygen mask from servicing lineman Leading Aircraftman D. Simms.

details for his report. And while he's doing all this he's also operating one or more of four cameras in the aircraft's belly pod. These cameras can provide up to 2,000 photographs per mission to back up visual observations.

The mission accomplished, the recce pilot streaks back to Marville and burns rubber in a 175-m.p.h. touch-down. He taxis to the photo processing and interpretation plant at dispersal and waits one minute while technicians strip the film magazines from the photo pod and run back to their mobile laboratory. Then he taxis on to squadron dispersal, parks his aircraft and reports to the photo interpretation van for debriefing. By the time he gets there his films are developed and ready to be checked against the notes of his visual observations. The recce pilot may spend a great deal of time with the photo-interpreters for he realizes that only by bringing back useful intelligence can he fulfill his mission.

Then, with the marks of his oxygen mask still reddening his cheeks, he drives to the mess for a quick lunch and a look at the paper. After that it's the same again for the afternoon with perhaps a stint of night flying or stand-by duty thrown in for good measure.

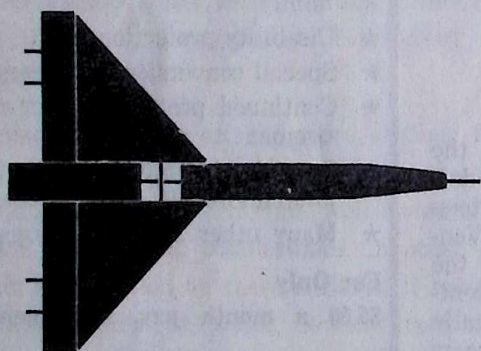
But whether he's flying by day or



In the mission planning center at 1 Wing, Marville, recce pilot Flight Lieutenant E.W. Gardiner studies a map of target area terrain with intelligence specialist Corporal A. Cadorette.

night, the Starfighter recce pilot knows he's not really on his own. And, if, as often happens, it turns out to be a long day for him, he also

knows it's just as long for those other members of the team who aid him in his mission of bringing back useful target intelligence.



L'AVIATION ET SON HISTOIRE

L'édition originale de cet ouvrage a été publiée sous le titre

The American heritage history of flight

795 FB

MICHEL FRÈRES
VIRTON



16-65

PLEA FOR A RAISE

(The following is taken from « John Kennedy: A Political Profile » by James MacGregor Burns —

A petition to his father when he was a youngster)

« My recent allowance is 40¢, the petition began. This I used for aeroplanes and other playthings of childhood but now I am a Scout and I put away my childish things. Before I would spend 20¢ of my 40¢ allowance and in five minutes I would have empty pockets and nothing to gain and 20¢ to lose. When I am a Scout I have to buy canteens, haversacks, blankets, searchlights, ponchos, things that will last for years and I can always use it while I can't use chocolate marshmallow Sunday ice cream and so I put in my plea for a raise of thirty cents for me to buy Scout things and pay my own way around... There is no record of the effect of the petition on his father. »

A MEMORABLE OCCASION

Some 307 British Columbia Boy Scouts had a memorable experience recently when they travelled from Vancouver to Victoria on two Royal Canadian Navy ships: HMCS Saskatchewan and HMCS Margaree. At Victoria the Scouts were luncheon guests of the B.C. — Yukon Scout Council, in the Empress Hotel, under the chairmanship of the council president, R.G. Miller.

Following the luncheon the Scouts

assembled in the Provincial Legislature Building where they were presented with their Queen's Scout certificates by Major-General The Honourable George Pearkes, V.C., Lieutenant-Governor of British Columbia.

ALL-INDIAN SCOUT TROOP

With twenty-two Indian boys as charter members, an All-Indian Boy Scout Troop was recently formed at the St. Regis, Quebec, Indian Reserve. For geographical reasons the new troop will be under the supervision of the Cornwall, Ontario, Scout Council, where George Revell is commissioner.

PLAN OVERSEAS TRAVEL EXCHANGE

A travel exchange program, involving more than one hundred Canadian Bay Scouts and a similar number from the United Kingdom will be inaugurated in 1966. A chartered aircraft will bring the British group to their country and return with the Canadians to Britain. Visits to Canadian Scout camps and Canadian homes will be included in the program for the visiting British Scouts and a similar program will be provided for Canadian Scouts in Britain.

NOW THEY'RE VENTURERS

A new Older Boy section of the Boy Scout Movement in Canada, designed to serve the age group fourteen to seventeen, will be called Venturers, the National Council of the Boy Scouts of Canada decided recently. The Venturer section has actually been operating for nearly two years on an experimental basis. The program is planned to provide more adventurous activities for older boys, most of whom attend high school.

TO ERECT MEMORIAL CAIRN

To commemorate the Golden Jubilee of the Saskatchewan Provincial Council of the Boy Scouts of Canada a memorial cairn is to be erected in

the grounds of the Legislative Assembly in Regina. The unveiling will take place when the National Council of the Boy Scouts meets in Regina in October. The cairn will feature a ten-sided center stone, with ten surrounding stones, each bearing single-word descriptions of the ten Scout laws: honour, loyalty, usefulness, friendliness, courtesy, kindness, obedience, cheerfulness, thrift and cleanliness. The design has been approved by the Wascana Center Authority which is carrying out the huge park project in the heart of the Saskatchewan capital.

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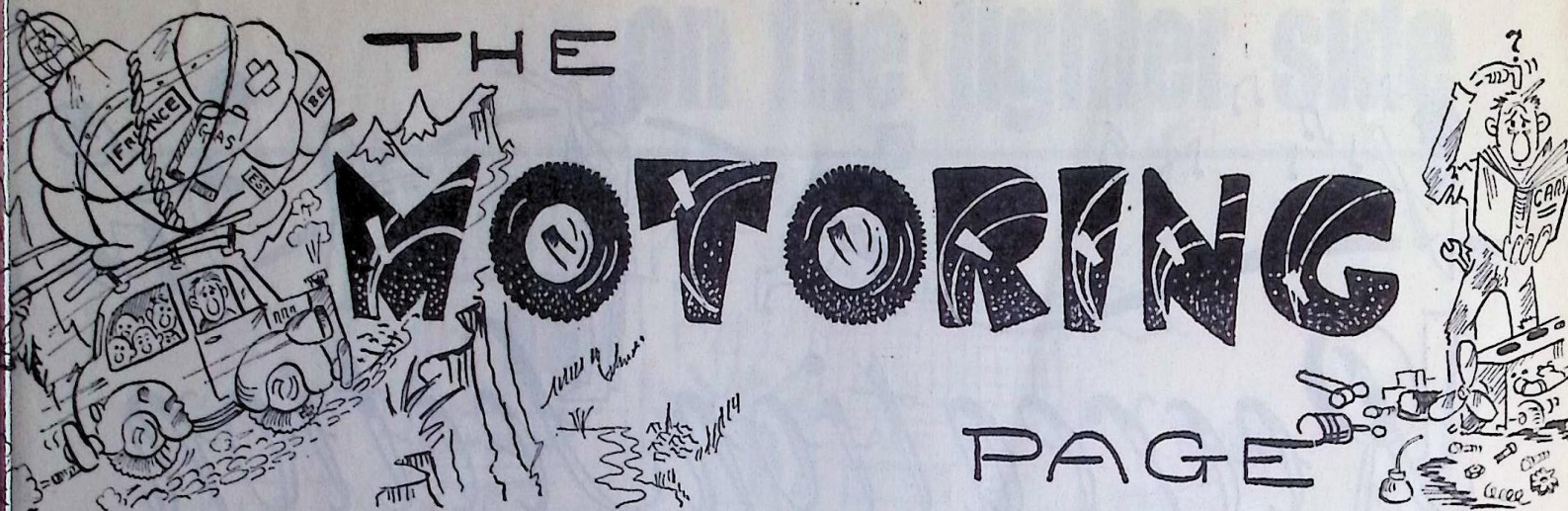
Contact:

P. CHATRIN

General Agent

418, Arrow Crescent

Maple Leaf Trailer Park



Editor : Gary WEESE
Contributions : George HAWKES

TIRES

When a car is in motion the only connection with the road is through the tires. They transmit all changes in direction, acceleration, deceleration, centrifugal and gravity forces. In order to do this with any degree of efficiency and still provide a reasonable ride requires a skillfully engineered piece of equipment.

Synthetic rubber, a by-product of the war, is used due to its superiority in providing different characteristics according to its make-up. This is a requirement for tire rubber as the tread and sidewalls, although they may look the same, are actually of different rubbers vulcanized together.

Tread design, one of the more obvious features of a tire, has been improved considerably in the last few years. Drivers in Marville are well aware of the hazards of wet asphalt and cobblestones. In order for a tire to retain any friction on these surfaces, it must remove the lubricating element, water, between itself and the road. There are two methods used at present for this purpose. One utilizes narrow ribs of tread — these «cut» the water and force it into adjacent grooves in the pattern. Therefore the narrower the ribs, the less the distance the water has to travel, decreasing the time element and thus improving the tires wet weather characteristics. This principle is used on aircraft tires to lesson the hydroplaning effect caused by wet runways.

The second method utilizes a multitude of knife cuts in the tread. The sharp edges are exposed on braking

and provide a «wiping» action similar to the operation of a windshield wiper. If you have worn tires of this type on your car at present it may be wise to have the tires alternated to the other side of the vehicle. This will cause the tire to rotate in the opposite direction, exposing new sharp edges, thus increasing the effect coefficient of friction.

A recent development in tires is the «road-hug» type made from synthetic rubber with a superior coefficient of friction. These have the property of absorbing far more energy than ordinary tires — thus are less liable to «bounce»; this however provides a cooling problem for the enenergy absorbed is transformed into heat which eventually is sure death for any tire.

It can be seen that a tire is at best a compromise. Tire companies have stated that they could provide a tire of extremely long life — but only to the detriment of noise and resistance to skidding.

If purchasing European tires, such as Pirelli, check their specifications. You may have to have your front wheel alignment changed from your car factory specifications.

Also when buying metric equivalent tires, you will have a tire with a lower profile and wider tread than the inch counterpart. Therefore more wheel revolutions to the mile with a resulting speedometer error. You will, however have more rubber on the road.

Why not have a look at your tires — they are a lot cheaper than having your car scraped off an oak tree.



Recreation Section

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

SOFTBALL

Well after a shaky beginning, ball has finally arrived. With a little more co-operation from the weather, it could be a good year.

After one round robin the teams were divided into an A and B league.

The A league, comprised of ARO, Officers, Airmen, No. 1 and Cpls. B League started with three teams, ASO, Sr. NCO'S and Airmen No. 2. Another team, Combines, has been formed to make a fourth team.

In the next issue we hope to supply game reports. As of the 15th of July the standings are :

A LEAGUE

Team	G.P.	Won	Lost	Points
ARO	3	3	0	6
Airmen No. 1	3	2	1	4
Cpls	3	1	2	2
Officers	3	0	3	0

B LEAGUE

Team	G.P.	Won	Lost	Points
Airmen No. 2	3	2	1	4
Sr. NCO'S	2	1	1	2
ASO	3	1	2	2
Combines	—	—	—	—

SQUARE DANCE REVIEW

by Jim Milton, V/P 1 Wing Squares

Hi There Square Dancers. After a few months delay we have finally put in our first news of summer square dancing. Boy! have we news to tell.

To start things off, we had a slam bang graduation and wind up party on the 19th of June. Pete Howard was the MC for the evening and Ken Wilson shared the calling for the evening with Pete. The graduates with the smiling faces were : Jim and Gisela Milton, Scotty and Merle Botham, John and Barbara Noise, and Mel and Phyllis Scott. Guest callers present were : Jim Wolff of Laon air base and Bob MacKlay of Metz and formerly of one Wing. Our Social Convenors, Barb and Al Hrdlicka and Duane and Helen Cormier, with the assistance of the rest of the club did a very fine job of decorating and providing refreshments for the dance. As usual our sneaky candid camera man Ed Pettis was out in the afternoon and evening using up film like it was going out of style. We never had it so good. Thanks Ed. The dance broke up at about eleven thirty and poor old Ken Wilson was rudely

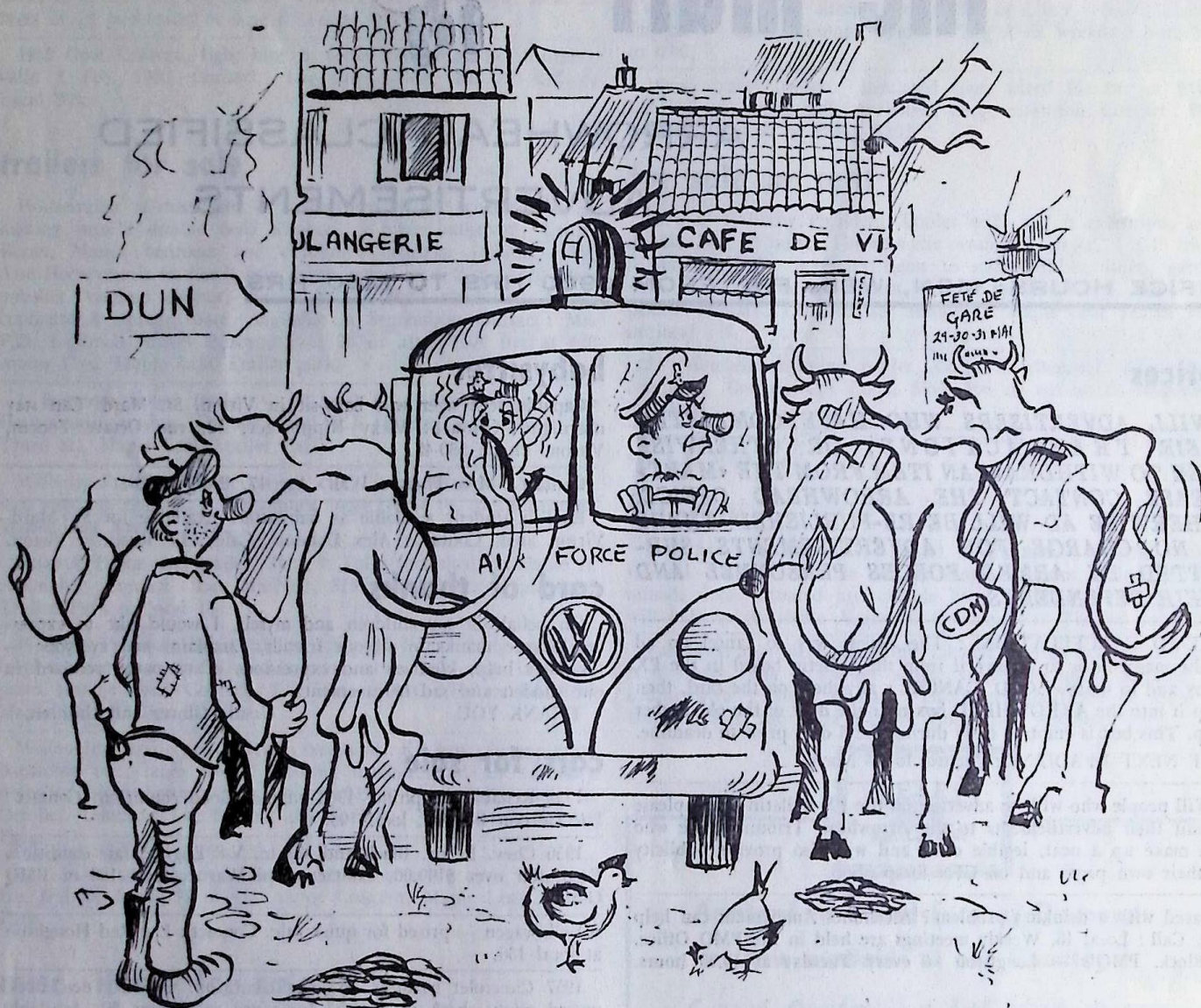
awakened by twenty-five idiots in P.J.s at 1:30 demanding that he call a tip or two for them. I shudder to think of the reaction to our friends in the trailers around Ken's. You can imagine ?

On the 25th, 26th and 27th of June some of the One Wing Squares travelled to No. 3 Wing to attend the annual summer Jamboree. John Essex, Bill Higgins, Foley Wood and John Kaltenthaler were the feature callers on the Saturday night main floor, while Pete Howard, M. Ceed the cracker box. On the next day the EAASDC and ECTA made a motion to have an annual square Dance convention featuring the top name callers from Canada and the U.S. for the next consecutive twelve years. This dance will be a three day effort falling on Labour day week-end. Sure sounds great doesn't it.

We have two new arrivals in our club, on Friday, July second, Kathy Pettis gave birth to a five pound six ounce baby Girl and Dawn Howard gave birth to an eight pound ten ounce baby boy on the Sixth of July. Congratulations Ladies.

That is about all the news at present, but keep watching for the coming summer dances.

on the lighter side



The chief would have to live on the economy wouldn't he.

Youngsters are really getting married early nowadays. Reminds me of a family I know. The son is 17, and he'd been threatening to elope if they didn't okay his marriage to a 16-year-old. So finally, they gave in. The wedding was last Saturday. And when they got to the part of the ceremony where the boy repeats after the minister, «With all my worldly goods, I thee endow,» the mother turned to the father and whispered. «There goes Junior's bicycle!»

A young husband we know has given up his habit of working late nights at the office. It seems that one week he telephoned his wife three nights in a row to tell her he wouldn't be home. She accepted the situation with remarkable composure. She was composed when he called her the fourth night, too. But, just before hanging up, she inquired sweetly, «John, can I depend on that?»

A Man browsing in a pet shop was approached by an attractive young

clerk who asked if she could assist him.

«Well,» the customer replied, «I'm thinking of getting a pet for a client of mine. He is a semi-invalid; can't get out of the house. Man about 60; very wealthy; nice chap. He has no relatives — so the idea of a pet came to me.»

The girl considered, then brightening, said, «I think I have just the thing!»

«Good!» said the man. «What kind do you suggest?»

Replied the young lady: «Me!»

the mart



ARROWHEAD CLASSIFIED ADVERTISEMENTS

OFFICE HOURS: MON, WED, FRI, FROM 0900 HRS TO 1300 HRS

notices

WILL ADVERTISERS WHO HAVE COMPLETED THEIR TRANSACTIONS, OR OTHERWISE WISH TO WITHDRAW AN ITEM FROM THE «MART» PLEASE CONTACT THE ARROWHEAD OFFICE. OTHERWISE AD WILL BE RE-PUBLISHED. THERE IS NO CHARGE FOR ADVERTISEMENTS SUBMITTED BY ARMED FORCES PERSONNEL AND THEIR DEPENDENTS.

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 near the door of the old Barber shop. This box is emptied daily during the 3 days prior to deadline. **THE NEXT DEADLINE:** August 16 — Noon.

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.

Faced with a drinking problem? Alcoholics Anonymous can help you. Call: Local 16. Weekly meetings are held in the PMQ Office. F Block, PMQ's — Longuyon — every Tuesday at 19.30 hours.

wanted items

Bureau or chest of drawers and an aluminum or metal utility table. Contact: Lac Harvey — local 203.

Stroller — Contact: Lac R.R. Desjardins, Local 35-2.

5 cu ft. (or larger) fridge, in good condition. Contact: Lac Raymond, Local 123.

Baby stroller and high chair. Contact: Cpl R.E. Holmes, B-20 M.L.T.P. or local 93.

WANTED: Someone to Baby-sit in my home for 7-8 days per month. Two children, one school age, one 3½ yrs. Starting Sept. Contact: Mrs McBride, PMQ B118 after or Cpl McBride, Firehall local 155.

wanted to sublet or rent

2 Bedroom trailer in Maple Leaf Trailer Park for the month of August. Contact Sgt T.A. Robinson, local 178.

babysitter

Capable teen ager will baby-sit in Virton, St. Mard. Can stay overnight. Contact: Vicky Rippberger, 32, rue Octave Foncin, Virton, Phone 580-42.

Contact: Miss Theresa Wall, Age 17, PMQ B-126.

English student available as babysitter. Available for St. Mard-Virton area. Contact: Alex Dandois, Café «Le Rustic», Virton.

card of thanks

On behalf of my children and myself, I would like to express our sincere thanks to all our friends, Chaplains and everyone — for their help, kindness and expressions of sympathy received in our sudden and sad bereavement.

THANK YOU

Ursula Glover and children.

cars for sale

1958 Renault Dauphine, 1962 engine. Good condition. Contact: Lac Gordon Bement, local 105.

1956 Chev. Belair, Black and White, V-8 Engine, fair condition. Best offer over \$100.00. Contact: Cpl Warne, local 186 or PMQ G-61.

Volkswagen — priced for quick sale. Contact: Lac Red Houghton at local 136.

1957 Chevrolet hardtop, in good condition. 4 nearly new tires. passed safety check in March. Insurance valid Sept 30. Available Aug 6. \$200.00 or best offer. Contact: S/L Arnold, local 22.

1960 Opel Station Wagon. Contact: Cpl Legere, local 197-2 or PMQ D-48.

1956 Oldsmobile 4 door hardtop, power brakes and steering, radio, heater, whitewall tires. \$280.00 or best offer. Contact: Lac McIntyre, local 28 or BB 16 — Rm 9.

1960 Vespa 400. Ideal second car. \$150.00 or best offer. Contact: F/L Lang, Arctic Ave, Maple Leaf Trailer Park.

1957 Ford station wagon, two tone, white and brown. V.8. A.T., W.W., Radio, good tires. Motor overhauled. Contact: Lac Bob McKean, local 157.

1960 Dauphine Gordini, excellent mechanic condition. Price \$250 immediate delivery or \$195 after Sept. 3. Contact: Lac Hinde, local 117.

1961 Taunus 17M Station Wagon, newly painted, First Class condition. Has trailer Hitch. Contact: W02 Burnett, local 91 or PMQ F-25.

1957 Chevrolet station wagon, 2 tone, radio, new tires, Price \$395.00. Contact: Cpl Sansome, local 7 or PMQ G-122.

1961 Volkswagen sedan 1200, 48,000 miles. Black with red interior. Motor completely overhauled, new clutch & 4 new shock absorbers. Body & Paint in new condition. Contact : Lac MacLean, local 157.

1960 Pontiac Laurentian 4 door sedan. Power brakes & steering. Good condition. Price \$1,000.00. Contact : W/C McVeigh, local 12 Metz or 23 (residence) or Rue de Forte, Queuleu, Metz.

1959 Opel Caravan, light blue in color, 2 band radio, insurance valid 2 Feb. 1966. Contact : Lac Christopher, BB 19 RM or Local 203.

trailers for sale

Housetrailer w/extension — Livingroom with 3 chesterfields (1 making into a double bed) Kitchen, 3 piece bathroom, Utility Room, Master bedroom and children's bedroom w/bunk beds. Also Hoovermatic washer & spin dryer, stereo set & 2 speakers, floor polisher, vacuum cleaner, etc. all in excellent condition. Ample cupboard & storage space. Available in September. Contact : Mrs P.D. Hoffman, travel Bureau, local 76 or after 1800 hrs at 420 Arrow Cres. Maple Leaf Trailer park.

2 Bedroom house trailer — 32 x 9 ft. Fully equipped, also Hoovermatic washer. Contact : Cpl R.F. Pierce, local 91 or 310 Third St., Maple Leaf Trailer Park.

Willerby President house trailer with 12 foot extension. May be seen anytime. Contact: F/L Stammes, local 274 or 16, Arctic Avenue, Maple Leaf Trailer Park.

Atlantic Homestead trailer, 34 x 9. Fully furnished, available in September. Contact : Lac MacNeil, 313 - Third St. Maple Leaf Trailer Park or local 186.

Willerby President house trailer, completely furnished, including large modern stove, fridge, two bedrooms, two bathrooms, large lot, patio, storage space. Contact : Lac Hunter, ASO 197-2 or No. E-17 Maple Leaf Trailer Park.

Willoughby trailer with large extension. Kitchen, dining area, bathroom etc., large fridge, washing machine and all necessary items to begin housekeeping. Price : \$1950 — available early in October. Contact : Lac Dunne, 105 First St., Maple Leaf Trailer Park.

22ft. house trailer with extension. May be seen any time. Contact : Lac Dubois, local 117 or 412 Arrow Crescent, Maple Leaf Trailer Park.

misc. items for sale

2 camp cots with built in air mattress. Contact : Lac Stillwell, local 199 or 80, rue de Harnoncourt, St. Mard, Belgium.

Hofner Guitar amplifier, 36 watt output, 2 tone blue and white, 2 speakers, 5 inputs. Contact : Ivan Willert, D 17 Maple Leaf Trailer Park.

1 kitchen table, 4 chairs, 2 bedroom chairs, electric iron (220 v) kitchen ware — for \$25.00. 4 jerry cans (5 gal) \$6.00. Contact F/L Hanlon, local 222 or 101, rue de Mathon, Dampicourt, Belgium.

1962 Red and Blue 175 cc Lambretta scooter, with helmet, carrier, saddle bags, windscreen, spare tire and parts. Contact : F S D. Guile — 326 Third St. Maple Leaf Trailer Court.

1956 Puck Motor Cycle, 175 cc. Red in colour. May be seen at MSE Section. Contact : Lac Scott, local 169 or Rm 26, BB 19.

Monclerc tent, (sleeps 5), Baggage trailer and other camping equipment, Singer Sewing machine, transformer for racing car. Contact : F/L R.S. Cummings, PMQ B-12 or 5 AMU.

Girls bicycle (7-10 yrs) needs repairs, good tires — \$5.00, girls bicycle (9-12) need new tire and tube — \$2.00. Boys suit, good condition, size 10. Contact : PMQ B-13.

Adjustable ironing board, \$3.00, Steam iron 220 v - \$5.00, Paraffin heater \$15.00, Wardrobe cabin trunk - \$5.00, girls white skates size 2 - \$4.00, Ladies white skates size 7 - \$4.00, Roller skates, adjustable - \$2.00, Doll stroller - \$2.00, Scooter air tires - \$2.00, Toboggan - \$3.00, Boys tent - \$5.00, Clothes rack - \$2.00, Tea trolley - \$5.00, Electric heater 220 or 110 v - \$6.00, Electric firs 220 v - \$4.00. Contact : Bodien PMQ A-35, weekdays from 5.30 to 6.30.

Wawa travel trailer - insulated roof, wired for car or hydro lighting, gas stove, fridge w/bottle. Large extension. Contact : W02 Burnett, local 91 or PMQ F-25.

for sale or rent

35 x 8' Willerby President Trailer w/21 x 7 ft extension, large double bed, 2 bunk, Hoovermatic washer & dryer, 1 GE fridge & stove. All the necessary items to start, (dishes, linen, garden tools, etc) Available mid-August. Suitable for family of 4. Reasonably priced. Contact : Lac Lee, 233 Second St. Maple Leaf Trailer Park or local 141.

14' Bluebird camping trailer, sleeps 5, chemical toilet, clean condition. Contact Cpl Cook, MSE 166 or see at 33 Mageroux, St. Mard.

Transformer — 2000 watts 4 receptables \$6.00. P.M.Q. F 42 Sgt J.A. Mignault.

for rent

2 Bedroom apartment — \$60.00 in summer — \$80.00 winter. Central heating. Suitable for preschool children, fishing (trout) outside door. Situated just outside Ethe, Landlady very good and will babysit. Available August 1. Contact : Lac Timson, local 279.

Furnished apartment containing kitchen, living room, 2 bedrooms. New fridge, lots of storage space. \$45.00 per mth. Suitable for couple with 1 child. Contact : Lac Reed, local 187 or Mme L. Dupont, 54A, rue de la Station, Florenville, Belgium.



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Superb Quality at Wholesale Prices

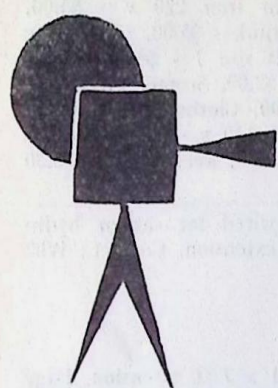
Come and see them for yourself. These beautiful diamonds are on display at Metz, Marville and at all RCAF Post Exchanges in France and Germany.

Full description and guarantee with every diamond.

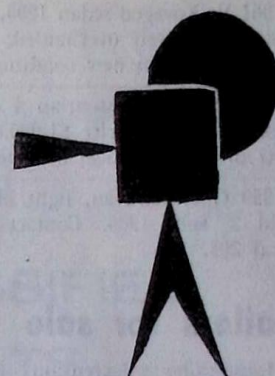
ALL diamond jewels are insured for a period of one year - at no expense to you.

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FS E Shepherd

Assistant Manager :
Sgt M. King

MARVILLE

FORTHCOMING ATTRACTIONS

Sunday August 1, 1800 and 2045 hrs

MARY POPPINS

« U » Julie Andrews, Dick Van Dyke

Monday August 2, 1900 hrs

Tuesday August 3, 1800 and 2030 hrs

THE NEW INTERNS

« X » Micheal Callan, Stephanie Powers, Dean Jones

Wednesday August 4, 1800 and 2030 hrs

THIS SPORTING LIFE

« X » Richard Harris, Rachel Roberts, Alan Badel

Thursday August 5, 1900 hrs

MUTINY ON THE BOUNTY

« A » Marlon Brando, Tarita, Trevor Howard

Friday August 6, 1800 and 2030 hrs

Saturday August 7, 1900 hrs

FATHER GOOSE

« X » Gary Grant, Leslie Caron, Trevor Howard

Saturday August 7, 1345 hrs CHILDREN'S MATINEE

MYSTERY ON BIRD ISLAND

Sunday August 8, 1800 and 2030 hrs

THE WRONG ARM OF THE LAW

« U » Peter Sellers, Lionel Jeffries, Bernard Cribbins

Monday August 9, 1900 hrs

Tuesday August 10, 1800 and 2030 hrs

LEAGUE OF GENTLEMEN

« A » J. Hawkins, N. Patrick, R. Livesey, R. Attenborough

Wednesday August 11, 1800 and 2030 hrs

UNDER THE YUM YUM THREE

« X » Jack Lemmon, Carol Lynley, Dean Jones

Thursday August 12, 1900 hrs

55 DAYS AT PEKING

« U » Charlton Heston, Ava Gardner, David Niven

Friday August 13, 1800 and 2030 hrs

Saturday August 14, 1900 hrs

KALI-YUG GODDESS OF VENGEANCE

« U » Senta Berger, Paul Guers, I.S. Jehar

Saturday August 14, 1345 hrs CHILDREN'S MATINEE

ADVENTURE IN THE HOPFIELDS

Sunday August 15, 1800 and 2030 hrs

INN OF THE SIXTH HAPPINESS

« U » Ingrid Bergman, Curt Jurgens

Monday August 16, 1900 hrs

Tuesday August 17, 1800 and 2030 hrs

TWO HEADED SPY

« U » Jack Hawkins, Gia Scala

Wednesday August 18, 1800 and 2030 hrs

STATION SIX - SAHARA

« X » Carroll Baker, Ian Bannen, Denholm Elliot

Thursday August 19, 1900 hrs

TAKE HER SHE'S MINE

« A » James Stewart, Sandra Dee

Friday August 20, 1800 and 2030 hrs

Saturday August 21, 1900 hrs

THE SATAN BUG

« U » George Maharis, Richard Basehart, Anne Francis

Saturday August 21, 1345 hrs CHILDREN'S MATINEE

THE SECRET CAVE

Raiders on the River - Episode 5



*“My new Hoovermatic
is so automatic...
yet I’m in
complete control
of washday”*



DE LUXE
TOP CONTROL
HOOVERMATIC

(See it at your P.X.)

Control of washday. Why should a washing machine decide how to do your family wash when you're perfectly capable of deciding for yourself? With the Top Control Hoovermatic you use your own judgement.

- * **So Automatic.** But there's no point in standing over a machine all morning—and when you've set the controls you can leave the Hoovermatic to work automatically.
- * **TOP CONTROL** You control your washday by just three switches—perfectly positioned flush with the top of the machine where you can see and reach them without stooping. One controls the emptying pump, one sets the temperature of the heater (40°C to boiling), the third controls the washing action time.
- * **NEW AUTOMATIC CONTROLS** The De Luxe Hoovermatic takes the guesswork out of washday. All you do is set the controls, and the rest is completely automatic. And a new thermostat ensures that the clothes are always washed at the temperature set by you.
- * **FASTEST CLEANEST WASH** The Hoovermatic gives today's fastest cleanest wash. After extensive testing Hoover found that only a side pulsator produced the complex water movement necessary for a really thorough wash—every article is constantly moving and nothing can get trapped at the bottom of the stainless steel tub.
- * **NEW SUPER-EFFICIENT SPIN-DRYER** The new spin-dryer has been redesigned to extract more water than ever—and you can control the length of time it spins. It's extra safe, too. When you lift the lid, the motor immediately switches off and an efficient braking system stops the spin-dryer.
- * **PRECISION-BUILT** The clean lines of the Top Control Hoovermatic give you an idea of the quality engineering which has gone into it. Everything about the machine works quietly, and vibration has been skilfully reduced in the wash-tub, motor and spin-dryer.

The most automatic of twin-tubs gives you complete control of washday
THERE'S ALWAYS GOOD REASON FOR CHOOSING HOOVER

