

Arrowhead
TRIBUNE



editorial

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1 WING RCAF MARVILLE

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Contributions to the magazine are welcomed and encouraged.

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July 29	Aug 8	Aug 19
Sept 2	Sept 6	Sept 16

The Editor will be pleased to receive contributions in French for Publication in this Magazine.

L'éditeur sera heureux de recevoir des articles rédigés en français pour être publiés dans ce magazine.

DO WE NEED THE METRIC SYSTEM?

Proposals are heard occasionally in Canada and elsewhere throughout the world that Canada should shift to the Metric system of weights and measures but progress towards this goal has been very very slow.

Britain decided in 1965 to change from the Imperial to the Metric system over a period of about ten years. It appears that the switch over is being done to assist exporters and to develop closer ties with the rest of Europe. To further assist this expected easing of trade barriers, the British government recently announced that it was switching to decimalized currency by 1971.

The foot-pounds system now in use in Canada not only hinders trade, but poses a problem for exporters, scientists and students. The biggest argument against any switch away from imperial system is that our biggest customer in both import and export is the United States, which uses the same system as we do. It is much easier though, to work in grams, metres and litres — and these measures are used in countries representing over 90 % of the world's population. It would seem advisable then, for Canada to undertake (perhaps in conjunction with the U.S.) a serious study aimed towards switching over to the metric system in the not to distant future.

OTHER PEOPLES THUNDER

POSTSCRIPT — The Post Office Department reports that mail women are increasing in number. Judging from haircuts, so are female men.

COVER STORY

Pleasantly situated above the Vienne, in the very heart of the Rabelais country, Chinon contrasts in the severity of its feudal ruins with the gentle countryside around. Originally it was three separate castles, each with its own defences, and due mainly to Henry II of England. He died in the now dismantled Fort of Saint George; by tradition his son, Richard the Lion-Hearted, expired in the baker's shop in the little village. Charles VII and Louis XI were French royal occupants. Two splendid towers of the Cateau du Coudray remain, but only a fire-place in the midst of a dilapidated wall of the Chateau du Milieu still exists of the room in which Joan of Arc, newly arrived from Domremy, recognised her King in 1429.

NORTHERN DEVELOPMENT: CANADA - U.S.S.R.

Canada's Federal Minister of Resources, the Hon. Arthur Laing, says the Soviet Union is well ahead of Canada in development of its northern areas, but also noted that Russia is spending far more money on the region than Canada. When Russian experts came to Canada last fall, he said, no matter where they looked they saw northern development being carried out in a more economical way than in their home country. Speaking in Vancouver, Mr. Laing said negotiations should be speeded up by an exchange of scientists and technicians with the Soviet Union. He said Canada has much to learn from Russia, especially about mining in the permafrost regions. Mr. Laing said he hoped to have a report in three weeks on the economic feasibility of paving the Alaska Highway, but he added that at the moment he is not too optimistic about its findings.

PAY AND ALLOWANCES REVIEW

Seven major areas are included in an extensive review of armed forces pay and allowances now receiving «very high priority» attention at Canadian Forces Headquarters.

The review is being carried out by a five-man team which will make recommendations on matters including:

- general pay increase ; ;
- the feasibility of adopting a «pay for skill» principle ;
- removing the differences in pay and allowances between married and single personnel who have similar skills and length of services ;
- the possibility of establishing an allowance to prevent financial loss to individuals on transfer ;
- the adequacy of temporary duty allowances for all ranks ;
- the desirability of consolidating pay to include subsistence allowances ;
- the possibility of including allowances in computing pensions.

Recommendations of this group, where possible, will be reflected in pay adjustments planned for October. Some recommendations, however, involve changes so far

reaching it might not be possible to include them in the adjustments at that time.

The «very high priority» assigned to the work of the group and the processing of its recommendations is intended to ensure that all items which can be settled in time for the pay adjustments will be included.

The work of the pay review group, which has been underway for several months, has been referred to by Defence Minister Paul Hellyer, before the House of Commons Standing Committee on Defence.

The group consists of August Klován, representing the deputy minister of national defence ; Lt.-Col. W.J. Shepherd, Cdr. T.H. Crone, Wing Commander G.S. Simpson and George Orser, representing the Treasury Board.

The members have visited navy, army and air force establishments across Canada and have had discussions with officials of the U.S. defence department in Washington.

During visits to Canadian military establishments, committee members invited the opinions and suggestions of sailors, soldiers and airmen.

(Continued from June 17 issue)

Canadian Forces Headquarters — Canadian Forces Headquarters has been organized on a functional basis under Air Chief Marshal Frank Miller, Chief of Defence Staff. In addition to a Defence Secretariat, there is a Vice Chief of Defence Staff, a Chief of Personnel, a Chief of Technical Services and a Comptroller General.

The Defence Research Board remains a separate entity although its Chairman has revised the organization and procedures to fit the scientific needs of the integrated force concept.

In a similar vein, the Deputy Minister is also in the process of re-arranging his organization so that it will be constituted on a functional basis parallel to the military organization. In general, the staff under the Deputy Minister is responsible for ensuring that the resources, manpower, materiel and money available for military purposes are used to the best advantage.

The integration of the three military headquarters under a single chief is designed to produce a more responsive and effective force as well as reduce administrative over-

head. To date, although some interim staff positions still remain to carry through the process of integration, the savings in headquarters manpower are already considerable and the anticipated eventual saving of 30 % at Canadian Forces Headquarters should be realized once the entire re-organization has been completed.

COMMAND STRUCTURE

The second phase of integration was to streamline the Command Structure. On June 7, 1965, four months ahead of schedule, we were able to announce the plan to reduce the plan to reduce the previous eleven major commands in Canada to six: Maritime, Mobile, Air Transport, Air Defence, Training and Material.

Maritime Command — Maritime Command, with Headquarters at Halifax, N.S., was officially formed in January of this year. This command embraces all of the sea and maritime air forces of Canada.

In addition to its primary role of anti-submarine warfare, Maritime Command is being given an expanding role in the field of sealift and Army support. It is also responsible for the co-ordination of search and rescue operations on both coasts. Personnel strength of Maritime Command is approximately 21,000 servicemen and women.

Mobile Command — Mobile Command, with Headquarters to be at St. Hubert, P.Q., is a completely new formation and depicts more than any other the new concept of Canadian defence policy.

Formed officially in October 1965, Mobile Command has the responsibility for providing operationally trained and combat-ready land and tactical air forces, capable of rapid deployment in circumstances ranging from service in the European theater as part of Canada's contribution to NATO, to United Nations and other peacekeeping or peace restoring operations. As a natural consequence close liaison will be maintained between Mobile Command and such other commands as Air Transport and Maritime.

In addition to providing the rotational brigade for our European-based NATO contribution, Mobile Command will train the other brigades in Canada to be air-transportable under the expanded concept of mobility.

This command will also produce an air-portable air-droppable battalion alert group

for even quicker response to special situations.

Among the tactical air elements of Mobile Command will be squadrons of CF-5 tactical ground support aircraft, Buffalo shorttake-off and landing (STOL) transports and a variety of heavy and light helicopters.

Air Transport Command — The function of Air Transport Command has not basically changed in the re-organization although this Command is now more important than ever before. In the main, the responsibilities of Air Transport Command are to provide the strategic air transport capability for the mobile forces and inter-Command transport services for all commands whenever and wherever required. The Headquarters of this Command is located at Trenton, Ontario, with supporting units and squadrons located throughout Canada, and in many far-flung areas of the world.

With its long-range Yukon and Hercules aircraft, it under-takes various types of missions, ranging from transporting men equipment from distant points in Canada to participate in U.N. peacekeeping actions to the rotation of men and their equipment to and from our Brigade in Europe.

The C-130 Hercules transport aircraft provides the Canadian Armed Forces with strategic «air truck» capability of transporting troops and equipment anywhere in the world. These heavy-duty aircraft have been engaged in duties such as resupply of the Arctic outposts, delivering oil to the landlocked country of Zambia, and transporting men and equipment on various military and peacekeeping exercises. Procurement of these aircraft is on a continuing basis, and by March 1967 the fleet of these long range «air trucks» will amount to 24 aircraft. Meanwhile, studies are underway to determine the best method of further augmenting our air transport capability.

Air Defence Command — The role of Air Defence Command has not changed with the Command re-organization and its missions were described during our discussion of Canada's contribution to North American Defence. However, a significant change is being made in this Command through the amalgamation, beginning this summer, of the Air Defence Command Headquarters with Northern NORAD Region Headquarters at North Bay, Ontario.

This amalgamation is designed to reflect the reduced expenditure of resources in the field of air defence and eliminate the lines of communication between the current ADC Headquarters at St. Hubert, P.Q., and NNR.

The integration of these two formations is expected to result in a 30 % saving in

manpower.

Part of the ADC Headquarters Staff will move to North Bay this summer, with the remainder going in summer of 1967.

Training Command — Training Command was officially formed on 1 January 1966, and now has the responsibility for individual training, including flying and trades training for all personnel required by the Canadian Forces.

With Headquarters at Winnipeg, Manitoba, Training Command will modernize and consolidate all training in the Armed Forces that is not strictly of an operational nature. Although all the advantages of this integrated training programme will not be realized fully for approximately three years, there will be substantial savings of resources and manpower in the interim.

Materiel Command — The organization responsible for supplying all logistic support to the Canadian Forces is Materiel Command, with Headquarters at Rockcliffe, Ontario.

Since July of last year, studies have been undertaken for the re-organization of units assigned to Materiel Command by the three Services into an integrated defence supply system. It is estimated that the personnel strength of Materiel Command under Major General Robert Rothschild, will amount to some 18,000 of which 12,000 will probably be civilian. An indication of the size of the problem which Materiel Command has undertaken is that with present stocks there are some 850,000 items which must be divided for management purposes into logistic cells.

Plans are now under way for the detailed organization and establishment of five bases for depot consolidation. These bases when established will be able to provide better services and logistic support for Canadian Forces units and, at the same time, free more armed forces personnel for operational requirements.

Completion of this massive re-organization of the three different supply systems of the Armed Services into one automated system will take three to five years. Meanwhile, current organizations for supplying the forces must be maintained so that there is no interference with operational commitments.

CANADIAN FORCES BASES

As a natural follow-on to the establishment of the functional commands, we undertook on 1 April this year the transfer of all armed forces regular units in Canada to the appropriate command headquarters. Mobile Command, Maritime Command, Air Transport Command and Materiel Command will each have five bases under their con-

trol; Training Command will be responsible for 13 bases; with Air Defence Command having six. The total will be 39 major Canadian Forces Bases across the country.

This Canadian Forces Base consolidation will provide the services and support for other lodger units on the station should they exist. This base consolidation will eventually provide considerable savings in dollars and manpower and more important, will permit the forces to carry out their functional duties in a more responsive manner.

Meanwhile, the Army's four geographic command headquarters and twelve area headquarters are being phased out. The previous area headquarters have been replaced by smaller district offices responsible for the command and control of militia and cadets, and report directly to the Deputy Chiefs for Reserves at the Canadian Forces Headquarters. These district offices also have the responsibility for national survival and aid to the civil power.

Mr. Chairman, I think I have given the members of the Standing Committee on National Defence a fairly comprehensive view of what has been accomplished by the Canadian Forces since I last appeared before the Special Committee on Defence.

SUMMARY

In summary, Mr. Chairman, the integration of the Armed Forces is now well advanced. The 1964 White Paper on Defence gave the broad government policy directives towards the creation of this new force and I am very proud of the enthusiasm with which policy directives have been formulated into concrete terms.

We have now reached the stage for final steps toward a single unified force as forecast in the White Paper. Naturally these considerations raise delicate problems of a single walking-out uniform, rank designation, the name of the force, and so on. Because of the myriad of details which must be carefully studied, no final decision has been taken as yet, although these questions are under very active consideration.

I think it is obvious to all of us that we could not undertake a re-organization of such magnitude without some problems arising. The differences between the three forces, which had always existed, have become much more noticeable now that the seaman, the airman, and the soldier work together in the same office.

Integration has not *caused* but *highlighted* anomalies and inequities among the three Services. For instance:

- Different terms of service
- Different trade structure

- Different promotion opportunities
- Different commissioning-from-the-ranks policies
- Different retirement ages, etc.

The booming economy and virtually full employment situation have also brought the inadequacies of Service conditions to the fore. Inadequacies among such things as :

- Moving allowance
- Professional pay
- Trades pay
- Time-in-Service recognition
- Clothing allowance
- Out of Married Quarters versus in-housing allowance
- Bachelor Barracks
- Educational support both for young Service personnel and for dependents, etc.

I repeat, Mr. Chairman, these differences and inadequacies are not new; the only thing new is that our Service personnel are becoming very much aware of them.

It is the intention of the Associate Minister and I that these disparities be corrected as soon as possible. We must have equal opportunity, equal treatment for all personnel, regardless of their founding Service. We must bring the conditions of service for military personnel at least up to par with that of their civilian counterparts. Unification will provide us with a golden opportunity to correct these inequities and inadequacies, and democratize our forces.

I am sure Honourable Members will agree with me that our forces in Canada and Overseas have no peers in the military tasks assigned to them. In our many international commitments to the United Nations, NATO and NORAD, and in the full range of domestic and other international tasks, the special capabilities and accomplishments of Canadian sailors, soldiers and airmen are well known. Their consistent record of excellence makes me extremely proud and, indeed, delighted to be recognized as their Minister in the many national and international forums in which I am called to participate.

The Associate Minister and I are pledged to support the dignity and welfare of the individual member of the Canadian Forces. Relative to other military forces, Canadian military personnel fare reasonably well. But I know that in this area no set of conditions is perfect. We are therefore dedicated to achieving the fairest and most equitable conditions for our Service personnel.

We are fully aware that we are making such splendid progress in this massive re-organization of the Canadian Armed Forces because of the dedication and high calibre

of our military personnel. No other nation has yet to take on such a program but, then again, no other nation has, in our estimation, the consistently high quality of people to make such a program work in so short a time.

When we have successfully achieved our final goal of a single unified defence force — and I know we will — I hope that all Canadians will give credit to the people to whom it is primarily due: the men and women of the Canadian Armed Forces.

Now, Mr. Chairman, I would like to turn to the question of morale, recruiting, re-engagements and voluntary retirements. It seems to me that it would be difficult to talk about one without relating it to the others.

Let us look first at recruiting. Recruiting in the first three months of this year is up 17 % opposed to the same period in 1964 and 5 % over the same period in 1965. This has been achieved despite a raising of enlistment standards and the highly competitive economic situation in the country at large. I think this is a very notable achievement for our integrated recruiting organization, particularly when you consider that their overall numbers are down by 30 % and our recruiting advertising budget is much less than it was five or six years ago, both in relative and absolute terms. It is also an indication that service life still has considerable appeal for young Canadians.

Re-engagement figures are also encouraging. For all three services they are up in 1966 as compared to 1965. For example, the re-engagement rate for the Navy so far in 1966 is 66.1 % as compared to 45.1 % in 1965. The Army is currently 96.6 % as compared to 67.4 %. The Air Force is 85.8 % compared to 83.6 %. The overall figure on re-engagement to date this year is 82 % as compared to 73 % for the same period in 1965.

Looking now to voluntary retirements, in the first three months of this year they are down by one-third over that experienced last year.

Although all of these statistics are encouraging, Mr. Chairman, I agree that it is difficult to relate them directly to morale and attitude towards service. It is the general opinion of the Defence Staff that, although there is room for improvement, morale is generally good, particularly in the operational commands. By correcting the inequities and inadequacies, previously discussed, that have built up over the years we are quite confident morale will be raised to an even higher point.

ESTIMATES DISCUSSION

Now, Mr. Chairman, in turning our at-

tention to the Estimates for 1966-67, I think it would be more advantageous to the members of the Committee if I addressed my remarks in general terms and leave the specifics to the expert witnesses who will appear in later committee sessions.

Vote I has increased by some \$435,000, largely due to increases in civil salaries and wages (P. 265 Blue Book).

In Vote 15 on Page 267 the two sub totals, one representing Total Operation and Maintenance Costs, which is down by \$29 million, the other Constructions and Acquisition of Major Equipment, which is up by \$34 million, provides the evidence that the Department has begun to realize the first monetary effects of integration and improved management practices.

In the operation and maintenance costs you will note that there are both increases and decreases in expenditure. For example, clothing and personal equipment is up considerably as we purchase new types of combat and cold weather clothing to protect our troops (P. 271). Similarly, despite the reduction of « position man years », civil salaries have increased by \$7 million (P. 266). There have been off-setting factors, however, largely through better management as they have been applied in such areas as the usage of office stationery, supplies, and in telephone and telgraph services (P. 266). Professional and special services (P. 266), as well as municipal and public utility services (P. 267) have risen considerably reflecting the increased costs for these services (P. 266).

On the other hand, repairs and upkeep of equipment is down, largely because we are replacing the old and costly equipment (P. 267). Despite these variations, the total operation and maintenance costs of the Canadian Forces have been reduced substantially.

Major procurement of equipment, on the other hand, will rise by over \$32 million. Our Forces will thus be provided with the modern machines, communication and technical equipment they require to carry out effectively their assigned missions. Money for the procurement and modification of ships, for example, is up by almost \$14 million (P. 267) (16). We are continuing our programme of equipping our forces with both light and heavy helicopters, and aircraft as well as re-engineering for seven of our Cosmopolitan aircraft. These purchases are reflected in the increase of some \$7 million dollars over 1965-66.

Communications and electronic equipment purchases are increased this year by \$7 million indicating the requirement of our forces to operate effectively in this electronic age.

Miscellaneous technical equipment as you

will note is up considerably as we replace, renew or purchase various pieces of equipment. While these are too numerous to mention in detail, money in this area is being devoted to equipment ranging from tape recorders for language training to intricate trainers and simulators.

In vote 20 (P. 277), Mr. Chairman, as in Vote 1, civil salaries and wages (1) account for almost \$2 million of the \$3.5 million. Other increases can be found in the increased costs for materiel and supplies (12) and in contributions and grants (20).

Vote 25 (P. 277) has decreased this year but there have been increases in our Industry Research Assistance and the Research Satellite Programme as indicated in Votes 30 and 35 (p. 278).

As other friendly countries have built up their economies, Canada's contributions to Mutual Aid has decreased as is reflected in Vote 45.

The Special Account referred to in Vote 48 (P. 278), Mr. Chairman, is simply another principle of good management whereby the Department will receive a return of a maximum of \$5 million from the sales of surplus buildings, works and lands.

The increase in expenses incurred by Defence Construction (1951) Limited is comparable to the increasing expenses incurred in large civilian industries.

These estimate, Mr. Chairman, are a reflection of the determination of our Department to reduce operating and maintenance costs and raise expenditures for equipment. In two years we have been able to reverse the previous trend to a point where we can justifiably and accurately state that new management systems coupled with savings in overhead permit us to present not an increased budget but one which estimates savings of \$835,835.

I welcome your questions.

MOBILE COMMAND

Mobile Command, largest of the six new integrated commands of the Canadian forces, has an impressive list of « hardware » for its combat-ready ground and tactical air forces to fulfill Canadian commitments anywhere on the globe.

In the air, its new tactical close ground support aircraft will be the CF-5, a small twin jet which can reach 1,000 mph after taking off from an improvised airstrip. Its maintenance man hours per flight hour are but a fraction of those for comparable performance aircraft.

Helicopters are an important factor in rapid deployment of troops and fighting equipment. Mobile Command employs the

CH-113A Voyageur which transport either 25 fully equipped troops, or 15 litter patients, or 5,000 pounds of cargo up to 200 miles away at 150 mph. The CH-112 Hiller helicopter is a lightweight machine for reconnaissance and artillery spotting.

On the ground, the major advance has been the acquiring of the M-113 armoured personnel carrier which carries 12 troops, is air-transportable and amphibious.

Fifty 155-mm self-propelled howitzers have been ordered to equip two close-support artillery regiments as part of the plans to give the forces increased mobility and flexibility. The M-109, with a shooting range of 11 miles, can travel across country at 20 mph and swim a stream at four mph. The M-109 will provide Canadian artillerymen with their first, new, major close support weapon since they last used self-propelled guns during the Second World War.

Defence of Mobile Command troops against armoured vehicles is varied. Anti-tank weapons include the SS-11B guided missile fired from a self-propelled launcher; ENTAC, a lighter guided missile which can destroy enemy armour up to 2,000 yards away; the Swedish 84-mm Carl Gustav operated by one or two men, and the M-72 rocket launcher fired by one soldier and capable of knocking off a medium tank.

The long-range 81-mm mortar with a 5,000-yard range replaces a Second World War vintage mortar and breaks down to a three-man pack load.

Long and medium range transport for Mobile Command troops to reach a trouble spot is by C-130E Hercules « air truck » which carries troops or heavy cargo and vehicles thousands of miles, landing them on strips close to the fighting or paratropping them if necessary. The DHC-5 Buffalo has been ordered as a medium range transport and is a slightly larger version of the well-proven Caribou. The Buffalo can carry 41 fully equipped troops or 35 paratroops and, with extra fuel tanks, has a range of



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more than 700 miles. The big Hercules, the Buffalo and the Caribou have the vital ability to operate from short, improvised airfields.

Added to the air mobility is the ability of maritime forces to sealift heavy equipment and back-up stores and facilities, so that the « global-mobile » concept of Canada's defence forces is now a valid claim.

MALAYSIAN JET PILOTS

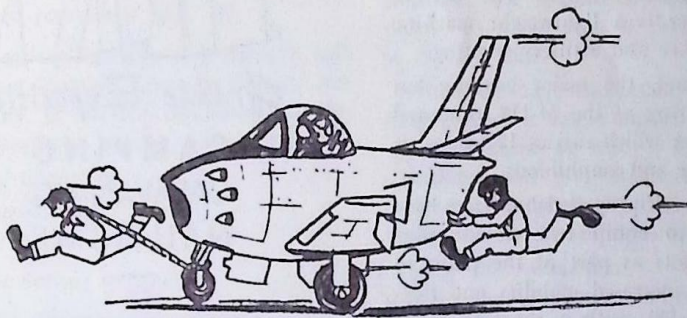
Four Royal Malaysian Air Force pilots will begin a one-year jet training course at Canadian Forces Base Gimli, Man., June 15. They will be the first to undergo pure jet training in Canada under the military assistance to Malaysia program.

Twelve Malaysian pilots are now training on piston engine aircraft at CFB Portage La Prairie, and at CFB Borden, Ont. Seven Malaysian officer cadets are undergoing military training.

NOTICE

CHLOROQUINE TABLETS

The following is brought to the attention of all personnel. A **warning** is issued to all personnel who are given chloroquine tablets to be taken once a week to prevent malaria. Small children are particularly sensitive to this drug and the accidental ingestion of as few as two tablets could prove fatal. Those who have chloroquine tablets in their possession must take adequate precautions to keep this drug out of reach of small children. For adults, over dosage of chloroquine can produce various complications but if taken as prescribed, one tablet once a week, it is safe. (CFHQ DSGP 17)



SYDNEY, the Silver Falcon says: « THANK YOU »

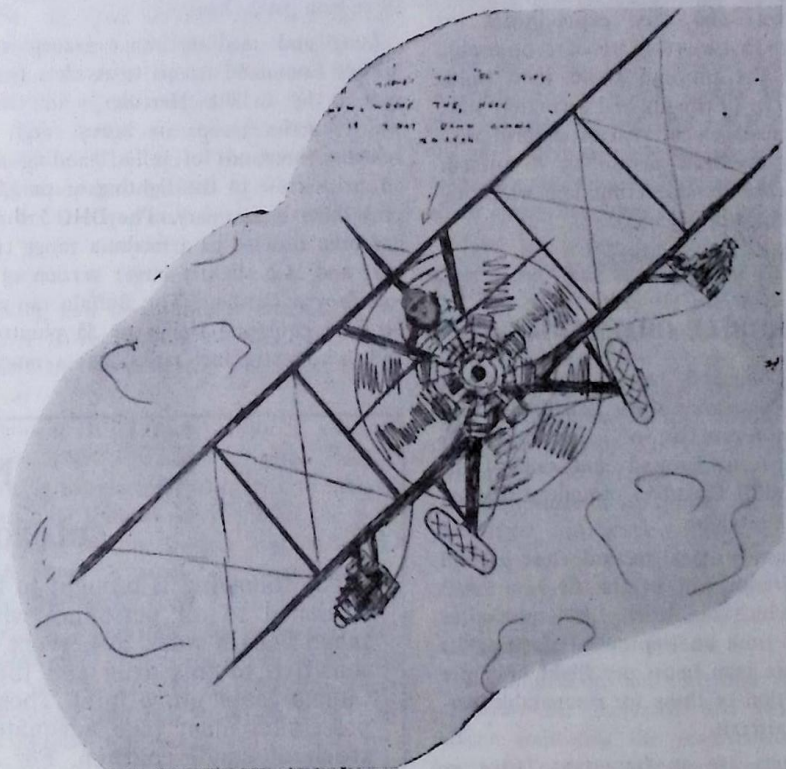
The members of 430 Strike/Attack Squadron are overwhelmed by the resounding welcome which you kind One Wingers have extended to us.

Admittedly we are one of the finest ST/A Squadrons in the business, but we had no idea that our fame warranted the fantastic cheering crowds which have been evident.

Your generous invitation to use all of the Wings facilities during our visit is appreciated, and we fully intend to take advantage of same.

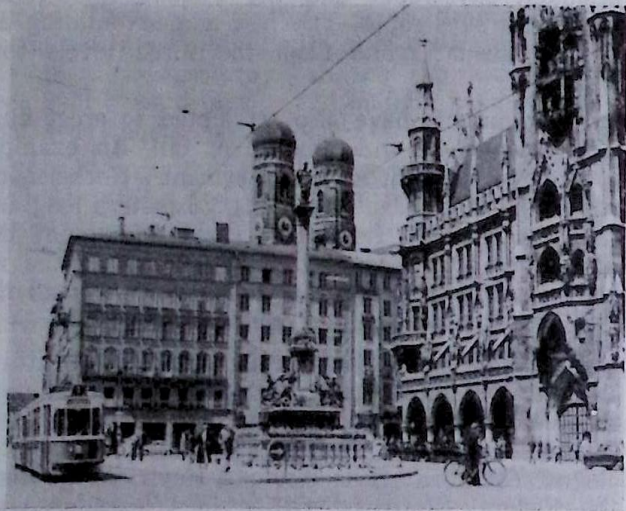
We almost blush to mention it, but there are still a few blank spaces in our Social Calendar. Undoubtedly the next few days will remedy that small flaw in your otherwise impeccable hospitality.

*THIS IS A PHOTOGRAPH
(TAKEN AT GREAT RISK,)
BY AN INTREPID
ONE WINGER OF A TYPICAL
430 S/A SQUADRON
PILOT
AND AIRCRAFT
DURING A LOW
LEVEL DAY
FLIGHT OVER
GERMANY*



on the continent

MUNICH



MUNICH — Marienplatz with St. Mary's Column and Town Hall, in the background the towers of the Church of Our Lady (Frauenkirche)

Munich, the capital of Bavaria, is the third largest city in Germany, with a population of 1.2 million, and is situated 30 miles north of the Alps so that Upper Bavaria with its lakes, castles and famous churches as well as the mountains between Lake Constance and Berchtesgaden are easily reached during one-day excursions. However, not only the proximity of the Alps has made Munich an international tourist centre: the wealth of art treasures makes it one of the foremost cultural centres in Europe. We wish to mention the celebrated art collection of the Alte Pinakothek and the German Museum of Natural and Technical Sciences, the largest of its kind in the world. The State Opera in the National Theatre is among the leading opera houses in Germany. Sacred and profound architecture in every style, splendid thoroughfares and parks make a walk through Munich a fascinating experience. Munich enjoys renown not only as a centre of art but also as a place full of enjoyment of life and «gemütlichkeit». The famed artists' quarter Schwabing and the popular Hofbräuhaus are among the places of amusement and the Munich Oktoberfest, like «Fasching» or Carnival, is known the world over as a popular festival. More than 15,000 beds in hotels of all categories are available to visitors. Munich, with over 3.4 million overnight stays is one of the favourite tourist destinations in Germany.

MODERN ARCHITECTURE IN GERMANY



BREMEN, the Market Square with Town Hall and St. Peter's Cathedral

Never before in the history of Germany have its architects had to solve such immense problems as since the end of the second World War. They not only had to rebuild the destroyed German cities as fast as possible but they also have had to develop a new style that could compete with the work of architects in other countries. To give you an example of the feverish building that has been going on, look at this statistic: from 1850 to 1900 there were about ninety theaters built in Germany (and that was considered to be bursting with construction), while since 1945 a hundred theaters have been rebuilt or markedly changed.

It can easily be understood that up to 1948, the time of the German currency reform, the most important

thing to do was rebuilding. Any place where there was enough money and means, one stone was placed on the other and nobody cared much about the esthetic aspect of the thing.

Only after 1948 did the transition start. Today, modern German architecture is as remarkable and as worth seeing as the nation's architecture from past centuries.

When it's recalled how urgent it was to create housing facilities it is not astounding that the idea of the skyscraper was so eagerly taken up. The first example of this new building style was Professor Hermke's skyscraper settlement in the Grindelberg section of Hamburg built at the start of the 1950s. Within this much discussed trend towards the «housing machine», the skyscrapers of Berlin's Hansa quarter were built.

Well known foreign and German architects contributed their ideas of super-modern architecture. They were: Jaenecke and Samuelson from Sweden; Aalto from Finland; Baldessari from Italy; van den Broek and Bakema from Holland; Gropius from the United States; Lopez, Beaudouin and Vago from France; Niemeyer from Brazil; and Hassenpflug, Mueller-Rehm, Siegmann and Schwippert from Germany.

Le Corbusier's contribution to Interbau 1957 is located in the vicinity of the Berlin Olympic Stadion (stadium). It is the skyscraper «Type Berlin», which for European conditions is of gigantic proportions: 23 meters wide, 135 meters long, 56 meters high, with 17 floors and 527 apartments for 1,500 people. The famed Swiss architect previously expressed the same ideas in his apartment houses in Marseilles and Nantes.

Stuttgart's skyscraper, built by Scharoun, may be considered a final example of this development at the time being. Scharoun, its creator, calls it «a liberation from the dictatorship of the rectangle». The house's dominating structural element is the polygon. The 53-meter, 18-floor building contains 108 apartments.

A sort of counterpoint to Scharoun's skyscraper is the 21-story house of the German architect Lehmbruck. He designed it solely along cubic lines. This building stands alongside Scharoun's.

In addition to such large apartment houses, German architects have also directed their attention to the individual home, which is traditionally favored by Germans. Two exhibits of international prefabricated houses held last year in Quickborn, near Hamburg, and in Braunschweig showed there was serious interest in new ideas and styles. The exhibit featured 75 different types of homes and the German public showed great interest in them.

In recent years skyscrapers and private homes have been placed together in the suburbs of large cities. The most striking examples are the community of Neue Vahr near Bremen and Frankfurt's Nordweststadt, which is not yet complete.

In addition to the need of making houses available there has also been the necessity of building offices for government and commercial use. It has been these structures, above all, that are providing the opportunity to display an architectural design typical of our modern times. One of the first examples of this highly purposeful

building style is the building of the Duesseldorf Provinzial-Feuerversicherung (an insurance company), designed by the three-man team of Schwippert, Riphahn and Blanck.

The most famous stylish successors of these buildings are the skyscrapers of the BASF (the chemical firm) in Ludwigshafen. It is 56 meters high and a new landmark on the industrial landscape of the Upper Rhine.

With this structure must be mentioned Duesseldorf's Mannesmann skyscraper and the Phoenix-Rheinrohr's «three slices» skyscraper. The last named building acquired its unusual name from the three levels that compose it.

German architects have also attempted to erect buildings that would be wide instead of tall. An example of this school of thought is Egon Eiermann's Neckermann department store in Frankfurt. It is 250 meters long and only six stories high. Its architectural refinement lies in the balance of the long construction and in the individual parts, such as the emergency stairway and the concrete housing for their air conditioning.

Architects have tried hard throughout to unite utility and esthetical elements. Professor Wunderlich «hung» a dark green wire and glass facade in front of the steel and concrete building of Kaufhof's administration offices in Cologne. Architects Schaeffer and Heyrotsberge dressed the Federal Statistics Office in Wiesbaden with turquoise glass mosaic; Von Schauroth achieved a special effect by affixing an aluminium strip to the side of Frankfurt's Zurich Hauss. The administration offices of the Allgemeine Ortskrankenkasse in the same city has an airy and light appearance from the use of bright tile.

Professor Seep Ruf's reconstruction of Munich's Maxburg, which is built of steel and glass, has acquired recognition beyond the borders of Germany. It also provoked storms of protest. All that was left of the old tower of the Maxburg, a local landmark, is a gateway in front of the new building.

But it's not only Germany's largest cities which feature examples of modern architecture. The best proof of this is Wolfsburg, the home of Volkswagen, Germany's most modern city as far as homes and industrial facilities are concerned, featuring a handsome new ten-storied town hall.

There are more examples of smaller communities which built structures that have gained national if not international fame. Wuppertal's indoor swimming pool, called a «swimming opera» because of the unique design of the seats for spectators, is one of them. Also worth mentioning are the hospital of the Westphalian industrial town of Marl, Wiesbaden's Rhein-Main Halle, Karlsruhe's Schwarzwaldhalle and the Jahrhunderthalle (a 25-meter tall, bowl-like concrete building by F.W. Kraemer, which provides 78,000 square meters of indoor room) in Hoechst, outside Frankfurt.

Berlin is undoubtedly the leading city for meeting halls. Congress Hall in the city's Tiergarten section is a must on the visitor's sightseeing list. It was designed by the American architect Hugh Stubbins and built at a total cost of 20 million marks contributed by Germans and Americans.

Smaller cities also have erected buildings dedicated to cultural purposes. The new theaters in Wuppertal, Bochum and Muenster as well as the «Wolfsburg Kulturhaus» are bold departures into new directions. Mannheim's rebuilt Nationaltheater is the first combination of two theaters in one building with combined stage machinery. It was designed by Professor Gerhard Weber, who also designed Hamburg's reconstructed State Opera.

Frankfurt's architectural firm of Apel followed a similar principle when building the city's new «Theater island». Three playhouses for opera, drama and comedy are united in a building with a vast glass front. Through this glass the passerby can see the hanging modern designs of brass drums — and many a passerby has hotly discussed what he saw.

Other recently built theaters are those in Gelsenkirchen, Berlin, Stuttgart and Munich. In the last mentioned city, the Bavarian State Opera has been rebuilt to resemble its former self of 1824.

Architects have experimented with free-hanging box seats (first introduced in London's Royal Festival Hall) in Wuppertal, Muenster, Mannheim and Hamburg. Wilhelm Riphahn's new opera house in Cologne developed this same idea.

There are other reasons for considering the Cologne opera house among the most interesting post-war German theaters. The conical stage with its two terrace-like attached storage places for scenery is such a revolution in theater architecture that tourists ask the way to the new opera houses as often as they do the way to the famous Cologne cathedral.

Questions about the opera and the city's Wallraf-Richartz museum would probably outnumber those asked about the cathedral. The museum, built by Schwarz and Bernhard, is a pioneering effort. Constructed from the inside out, it has a pointed gable and a tile facade. Critics often denounce it as a «factory». But once inside, it is easy to understand the reason this building was so built: it was made for what it contains and not for the sake of those looking at it.

In the field of cultural buildings, Berlin's concert hall in the Hochschule fuer Musik (the music conservatory) has been considered the most modern example of its kind. But so rapid is the development of architecture that this building has already been overtaken by two other structures. One of these is Stuttgart's Liederhalle, built by Abel and Gutbrod. Here functionalism is at its best, along with non-symmetrical conglomerations of contrasting construction elements.

Even more revolutionary and considered the final word in such construction is Berlin's Philharmonie by Hans Scharoun. For the first time a building used for cultural purpose became like the music that is played in it. Scharoun described it as «a room that has become a landscape». He talked about it in terms of valleys and vineyards that rose up gently from them and about listeners settling in the vineyards. The concert hall is a piece of nature created by the fantasy of a «magician», as a leading German music critic has called Scharoun.

The basic idea of his was to make the place of the symphonic music something in flux. So he moved the base of the amphitheater where musicians and the audience sit closer to the center. The auditorium for

2,200 people is arranged in asymmetrical blocks around one center like a funnel.

Last but not least, mention must be made of Nuremberg's Meistersingerhalle. Inaugurated shortly before the Berlin Philharmonie, it was built by the young architect Harald Loebmann. This building of huge dimensions blending in wonderful harmony boasts Germany's largest lobby.

Another architectural landmark, one completely different, is Stuttgart's TV tower. Two hundred and eleven meters tall, it is a single pillar with a four-story «basket»-like structure to house a restaurant and observation platform at the top. The whole thing has been greatly admired in the United States. In Dortmund, too, there is a similarly constructed TV tower. On that one, however, the «basket» revolves.

As for utility buildings, mention must be made of Germany's modern train stations, above all those in Munich, Kassel and Heidelberg. The country's biggest hotel is Frankfurt's Intercontinental, where 1,000 beds are housed in a building 70 meters high and 70 meters wide. It places a strong accent on the old Main river front.

This article would be incomplete if it didn't mention the most important church buildings erected in the Federal Republic and West Berlin since the war. The denominations haven't been ashamed to express religious faith in our times through avantgarde ecclesiastical architecture.

Shortly after the end of hostilities, Dominikus Boehm built a chapel out of rubble in Cologne called St. Kolumba. This outstanding Catholic architect later built St. Konrad's in Neuss and St. Engelbert's in Riehl, a Cologne suburb.

In Duesseldorf, architect Schneider-Esleben capped his St. Rochus church with a large cupola of steel and concrete. St. Canisius church in Berlin-Charlottenburg, built by Reinhard Hofbaur, is one of the boldest Catholic structures.

Equally advanced is the Lutheran Trinity church in Hamburg-Hamm, with its bell tower in the form of a parabola and nave in the form of an O. Gustav Gsaenger's Kreuzkirche in Kassel and Matthaeskirche in Munich are beautiful examples of modern Lutheran architecture.

Professor Bartning's Christuskirche in Bad Godesberg still shows the spirit of his much talked about «emergency» churches of the post-war era. Egon Eiermann has been highly praised for his church in Pforzheim which he built in 1954. Later he erected the new Berlin Kaiser Wilhelm Memorial Church next to the ruins of the old church. It is octagonal in form and has thousands of tiny blue, red and lilac panes of glass.

Eiermann added a campanile and left the remnants of the old church tower between the two buildings, an action that has been taken as a token rebuke to the war and its destruction.

Tourists traveling through the Federal Republic and West Berlin will discover that architects all over the nation took the opportunity that Germany's destroyed cities offered them. The steel and concrete of 20th century Germany is as much worth seeing as the half-timbered houses and Gothic arches of the Middle Ages.

Peter Gerisch



in and around marville

by Graham Davis

Continuing our series of articles on the local area, I feel that it may be of interest to note that on April 12th 1963 the city of Luxembourg was 1000 years old. Historical tradition has it that on Palm Sunday, April 12th in the year 963 AD a nobleman, descended from the Emperor Charlemagne, Count Sigefroi of Ardenne became the owner, by an exchange of property duly recorded on a deed, of the so-called «Boucq». This was a rock rising from a loop in the Alzette river. He built a castle on this rock, around which the city, country, and now the Duchy, later developed. Thus — a signature on a deed gave birth to a still expanding city, a still independent country, and a community of people who are conscious of their distinctiveness as an independent nation. Luxembourg may be justly proud in looking back upon the part it has played in history.

Fate has given the history of Luxembourg a rather sharp outline. There are three stages to its history. The first stage is the one from 963 to the middle 15 hundreds. During this period the city developed, in both area and population. However due to its relative isolation it wasn't as prosperous as might be imagined. In 1244 the Countess Ermesinde, a most important lady in the region in that day and age, granted the Burghers (rich landowners) their charter of freedom.

As far as dynastys go, the one founded by Sigefroi had endured for 173 years, a very long time for **anything** to endure in troubled times. This was followed by the dynasty of Luxembourg-Namur, which was in

turn succeeded in 1247 by the house of Luxembourg-Limbourg. In 1443 the city became the seat of the provincial government of the house of Burgundy. Like all other cities of the time, Luxembourg was a fortified area, and due to one war after another wider walls became necessary in 1050 and again in 1400.

This prepared Luxembourg for its second period, the 17th, 18th, and 19th centuries. Luxembourg was then one of the strongest, if not THE strongest fortress in Europe. Spanish, French, Austrian, and Prussian engineers took turns adding the latest discoveries in fortress building to the rough rock. This period of military might ended almost 100 years ago when the great powers meeting in London decided that Luxembourg should become neutral territory and its great fortress should be dismantled. This was the same conference that provided Europe with its approximate present shape.

In the third period of its history the city has expanded beyond the old walls. Avenus, parks, and business districts have grown on and beyond the ancient bulwarks. Thanks to steady expansion and growing importance in the framework of Europe as a producer of steel, Luxembourg is enjoying considerable prestige abroad. In 1952 the European Steel and Coal Community set up their headquarters there.

Apart from its political and commercial importance, Luxembourg each year represents a major tourist attraction for thousands of tourists and just plain curiosity-seekers. As attractions; it has its ancient casemates,

cut deep into the bed rock of the city; its bridges; its old fortifications (some of which remain) and the view from its steep cliffs.

It would be useless for me to try to give you detailed directions for the city. Suffice it to say that if you make your way to the «Place des Armes» in the center of the city, the Luxembourg Tourist Information Center will be able to assist you (in any language you may choose) with booklets or directions. They have a sheet giving directions for a walk around the city. This walk about two hours and many points of historical interest that are beyond description here are mentioned. Another thing to bear in mind is the fact that most evenings «the gorge» is illuminated. The gorge is the old valley of the Alzette river (now almost dry as it flows around the city). This is a most impressive sight. From the observatory perched high on the old walls one can walk down to a lower level where benches have been provided, or you may content yourself with the view from the top. All in all, it should make a very nice tour. If you are going for the first time, make sure that you take enough film. Some people have been known to go through three or four rolls.

TAC EVAL

This Tactical Evaluation means a lot of things to a lot of people. There have been many alerts, several practises, and a lot confusion exists in many minds regarding the value of passing the Tac Eval, or even the value of having it in the first place. The way it shapes up to me is that

Tac Eval is nothing more or less than an examination of our efficiency both on the ground and in the air.

PURPOSE

The only reason for the existence of RCAF Marville is the support of NATO. NATO has, basically, as its aim — protection through unity. Our duly elected government has chosen to throw its lot in with the «unity.» Presto — here we are and let's make the best of it. This you may feel is of a rather high level and doesn't really concern you or me. Right! It is one of the redeeming factors of the military structure in which we live that things such as duties and responsibilities are neatly labeled and handed to us as individuals. For the most part we have our job to do with nothing to worry about as far as our neighbour is concerned. Our res-

ponsibility as individuals is to perform our assigned tasks with the utmost efficiency. Whether this task is flying airplanes or re-fueling them, driving a truck, filling a stock bin, guarding a gate, or planning strategy — it makes no difference. We all have our tasks and it is our obligation to fulfill them.

BEFORE TAC EVAL

I have mentioned the military structure. Bases, or military stations, fall within the structure in much the same way as an individual — each one must perform efficiently and independently. If the base doesn't perform efficiently it isn't fulfilling its purpose. Before Tac Eval it wasn't known whether or not we as a Wing could render meaningful support for the overall aims of NATO. Therefore, as you would do with a child who

hasn't proved himself, we were not assigned tasks of great importance. To put it figuratively, the base was like one engine on a four engine aircraft that hasn't been started by the pilot. The base was there but it just wasn't doing that much in support of the total effort being put out by the other engines. In essence we were not fulfilling our role, for we hadn't been proved.

AFTER TAC EVAL

We have now proved our efficiency. We may be assigned roles of importance, of military significance. To bring it to the individual level once again, we are finally «earning the bacon» we take home every fifteen days. Tac eval is not merely a «Game».



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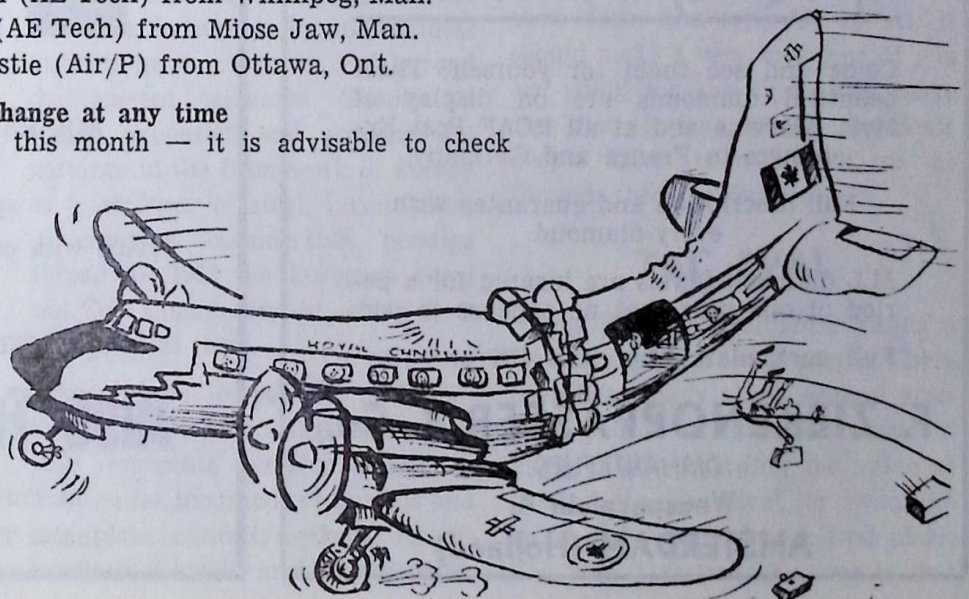
at Travel Bureau, Rec Centre
Mon & Thur 1000 to 1200 local 76

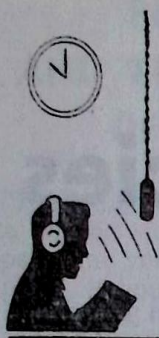
- July 5 — Lac W.L. Carbonell (Suptech) from Greenwood, N.S.
 W/C and Mrs C.S. Olsen (Air/P) from Trenton, Ont.
 Lac and Mrs R. Waites (AF Tech) from Cold Lake, Alta
- July 12 — Lac and Mrs C.A. Boutillier (A.F. Tech) from Bagotville, Que
 Cpl and Mrs J.W. Cuylar (Supt Tech) from Namao, Alta
 Cpl and Mrs J.H. Desrochers (Com Tech) from Uplands, Ont.
 Sgt and Mrs H.L. Flager (Clk Int) from Chatham, N.B.
 Lac and Mrs D.L. Smith (MSE Tech) from St. Jean, Que
 Cpl T.A. May (ROR Tech) from Greenwood, N.S.
 Cpl and Mrs J.R. Sterling from Hamilton, Ont.
- July 19 — Cpl and Mrs E.P. Miller (AF Tech) from Gimli, Man.
 Lac and Mrs J.J. Beausoleil (Clk Admin) from North Bay, Ont.
 Lac and Mrs J.L.G. Tessier (MSE Op) from North Bay, Ont.
 Sgt and Mrs G. Lewis (Clk Int.) from Cold Lake, Alta
- July 26 — Lac and Mrs A.J. Saltel (MSE Op) from Portage, Man.
 F/L and Mrs P.B. MacDonnell (MSE Tech) from North Bay, Ont.
 FS and Mrs C.A. Jarmyn (W Supt) from Trenton, Ont.
 Cpl and Mrs R.J. Salsman (Com Tech) from Trenton, Ont.
 F/O and Mrs A.J. Munroe (Tech AE) from Trenton, Ont.
- July 29 — Lac D.V. Webber (RDR Tech) from Summerside, PEI
- Aug. 2 — FS and Mrs B.A. Rhindress (AM Supt) from Greenwood, N.S.
 FS and Mrs C.A. Boutillier (AF Tech) from Bagotville, Que.
 FS J.W. Guylar (Supt Tech) from Namao, Alta
 Cpl and Mrs C.E. Fahie (AF Tech) from Greenwood, N.S.
 Lac and Mrs W.A. Garbish (AF Tech) from Trenton, Ont.
 Lac and Mrs W.F. Aikenhead (AF Tech) from Trenton, Ont.
 FS and Mrs L.E. Camerin (MI Tech) from St. Jean, Que.
 LaLc and Mrs D.R. Irwin (MT Tech) from Trenton, Ont.
- Aug. 5 — F/L and Mrs R.L. Spickett (Tech/AE) from Uplands, Ont.
 Cpl and Mrs B.M.T. Martin (Photo) from Winnipeg, Man.
 FS and Mrs B.E. Goodman (AM Supt) from Bagotville, Que.
 Sgt and Mrs W.M. Beck (MSE Tech) from Gimli, Man.
 Lac and Mrs E.L. Green (AE Tech) from Winnipeg, Man.
 Lac and Mrs B.J. Kolins (AE Tech) from Winnipeg, Man.
 LaLc and Mrs A.E. Allen (AE Tech) from Winnipeg, Man.
 Cpl and Mrs H.R. Fish (AE Tech) from Miose Jaw, Man.
 W/C and Mrs R.G. Christie (Air/P) from Ottawa, Ont.

Arriving
 at
 one
 Wing

The above transfers are subject to change at any time

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





daily programme schedule

1700 SATURDAY MATINEE
 1800 GREAT MOMENTS IN SWING
 1830 AIR DIVISION SQUARE DANCE SHOW

1900 CBC NEWS
 1915 CHRISTINE
 (HITS FROM FRENCH CANADA)
 1930 DON MESSER JUBILEE
 2000 JAZZ CANADIAN
 2100 SATURDAY SIXTY
 2200 DANCE DATE IN CANADA
 2300 CBC NEWS, SPORTS, AND RCAF WEATHER
 2315 SWINGIN' SAFARI

MONDAY

0700 MAPLE LEAF BREAKFAST CLUB
 0730 CBC NEWS
 0745 MAPLE LEAF BREAKFAST CLUB
 0830 MAX FERGUSON SHOW
 0900 Dr. PAUL
 0915 JOHN DRAINE TELLS A STORY
 0930 CANADIAN WOMEN'S COMMENTATORS
 0940 CONSUMERS REPORT
 0945 PLAYROOM
 1000 TOMMY HUNTER SHOW
 1015 NEIGHBORLY NEWS
 1030 CROSS CANADA PLAYHOUSE
 1100 MELODY ON THE MOVE
 1200 DINNER DATE WITH JOE HAYWARD
 1300 MUSICAL INTERLUDE
 1315 CBC NEWS AND SPORTS
 1330 AFTERNOON CONCERT
 1400 ONTARIO SCHOOL BROADCAST
 1430 AIR DIVISION KIDS' SHOW
 1445 MUSIC OF THE HEATHER
 1500 TRANS — CANADA MATINEE
 1600 ONE WING TEEN SHOW
 1700 GORDIE TAPP SHOW
 1730 NASHVILLE TEN
 1800 CBC NEWS FOLLOWED BY ASSIGNMENT
 1815 WHAT'S HAPPENING
 1830 ROD AND CHARLES
 1845 WHO WILL COME WITH ME,
 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
 1915 SWAP SHOP
 2000 HOCKEY TALK
 2030 SPOTLIGHT ON A STAR
 2100 R. P. M.
 2130 GUILTY PARTY
 2200 ADVENTURES IN RHYTHM
 2230 CBC NEWS, FEATURES AND SPORTS
 2300 MIDNIGHT MOODS
 0001 CBC NEWS
 0010 SIGN OFF

TUESDAY

1000 RAMBLIN' MAN
 1445 TWO FOR THE SHOW
 1730 FRONT ROW CENTRE

1930 PETER GOODRIGHT SHOW
 2000 ANYTHING GOES
 2100 CHRISTIAN FRONTIERS
 2130 MUSIC ROOM
 2300 THE QUIET HOUR

WEDNESDAY

1000 TOMMY HUNTER SHOW
 1445 MUSIC OF THE HEATHER
 1730 CFN HIT PARADE
 1930 THE GOON SHOW
 2000 MAINLINE
 2100 MID WEEK THEATRE
 2200 THE SOUND OF THE SIXTIES
 2300 COUNTRY AND WESTERN ROUNDUP

THURSDAY

1000 THAT McKINNON GIRL
 1445 TWO FOR THE SHOW
 1730 BANDSTAND
 2000 TONY THOMAS SHOW
 2100 THE BEST IDEAS YOU'LL HEAR TONIGHT
 2130 THE PLAYHOUSE
 2200 MUSIC FOR SWEETHEARTS
 2300 DRIFTING AND DREAMING

FRIDAY

1000 TOMMY HUNTER SHOW
 1015 LA CUISINE CANADIENNE
 1445 MUSIC ON THE HEATHER
 1730 POPS OF THE PAST
 1930 WACKO
 2000 ED SULLIVAN SHOW
 2100 WESTERN WAGON
 2130 UNDER TWO FLAGS
 2200 DIXIELAND DOWNBEAT
 2300 THE NIGHT OWL SHOW
 (until 0300 Sat.)

SATURDAY

0900 MUSIC FROM MARVILLE
 0930 SATURDAY STAR
 1000 SMALL FRY FROLICS
 1100 THE ACTION SET
 1200 TOPS IN POPS
 1300 MUSICAL INTERLUDE
 1310 CBC NEWS AND SPORTS
 1330 NHL HOCKEY (TAPE - RECORDED)
 1600 SATURDAY BEAT

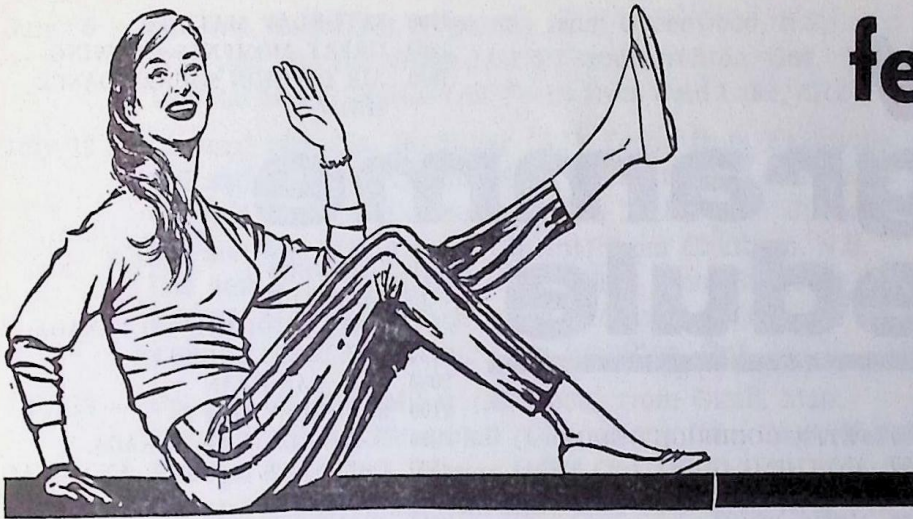
SUNDAY

100 CHURCH OF THE AIR
 1030 THIRTY MINUTES WITH...
 1100 EASY TO REMEMBER
 1130 MORMON TABERNACLE CHOIR
 1200 SUNDAY INTERLUDE
 1300 MAPLE LEAF HOUR
 (NHL HOCKEY)
 1400 ADVENTURES
 1430 CBC NEWS AND SPORTS
 1445 HOUR OF ST. FRANCIS
 1500 MUSIC FOR A SUNDAY AFTERNOON
 1600 PARTNERS IN DEFENCE (NORAD)
 1630 CANADIAN HIT PARADE
 1700 FOLK SOUNDS '66; CANADIANS ON RECORD; CHARTER FLIGHT (ALTERNATELY)
 1800 AS TIME GOES BY
 1900 CBC NEWS AND SPORTS
 1915 FRENCH FOR LOVE
 1930 SPORTS ROUNDUP
 2000 SUNDAY SHOWCASE
 2100 PROJECT '66
 2200 FRONT PAGE CHALLENGE
 2230 CBC NEWS
 2300 MUSIC TILL MIDNIGHT
 2400 SIGN OFF



N.B. — Tuesday to Friday as per Monday's Schedule except for changes mentioned.

SUBJECT TO ALTERATIONS TO BE ANNOUNCED



feminine fancies

QUICK TRICKS WITH ICE CREAM

During the summer months ice cream comes into its own as a dessert. However, many of us serve it just as it comes from the package and so are inclined to keep it for family meals. A few extra minutes can convert this somewhat plebian dessert into a delightful concoction fit for even your most special guests.

For a make-ahead dessert, why not fill cream puffs with ice cream — either plain or using one of the variations given below; or use ice cream to fill a jelly roll. In either case the dessert can be made well in advance of serving time and then kept in the freezer until needed. With only Vanilla ice cream being available many times at the Station store or Snack Bar, the following will help to brighten your desserts.

VANILLA ICE CREAM VARIATIONS

Cherry Vanilla Ice Cream: Fold 1 cup (1-15 oz. can) quartered pitted Bing cherries, well drained into 1 pint softened vanilla ice cream. Freeze.

★ ★

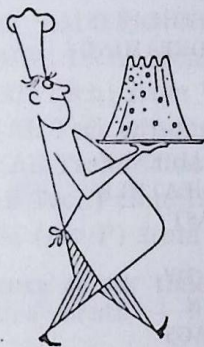
Tutti Frutti Ice Cream: Fold $\frac{1}{4}$ cup each chopped red and green maraschino cherries, and $\frac{1}{4}$ cup drained canned crushed pineapple into 1 pint softened vanilla ice cream. Refreeze.

★ ★

Lemon Ice Cream: Add 2 tsp. grated lemon rind, $1\frac{1}{2}$ tsp. lemon juice and a few drops of yellow food coloring to 1 pint of softened vanilla ice cream. Refreeze about 2 hours. Delicious served with topping of blueberries or served with melon.

★ ★

Banana Ice Cream: Add 1 cup mashed ripe banana and 2 tsp.



Recipe of the hour

lemon juice to 1 pint softened vanilla ice cream. Refreeze.

★ ★

Peppermint Stick: Add $\frac{1}{2}$ cup finely crushed peppermint stick candy and a few drops of red food coloring to 1 pint softened vanilla ice cream. Refreeze. Delicious topped with chocolate sauce.

★ ★

Peach: Thaw 1 pkg. frozen sliced

peaches just enough to separate, drain and chop very fine. Add to 1 pint softened vanilla ice cream together with a few drops each of red and yellow food coloring.

★ ★

Grape Ripple Ice Cream: Spread 1 qt. softened vanilla ice cream into chilled refrigerator tray. Quickly pour $\frac{1}{4}$ cup frozen grape juice concentrate over the top in a thin stream. With a spoon, fold carefully into the ice cream to give a marbled effect and freeze until firm.

VARIATIONS FOR FLAVORED ICE CREAM

To 1 pint slightly softened ice cream, fold in, or swirl through, one of the following:

For chocolate: $\frac{1}{2}$ cup miniature marshmallows.

For Vanilla or Butter Pecan: $\frac{1}{2}$ cup finely chopped dried apricots.

For Chocolate or Vanilla: $\frac{1}{2}$ cup finely chopped semi-sweet or milk chocolate pieces.

For Vanilla, Orange or Walnut: $\frac{1}{2}$ cup finely chopped pitted dates.

Vanilla or Chocolate: $\frac{1}{2}$ cup finely chopped, drained maraschino cherries.

For Strawberry Ice Cream or Pineapple Sherbet: $\frac{1}{2}$ cup flaked coconut.

For Vanilla: 1 cup coarsely broken gingersnaps or chocolate wafers; or $\frac{1}{4}$ cup cut-up preserved ginger in syrup.

PEARLS AND THE MONTH OF JUNE

(Tho' this article is a few days late for the Month of June — it is hoped that you will enjoy it. Perhaps so, if you purchased a stand of «Cultured Pearls» during the Xmas season, from our Station Store, or even some from the latest shipment.)

The pearl, birthstone of the month of June, has had a long history as an ornament for women. It is the one stone that is always considered good taste, for day or evening wear. Only in comparatively modern times has man come to the aid of the oyster to stimulate its production.

But a pearl is not always a pearl. In addition to the natural gem, or its cultured cousin, there is the imitation pearl. It is considerably cheaper than the genuine article.

Pearls are mentioned as ornaments long before the birth of Christ. In Oriental legend, the pearl is a symbol of good health, energy and beauty. In India priests carried a pearl in the palm of one hand, as a charm for their safety. Later the pearl was associated with the goddess Diana, a hunter but also the protector of young girls.

Cleopatra is said to have dissolved a pearl earring in vinegar and drunk the mixture while with Mark Antony. This is linked with the tradition that pearls are equated with love. But the story is apocryphal — pearls do not dissolve that readily.

The oyster produces both natural and cultured pearls. The cultured also get an assist from man. Pearls originate as an irritant, such as a grain of sand, that accidentally gets into the oyster along with the seaweed the oyster eats. The oyster cannot eject the irritant so it covers it with a smooth coating which hardens and grows. This is the pearl.

OYSTER FARMS: Because the color, shape and size of pearls varies greatly, a perfectly — matched necklace of natural pearls is extremely expensive.

It wasn't until the 18th Century that science discovered how the pearl is made. It was much later before the process of aiding the oyster in forming pearls became a big business.

The best oyster beds are on the coasts of the southern islands of Japan where a warm stream from the south seas sweeps in. So oyster «farms» were started there.

Mother oysters spawn in June. In a week or so the larvae turn into shellfish. These young oysters are then collected and kept in nets or cages, under the sea, for three years. At that time they are injected with an irritant. But the pearls will not be ready for another seven or eight years. During this time the «mother» oysters must be carefully watched, to see they get enough food and are safe from the destructive forces of the sea.

Both natural and cultured pearls come in many shades, from yellow to black. It's a misconception that pink are the best. You should choose the color that suits your skin tone and shade of hair.

Simulated pearls have two ad-

vantages. Their lower price makes them available to those with small incomes, their size can be regulated so that it is easy for the manufacturer to produce thousands in matching sizes and colors.

One quick way of telling real from simulated pearls is the feel. Real pearls haven't the absolutely smooth surface of the imitation. There's almost a granulated feeling.

This year there is great interest in pearls combined with gem stones. Jewellers are using imitation pearls and pseudo gold for pins, elongated and modernly shaped, to wear at the neckline of late-day dresses. There are also flower pins that look like pearls, embellished with rhinestones. And for summer strapless gowns, the suggestion is a necklace of two rows of mock pearls with a side clasp of various imitation gems.



SNEAKERS — by Jeanne and Mary



Salads help your complexion as well as your figure.



Shape nails correctly. File from sides to center.



Toenail polishers, paint over the edge for extra nylon safety.



A brisk rub with a terry towel will rev up circulation.

HEMLINES TO STAY « UNCHANGED » IN CANADA

Hemlines will drop, predict fashion authorities in Paris and New York.

But the style in Canada won't change, claim the local fashion experts.

An employee of a major dress shop in one city says, « No one in this city envisions a return of the 'Dior New Line of the '50s. It would have to be a startling new look to catch on, and it would have to have a good proportion of silhouette that most mid-calf hems do not. »

A fashion consultant with another larger department store agrees. « I don't think that the knee-length hemline will go out of style as has been prophesied. For one thing the teens won't let it go, and for another the knee-length hemline hits the natural 'breaking point' in the body and it looks good.

« The mini-skirts that have caught on in England are just starting to catch on in Canada, » says another. They will continue to build with that certain section, even if fashion decrees that the hemlines go down.

« However, with the mini-look, there is a problem. The people who wear them are generally school girls. Have you ever seen a school principal that would allow his students to wear a style as drastic as the mini-skirt, even if they are in fashion? » says another.

The men in one Western City have some very strong ideas on the subject. The majority polled favored the hemline at its present length, just hitting mid-knee over the mid-calf length of the middle 1950's.

The feel a woman would be « covering up what she wanted to show » if the style went to the shin bone.

« Men won't go for it », was one man's opinion.

A few didn't agree. Two of the fifteen men questioned said anything that hides the « unsightly » view of a woman's leg and knee

cap was all for the better.

One man even went so far as to say, « most women would be infinitely improved, covered up in a gigantic paper bag. »

The short-short skirt won out over the long with the men but several of them had a reservation. « It depends on the LEGS ».

This reservation was shared by many of the style-conscious women polled.

« If a woman has ugly legs, it is possible that she will feel very chic if she is wearing a longer skirt, a way that she wouldn't feel if her skirts were shorter, » one summed up.

DID YOU KNOW ???

Are you planning to purchase a barbecue? Is it just to take home to Canada? Are you going to make good use of it while your here? Perhaps the following « news from Home » will set your thoughts aw-hirling.

« Made in Canada, it is the only cordless barbecue on the market and this means you can cook anywhere. You don't need an extension or an electrical outlet for power to turn your spit. You can set it up in the middle of a hay field if you take the notion. All you have to have with you is a 30¢ flashlight battery which will give you 12 cooking hours.

Enamel is baked on 22 gauge steel to give a sturdy unit which

will take an eight-pound roast, a six-pound chicken or three big steaks and there's plenty of room below the spit to bake potatoes or corn-on-the-cob.

There are two positions for the spit, which turns either clockwise or anti-clockwise to make it ideal for basting. The grill which goes over the briquettes lifts right out so the charcoal may be placed with no trouble at all and when the barbecue is closed up the legs become carrying handles.

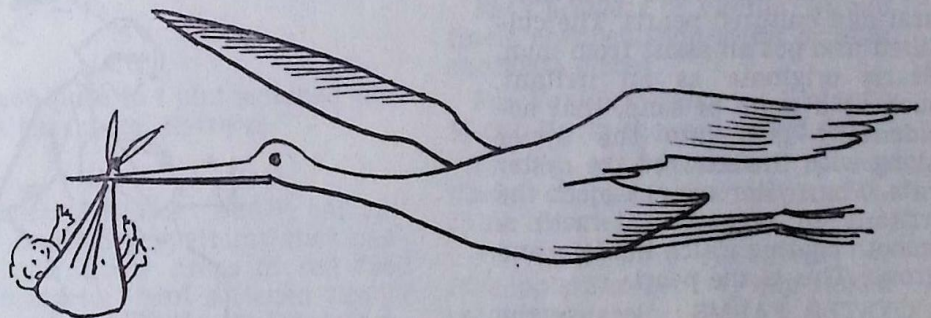
It is finished in a most attractive orange and black and it weighs an ounce over 11 pounds; over-all « carrying » size is 16 by 11 by 4 inches, about the size of an over night case. Price is \$16.95 — that's Canadian Dollars too, and this covers a one-year guarantee.

The personable distributor of this product passes along a couple of tips for more successful barbecuing: line the barbecue with aluminium foil before putting in the briquettes, then put another sheet of foil over the grill rack, poking a few holes in the foil first.

While this definitely makes the barbecue easier to clean, it also speeds up the cooking time as the aluminium foil acts as a reflector of heat.

And the design of this unit is such that it will fit into a fireplace if you take the notion on a cold winter afternoon to cook the Sunday joint right in the living room ».

New Arrivals:



- June 11 — Cpl and Mrs W.H. Urquhart, a daughter Tracey Anne
- June 13 — F/L and Mrs D.C. McLeisch, a daughter Elizabeth Jean
- June 14 — Cpl and Mrs W.C. Gevekich, a daughter Debby Carol
- June 15 — F/L and Mrs A.E. Jonsson, a son David Nils

Protestant Chapel Activities

DIVINE WORSHIP

Base Chapel — 1100 hrs Sunday (Nursery in the Ground Training Building).

PMQ Rec Hall — 1930 hrs Sunday.

CHOIR PRACTICE

1900 hrs Thursday in the Base Chapel.

SUNDAY SCHOOL AND JUNIOR CHURCH

JUNIOR CHURCH

PMQ Rec Hall — 0945 hrs Sunday for boys and girls, 10 years and older.

SUNDAY SCHOOL

PMQs — 1050 hrs Sunday in PMQ Rec Hall for children aged 5 to 9 (incl).

Base — 0945 hrs Sunday in the Chapel (P) for children aged 6 and older; in the Base School for those younger.

St. Mard-Virton — 1100 hrs Sunday in the Protestant Church, 1 Rue Temple, St. Mard for children aged 3 years and older.

YOUNG PEOPLES

2030 hrs Sunday in the PMQ Rec Centre

LADIES GUILD

PMQs — 2000 hrs — The first Monday of each month in the PMQ School.

Base — The last Tuesday of each month in the Base School, 2000 hrs.

St. Mard-Virton — 2000 hrs the first Wednesday of each month in the Protestant Church, 1 Rue Temple.

HOLY COMMUNION — As announced.

HOLY BAPTISM — By appointment.

Eight young people were Confirmed according to the custom of the United Church of Canada during the service in the Station Chapel (P) on Sunday, 22 May 1966.

This was the second Confirmation in the Chapel (P) since this Easter, the previous one being an Anglican Confirmation where the Rt. Rev. Ivan Norris, Anglican Bishop, Ordinary to the Forces, Padre Lord, Padre Parkhouse and Padre MacLean took part.

Both Confirmations were significant for the individual candidates and their own denominations. But both also expressed a wider and deeper significance which went beyond denominational boundaries through the interest and participation of Christians of different denominations in the chapel congregation and the share which Padre Parkhouse of the United Church of Canada had in the Anglican Confirmation and with Padre MacLean of the Anglican Church had in the United Church Confirmation. As a result both were very much Church family affairs and this was evident in the receptions following each service, so well and kindly provided by the ladies of the Trailer Park Guild. It is hoped that many young people thus find they are being Confirmed into both a wide and warm Christian family fellowship.



UNITED CHURCH CONFIRMATION CLASS

Left to right: Padre D.A. MacLean, Peter James Wilson, Carol Greenaway (Air Div.), Barbara Hannan, Shelley Dixon, Patricia Hannan, Terrie Shindell, Penny Johnson, Padre S.M. Parkhouse

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)

2nd Tuesday of each month in PMQ school at 8 P.M.

ST. JOSEPH'S LADIES GUILD

3rd. Monday of each month 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 operations. Meetings held in homes of members every 2nd week.

St. Theresa's Auxiliary, Belgium

(Ethe, Virton, St. Mard, Chenois, Dampicourt, Lamorteau, and surrounding area)

Meetings — 8:00 p.m. 2nd Wednesday each month in the New Library Building (Virton Parish Hall) in the square at Virton.

Scouting



Mr FRED J. FINLAY, Chief Executive, Boy Scouts of Canada ; photographed on his departure for Canada, following a visit to the Wings and the Brigade. On hand for Mr Finlay's departure were the 1st Marville «Hirnell» Crew and their Leader, WO2 Robinson.

Left to right : Larry Avant, Austin Wheaton, Doug Trenholm, Mr Finlay, Mr Robinson, Brian McLeod, Cliff Sinclair, Eric Sanderson. The visit took place last February.

Photo :RCAF

R. Reeves
District Scoutmaster
1st Maple Leaf

If all the planning went OK, your boy should be in Camp, if he is a Cub.

Cub and Scout camping fill a definite purpose. Over and above getting the boy outdoors and into a Camp routine in the fresh air, the summer camp provides a needed change for him. It takes him into the wilderness, away from the hustle and bustle of traffic, radios, etc. Truly, it is THE thing, for which the boy joins the Scout Movement.

Cub Camps are quite different from Scout Camps, in the sense that the Leaders do most of ever-

ying for the Cub. The boy occasionally gets homesick and the Cub Leader has to be Father and Mother, all rolled in one. At Scout Camp, such things are unlikely to happen and the boy is left to fare for himself, in the way of meals and free time. There are, however organized games, etc. Most of these are «rough and tough», as most 13 year olds like them that way.

PMQ and Maple Leaf Trailer Park have plans to hold the Cub Camp in Vianden, Luxembourg ; Virton would like to hold theirs at Patange, Luxembourg. Both follow the same dates : the second week of July.

The PMQ-MLTP Camp is under the direction of Scouter 'Stoney' Jackson, a Leader with a great background in Cubbing ; the Virton Camp is under the leadership

of Scouter Gord Cruickshank, the Cubmaster of the Hiawatha Pack, in Virton.

This all brings us to the heart of the matter and the purpose of this article : *Scout Camp*.

Call Scout Camp any name you want, but this year, we are calling it CAMP POLARIS. Camp Polaris takes place at Abbaye d'Orval, Aug 20-27, conditions permitting. We could have had it sooner, and it is traditional to hold it in June, but we could not have had the campsite of our choice, and they are booked solid, these days. THE FEE is \$10.00 for 8 days, or approximately \$1.25 per boy, per day. This is a District Camp, so the boys from all the Groups in the District are welcomed.

Why Camp POLARIS ? We chose a name that suggests the outdoors and fires up the imagination, but there is also a scheme that goes behind it.

The whole point system during the Camp hinges on coloured stars. One hundred points deserves the one and only Gold Star. Other colours are yellow, red, blue, green and silver, for 10 to 50 points, which are given for various activities.

These stars are displayed in the Patrol area. At the end of the day, the trades are carried out (2 yellows for a red, etc). The Patrol with the most points gets the Camp Shield, with a gold star painted on it.

A Camp pamphlet has been prepared and distributed to those attending in a near future. Camp activities are in the planning stage and will consist of pioneering, the usual camp games, spare time activities, (so that the boys are not left idle,) and the odd Camp project. A visiting day has been planned for the convenience

of parents wishing to view the campsite.

Camp Polaris will be run by Scouter « Skip » Ennis, our present District Commissioner, and a man well versed in Scouting. He has run several adventure Camps in the past, and this one promises to be a lot of fun. Remember the dates : AUG 20-27.

OTHER THINGS

Every time you place your 20 cents in the Star Weekly box, at the Station Store, you are supporting Scouting on the Wing.

The District has about 600 copies of the magazine sent over from Canada, every week, for your benefit. Some of them are distributed to paper boys in PMQ, MLTP and Virton, who get them out to their various customers. This brings them a small profit. Go out to the Station Store lobby, where you are invited to buy a copy. The money thus obtained will buy the odd tent and defray other costs.

Cpl ALDWINKLE is the new Ways and Means Co-ordinator for the District, replacing Mr WRE-FORD, who did a splendid job. Every week, he gets all the copies at the Guard House, and must route them to their rightful owners, as well as keep a record of all the money collected. Quite a job, isn't it ? N opay, either.

Let a Star Weekly every week, be YOUR way of supporting Scouting at 1 Wing. (Kindly use US funds).

*Support
Scouting!*

MONTMEDY

*The day we went to Montmedy,
Everyone was nervous — even « me »,
Tickets were bought one by one,
Tickets were bought by everyone.*

*Then we arrived in Montmedy,
Everyone was happy — even « me ».
The bus took us to the castle,
My friend and I started to wrestle.*

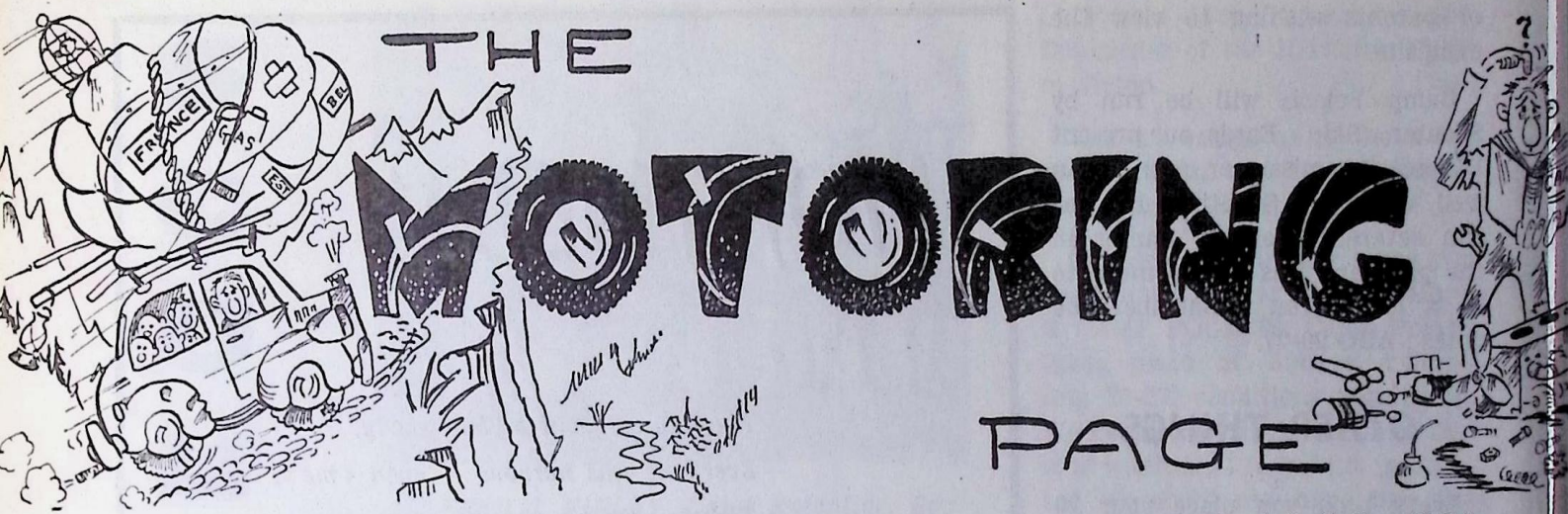
*Dark in the tunnel in Montmedy,
Some people were scared — but not « me ».
I trudged on through that dirty tunnel
Even if it was like a stuffy funnel.*

*Trapped in the tunnel in Montmedy
Were five people — but not « me ».
Everyine thought they were lost
They were ; — for an hour almost.*

*In the Ossuary in Marville,
That was on a very high hill,
We saw tombs and skulls and bones,
I saw a grave like a telephone.*

*In leaving Marville and Montmedy
Everyone was sad — even « me » ?*

Bob Nichol
Grade V, Jr .School



by A.C. Gullon (F/L)

AUTOMOBILE SAFETY - No 2

In designing the motorcar for occupant safety in a collision there are again two aspects to be considered. The first is cushioning the impact as much as possible. The second is designing the interior so that it will do as little damage as possible to the occupants as they bounce around inside. As an aside, **inside** is where you wish to keep them. Not out where they can come to an abrupt stop against a tree or sprawling in the path of other cars or being crushed by their own voiture.

Again, too much attention is paid to the one and not enough to the other. It is a relatively simple matter to design an aesthetic interior without sharp protruding objects to damage passengers and with soft (but not too soft) padded dashboard. It is a difficult engineering problem to design a car body which will collapse slowly and cushion and absorb much of the impact before it reaches the occupants. However, the latter can and should be done.

When properly designed the front (or the rear) of the car will bend and distort in a predicted manner and offer progressively more resistance to the impact. The occupants, therefore, are brought to a more gradual halt (for the scientific minded, the deceleration rate is drastically reduced) than if they were to stop immediately that the front of the car encountered the obstruction.

In conjunction with this the engine and steering mechanism must be designed so that they are not thrust into the passenger compartment by the force of the impact.

Such a car is still of no value however, if, when the car has come to a gradual (relatively, of course) stop, the occupants are still flying through the air on their way to debraining themselves on the windshield or the dashboard. The occupants must be slowed down **with** the car to avoid this murderous «second collision». I.E. first, the 60mph car with the obstruction, and secondly the occupants, still traveling at 60mph, with the interior of the car **that has already stopped**.

The only way to do this (stop the occupants **with** the car), is to tie them to it. This is where the seatbelt

comes in. The lap belt is not really enough, however. It is still possible for the person to «jack-knife» and smash his head on the dash. What is ideal is the complete shoulder harness and lapbelt. However, if you are going to give the driver this you have to make certain that the roof does not come in on his head while he is held in this upright position.

The answer to the problem can be found in competition. Specifically in the «stock car» races of the southern states of the U.S.A. The drivers of these «stock cars» survive, indeed, walk away from, crashes in excess of 150mph while the car is hauled away to the scrap. One of the reasons for this is that the cars are all traveling in the same direction. (our modern four-lane divided?) The biggest reason however, is that the drivers are tied tightly in place (lap belt and shoulder harness) and the car prevented from caving in on them by a «roll cage» of strong steel piping enclosing the drivers compartment.

(It is interesting to note that the organizers of these races are sufficiently aware of the inherent inadequacies of the standard suspensions to allow considerable «beefing up» of the suspension. Moreover, they **insist** that the car be outfitted with an adequate roll cage.)

In summation of the last two articles then the «safe» automobile first must be designed to provide the driver with maximum «evasive capability» and secondly to protect the occupants with a body designed as a roll cage complete with eminently crushable fore and aft sections.

After this has been done we still have to teach the «unbelievers» to do up their seat belts.

THE GRAND PRIX SCENE

A Grand Prix race is the most advanced form of motorsport and a delight to the senses of sight and hearing.

As the time for the start approaches and passes you can hear a growling in the distance, fading and growing stronger in turn as the cars snake along the course.

The the sudden, screaming, onslaught as the cars burst into your sight and sound, pour across in front of you and play follow-the-leader through the next corner. The gaps between the cars fluctuating only on the approach

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to the corner as the drivers brake at different times according to the constitution of their brakes... or their courage.

The next time around the cars start to sort themselves out and you begin to pick out different drivers and cars. The first time around all you could ascertain was that Clark was in the lead as usual.

(The preceding paragraphs were written before the writer made the sodden scene at Spa on June 12. After that disappointing race, following so closely the fiasco at Indy, I just couldn't continue. Perhaps the GP of France, 3 July Reims, will restore excitement to the Grand Prix scene).

..... the wiser man

Nearly bought the farm again. As I pulled out to pass a truck followed closely by a car, the car pulled out to pass the truck. Did a bit of driving on the verge, both of the road and of destruction. (Those trees were BIG, man!) but a firm grip on the wheel and thoughtful brake application got the Citroen back in line.

The lesson to be learned is that while you may safely whiz by a slower car with only your turn signal winking when there is no other traffic it is absolutely necessary to get the other guy's attention if it is even remotely possible that he may decide to use the left hand lane to get by a cyclist, pedestrian or slower traffic. A good way to do this is to blink your headlights a couple of times. This is effective even in the daylight as long as his rear view mirrors are aimed at his eyes. You can

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MARVILLE BRANCH: PAT RIGBY, MANAGER

always of course sound your horn. A short loud burst on the horn is less offensive to anyone within hearing than the rending crash of a car collecting a tree.



Recreation Section

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

GOLFING NEWS

On Friday June 10, a qualifying round was held for members wishing to make the 1 Wing Golf Team for the Air Division Tournament to be held at Stuttgart and Heidelberg on the 15 and 16 of June.

Those who qualified are listed below :

S/L Breffitt	Sgt Carkner
F/O MacKay	Cpl Tobin
Cpl Freemont	Lac Brown
Lac McCormack	Sgt Oke
Cpl Ems	Lac Christie
Cpl Hall	Lac Jones

On the 12 June a Golf Tournament was held at the Arrowhead Golf Course. There was a large turnout and good weather, and some very good scores were turned in. The results were as follows :

LADIES :

LOW GROSS	Mrs Breffitt	82
LOW NET	Mrs Young	64

MEN (1-14)

1ST DIV

GROSS	MacKay	68
NET	G. Shaw	59

2ND DIV

GROSS	D. Christie	76
NET	D. Hall	62

3RD DIV (24-26)

GROSS	S. Calder	85
NET	B. Enokson	62

4TH DIV (28-30)

GROSS	J. Fisher	88
NET	N. Holmes	59

4 WING TRIUMPH IN AIR DIVISION GOLF

The 4 Wing golf team were victors, after a titanic battle with 3 Wing, in the Air Div championships play at Stuttgart and Heidelberg last week.

Our own 1 Wing team finished 3rd and we ourselves had to fight hard to contain the Metz team.

Individual honours went to our own S/L Jack Breffitt (whom we heartily congratulate). Jack had to playoff sudden death with young Bill Hewall (Metz), and on the second extra hole our man was victorious.

Play was in extremely hot weather and an excellent time was had by all.

We congratulate 4 Wing on winning, and also for the brilliant or-

ganization they came up with. I don't think there was a hitch all down the line.

TEAM TOTALS :

	1st Day	2nd Day	Total
1) 4 Wing	667	666	1333
2) 3 Wing	662	675	1337
3) 1 Wing	692	700	1392
4) Metz	702	713	1415
5) 4ATAFE	738	730	1468

INDIVIDUAL TOTALS :

- 1) S/L Breffitt 1 Wing 157*—80-87
 - 2) Cpl Newall Metz 157*—78-79
 - 3) Mr Dawson 4 Wing 158 —78-80
 - 4) Sgt Carlow 3 Wing 163 —83-80
 - 5) H.R. Kashuba 3 W 163 —78-85
 - 6) F/O MacKay 1 W 164 —83-81
 - 7) F/L Beehler 4 W 164 —86-78
- * S/L Breffitt won Playoff

IN THE VIP TOURNEY : AVM BRADSHAW PROVED TOO GOOD FOR THE OTHERS. W/C SCHULTZ WAS RUNNER-UP AND OUR OWN G/C AVANT TIED 3rd WITH S/L ROBERTSON.

ANNUAL RCAF MARATHON SWIM 1966

1 WING RCAF MARVILLE

Tuesday, 14 Jun at 0001 hrs the biggest single recreation event got off to a flying start. The ANNUAL RCAF MARATHON SWIM organ-

ized and run by LAC DON MARTIN of the wing recreation staff was by far the most outstanding example of Group participation

both swimmer and spectator wise ever held on this unit in the past four years.

For six complete days and nights 308 swimmers converged on the wing pool at all hours of the day and night in an attempt to swim across Canada from GANDER to HOLBERG — a total of 4,000 miles.

With great enthusiasm the swimmers splashed, and thrashed their way slowly across Canada while the rec centre monitored dozens and dozens of phone calls from interested people checking on the swimmers progress.

Many examples of plain endurance and desire were displayed as LAC J. CADIEUX logged a *non-stop* swim of 1260 lengths or 21.2 miles which took him 17 hours and as *Sgt Don Valpy* who swam 3001 lengths in six days or 43.2 miles. At least 14 swimmers swam better than 1000 lengths each.

We at the rec centre wish to convey our thanks to all those who participated or aided in any way with the Marathon Swim. Without your co-operation this event would never have been the outstanding success it was.

Congratulations are extended to the SrNCO's Mess for winning the InterMess competition and for coming out in full force to back their mess. To the other messes also goes our thanks.

Thanks are also extended to the Airmens Mess for their help, and to CFN for aiding us with the publicity and broadcasting of the daily results.

These are the final results of the competition :

1 WING STANDINGS : 4,012 Miles

INTERMESS STANDINGS :

SrNCO's	3,840 Miles	Mess Factor 4
Airmen	2,136 Miles	Mess Factor 1
Cpls	1,312 Miles	Mess Factor 2
Officers	1,056 Miles	Mess Factor 4

1 WING NON-STOP SWIM : Lac J. Cadieux 1260 lengths=20 miles

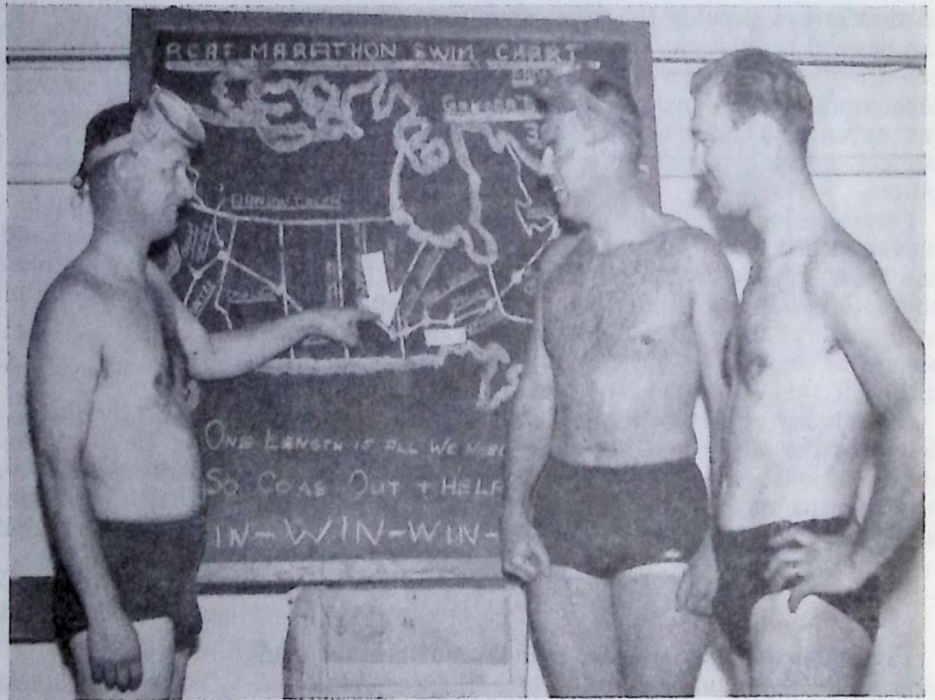
1 WING AGGREGATE : Sgt D. Valpy 3001 lengths

SrNCO's (Aggregate) Sgt D. Miller 1078 lengths
(Non-Stop) Sgt G. Thomas 326 lengths

AIRMEN (Aggregate) Lac Ian Metcalf 2210 lengths
(Non-Stop) Lac Gil Arpin 714 lengths

CPLS (Aggregate) Cpl G. Denham 2139 lengths
(Non-Stop) Cpl Barker 450 lengths

OFFICERS (Aggregate) O/C Hale 620 lengths
(Non-Stop) F/L Fraser 352 lengths



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CAREERS

Forest Technician

by Q.F. HESS,

Director, Ontario Forest Ranger School, Dorset,
Ontario

(Part 1)

If you are interested in working in the great outdoors in a job which involves lands and forests, fish and wildlife, parks, recreation and people, then you should consider a career as a forest technician.

The forests, fish and wildlife, soils and scenic values constitute the most valuable resources in Canada and, in most areas, provide the greatest sources of income to the general population. The tremendous potential of these resources and the current expansion and use of new techniques in their management and utilization is creating expanding demands for trained manpower to grow, protect, harvest, manufacture and regenerate these resources.

Forest technicians, and in some jurisdictions the conservation officer, are an essential part of the team with the foresters and biologists to plan and act to achieve the optimum crops of plants and trees, fish and wildlife, and scenery. The ratio of technicians to professionals should be about 4 to 1 according to European standards although this has not been achieved so far in Canada.

Since many opportunities are available in forestry, and fewer in the allied fields of endeavor, the graduate can expect to qualify for several kinds of employment. This employment may be in government, municipal, provincial and federal, or in private industry.

Forestry Employment

In logging he may prepare and lay out cutting plans and locate the boundaries of logging chances, mark timber, survey and construct roads, scale timber, act as assistant camp foreman, etc.

In forest protection he may prevent forest fires, plan and execute pre-suppression plans and plan and execute forest fire suppression according to the responsibilities

he is given, or he may survey insect and disease damage and act to prevent or control such damage.

In timber management he may be employed in a tree nursery, or work on regeneration surveys, planting and seeding, various operations associated with tending of immature crops including pruning and thinning, he may cruise timber stands for inventory, regeneration and logging development, assist in photogrammetry, etc.

In research he may be assisting in the study of soils, trees, plants, climate, forest fires, insects and disease, wood products and manufacturing.

Fish and Wildlife

The available opportunities for technicians in the fish and wildlife and conservation authority fields are not as numerous. However, job opportunities are increasing and include government employment as conservation officers engaged in law enforcement and management; as fisheries technicians, or in research and administration — including responsibilities in assisting in the supervision of management programs and working on lake surveys, fish planting, fish hatchery work, etc; as wildlife technicians or in research and administration — including responsibilities in game census, habitat manipulation, predator control, hunter control and safety, etc.

Park Operation

The available opportunities for forest technicians in the planning and operation of parks are increasing and include government employment in administration, supervision, tending maintenance and construction.

Land Management

The available opportunities for forest technicians in the field of land management and administration is increasing slowly. In this field technicians are concerned usually with administration, and field activities such as laying out sub-divisions, selling, renting, leasing and inspection.

Other Opportunities

Forest technicians are among those employed in teaching, construction, surveying, public relations, selling, consulting to private interests or companies such as utility and gas distribution companies, etc.

Part two dealing with training requirements and available training will appear next issue.

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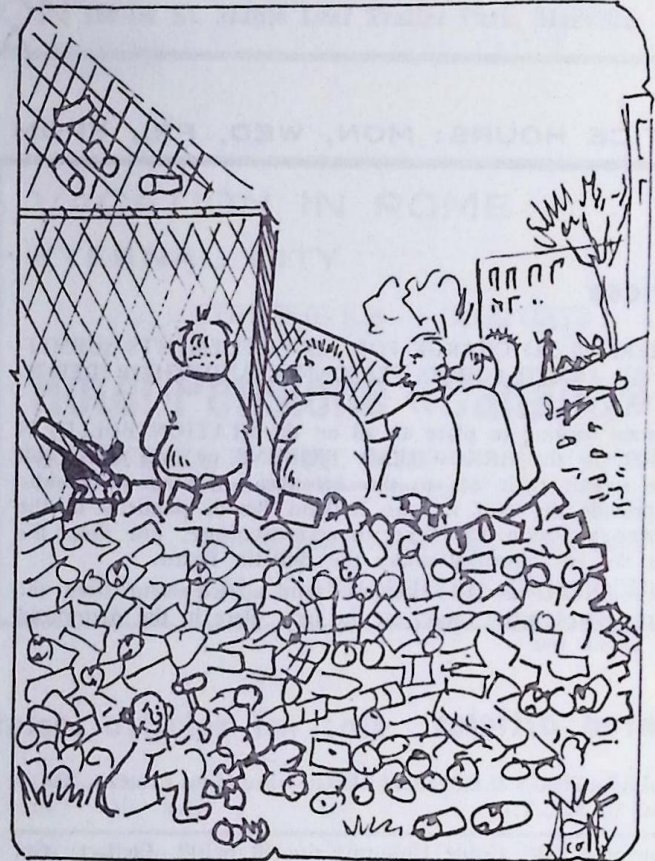
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on the lighter side

"BALL SEASONS HERE"



After an exciting whirl on the dance floor, the Don Juan of the small college town asked the pretty girl on his arm, «Do you tell your mother everything you do?»

«Of course not,» she replied sweetly. «Mother doesn't worry. It's my husband who is inquisitive.»

★

«City hall,» said the switchboard operator, answering a call. There was no sound on the other end of the line. «City hall,» the operator repeated. Still no reply.

Finally, after the third time, a rather nervous female voice said, «Is this really city hall?»

«That's right, madam,» said the operator. «With whom do you wish to speak?»

There was an embarrassed silence. Then the female voice said softly, «I guess nobody. I just found this number in my husband's pocket.»

★

Among the young would-be doctors appearing before the scholarship committee was an exceptionally attractive girl. She had passed all the necessary examinations with flying colors, but the committee members — all men — were dubious about giving her a scholarship for medical school. They reasoned that such a beautiful girl would undoubtedly get married, thus wasting the money spent on her training. The chairman began to express the doubts he and his colleagues felt.

«We know you did very well in the

examinations, Miss Smith,» he said, «but what are you going to do after all this?»

«Well,» said the girl, fluttering her eyelids, «I was going straight home...»

★

A fellow came into a bar and ordered a martini. Before drinking it, he removed the olive and carefully put it into a small glass jar. Then he ordered another martini and did the same thing. After an hour, when he was full of martinis and the jar was full of olives, he staggered out.

«Well,» said a customer, «I never saw anything as peculiar as that!»

«What's so peculiar about it?» the bartender said. «His wife sent him out for a jar of olives.»

the mart



ARROWHEAD CLASSIFIED ADVERTISEMENTS

OFFICE HOURS: MON, WED, FRI, FROM 0930 HRS TO 1300 HRS

notices

THERE IS NO CHARGE FOR ADVERTISEMENTS SUBMITTED BY ARMED FORCES PERSONNEL AND THEIR DEPENDENTS.

Anyone wishing to place an ad on the STATION BULLETIN BOARD, in the ARROWHEAD TRIBUNE or over CFN, will please submit their ads to the Arrowhead tribune office, who will provide the card for the Bulletin Board, publicity in the magazine and over CFN. For your convenience, just drop the ad in the box provided under the Bulletin Board.

TO CANCEL an Ad: Remove your advertisement from the Bulletin Board, write *cancel* on the face, place in the Arrowhead Box. Thank you.

wanted articles

ALTERATIONS & DRESSMAKING — See Mimi Croteau, 209 — Second St. M.L.T.P.

New Style Girl Guide Uniform, size 10 or 12. Contact: Cpl McLellan, local 40 - Post Office, or PMQ G-26.

WANTED — summer employment. French girl (22 yrs old) daughter of Gendarme in Longuyon is seeking summer employment — looking after children in the PMQ area. From June 1 to Sept 1. Speaks French and German. Contact: M. Gaston REY, Longuyon Gendarmeree.

The following copies of the Arrowhead Tribune: Volume 5 — No's 3, 6, 19 and 20. Please leave any copies at the Arrowhead Office. Thank you.

Interested in purchasing, at reasonable prices: Large tent of French Mfg, small tent of French Mfg, camper type vehicle (Volkswagen) not necessarily equipped, camp stove. Contact: Padre MacLean, local 15 or PMQ B-25.

wanted to sub-let

Wanted to sub-let for Month of July, Two Badroom accommodation. Contact: Lac Hooper, 3 Wing, local 118.

for rent

One Bedroom apt. With kitchen, livingroom, bathroom, central heating, garden-heat, water, electricity. Included for \$120 per month. Madame Vincent, 11, Ave Bouvier, Virton.

In the OTTAWA area: 6 room bungalow, red brick with carpet. Full basement, new subdivision in the west end. New public, separate and high school in community plus modern recreation Centre. Contact: Mr. S. Darrach, (Phone 828-9325) 2699 Stone Crescent, Ottawa, Ont. (Mr Darrach was formerly Rec. Officer at 1 Wing.)

2 Bedroom furnished house in Dampicourt. Rent - \$70.00 per month. Available June 30. Contact: Mr Tranton, local 70 or 68b, rue de Virton, Dampicourt.

2 Bedroom furnished apartment. Private entrance. Available July 1. Contact: Lac Noble, local 23 or 107 Joseph Waters, St. Mard.

Fully furnished apartment, including linen and dishes. Located on the Costa Brava, 50 meters from the SEA. Available for two week periods from middle of July on. Wonderful vacation area. For Information and rates contact: Lac G. Davis, local 86-2.

Available July 15. 3 room apartment, suitable for couple without children. Ren \$90.00, including heat, electricity and water. Apply: Jean Bertin, 115, rue d'Harmoncourt, St. Mard after 3 p.m.

cars for sale

1961 Studebaker Hawk V-8, Automatic. New brakes and tires. Fully equipped. Excellent condition. Contact: Cpl Proulx, local 168 or PMQ G-24.

1959 Ford Victoria 2 door sedan. 312 T-Bird engine, overhauled one yr ago. Automatic transmission. Contact: Lac Raymond, local 123 or at St. Laurent, next door to Jean's Cafe.

1961 Austin A99 Westminster (large) 4 door, 6 cyl. 116 H.P., Std 3 speed transmission, with overdrive. Excellent condition. Trailer hitch. New clutch. Brakes and transmission recently overhauled. 70,000 miles. Chaplains car from start till now. Well Blessed. Contact: F/L (Padre) Paul DeLong, 1 Air Div. local 106 Metz or PMQ B-14 (or Padre MacLean, 1 Wing local 15).

1959 Opel Caravan station wagon. New Front end. Contact: Cpl Marcil, local 118 or PMQ B-128.

1959 Opel Record, Requires 2 new front fenders, good engine and 5 good tires. Contact: Cpl Bechtold, 202 Second St. M.L.T.P.

1958 Mercedes Benz 180.D. Good condition, new tires. Trailer Hitch. Price \$250.00. Contact: Cpl A. Boccinfuso, local 62, Central Warehouse.

1952 Oldsmobile convertible. Automatic transmission. Power windows and roof. Radio, good tires. Price \$125.00. Contact: Lac Goulet, local 168 or 112, rue Matton, Dampicourt.

Going Home?

WAITING FOR YOU AT YUKON LODGE
A BRAND NEW «GM» AUTOMOBILE

ACADIAN - BEAUMONT - PONTIAC - BUICK

SERVICED — LICENSED — READY TO GO — FULL GM WARRANTY

WEAVER MOTORS, TRENTON OFFERS SPECIAL PRICES ON ORDERS PLACED IN EUROPE

FOR INFORMATION: MRS A. ROBERTSON 129-1st St. Maple Leaf Trailer Park, Marville

1963 Volvo 122S, radio, roof rack, trailer hitch, winter tires, chains. Excellent condition. 1961 BMW 700 Sports coupe. 12 wheels and tires, excellent competition car or suitable for everyday driving. For either: Contact: F/L J.M. Ayres No. 3 Wing, local 125 or 126, or at PMQ D-7.

1964 Opel Rekord, am/fm radio, excellent condition. Contact: Sgt S. Carter, local 28.

1955 Ford — 2 door sedan, good condition. Engine rebuilt last year. Contact: Lac Doyle, local 242.

1959 Opel Caravan, new engine, good tires, new paint. Contact: Lac J.E. Walker, local 277, or No. 5 Canada Ave, M.L.T.P.

1963 Peugeot Sedan, excellent condition. Contact: F/L R. Lang, 12, Artic Ave, M.L.T.P.

1966 Triumph Spitfire MK II (dark green) overdrive, detachable hardtop, 8000 miles. Contact: Miss Van Joff after 4.00 p.m. at local 79-2.

1958 Opel Rekord, good condition. good tires, Price \$175.00. Contact: Mr. Walker, Sr. School, local 75.

house trailers for sale

3 Bedroom Willerby house trailer with extension. Apply: Cpl T. Bechtold, local 155 or 202 Second Street, M.L.T.C.

Willerby President House Trailer. Full length extension. 3 bedrooms, living room, kitchen, ample closet space. Fully furnished. Contact: Cpl. Litvin, local 112 or 204 Second Street, M.L.T.P.

2 bedroom trailer with big extension, fully furnished with many extras, Priced: for quick sale. Contact: Cpl Holmes, R.E. MLTP B20 or ESO Local 97.

camping equipment for sale

Baggage Trailer, may be seen at Central Warehouse parking lot. Jamet Paiotte confort tent. Complete with kitchen and front extension. 1 yr old. Price \$130.00. Contact: Cpl J.R. Syme, local 159 or 31, rue d'Arlon, Florenville.

Camping trailer 9½ x 5' homemade, sleeps 4, equipped with Gaz fridge and stove. Available 1st week August. Contact: F/L R. Renault, local 182 or 69B, rue de Virton, Dampicourt.

Camping trailer, complete with tent and stove. Contact: Lac Mercier, local 23 or D-8 Maple Leaf Trailer Court.

Folding camping trailer, all aluminum, with extension (repairs needed). Price \$100.00. Contact: Lac Goulet, local 168 or 112 rue Matton, Dampicourt.

VACATION IN ROME ETERNAL CITY

TOP SERVICE — COMFORTS

Hotel-Pensione «Canada»

VIA VICENZA, 58 — Tel. 497385

ROOM BREAKFAST \$3.50 PER DAY

TAXES AND SERVICE INCLUDED

misc. articles for sale

Canadian baby crib, mattress and bed spread. Good condition. Contact: PMQ B-64.

5 cu ft. Philco refrigerator, one yr old. Contact: Lac Raymond, local 123 or at St. Laurent, next door to Jean's cafe.

Hoovermatic washer and spin dryer with heater. Good condition. Price \$50.00. Contact: S/L Genge, PMQ A-21 or local 221.

1000 Watt transformer. Contact: Cpl Marcil, local 118 or PMQ B-128.

Hoovermatic washing machine and spinner, 110V, like new, \$80.00 — Hoover floor polisher, 110V, with pads, \$15.00 — Metal ironing board (fold away), \$5.00 — G.E. Steam Iron 110V, \$3.00 — 1500 W Transformer, \$4.00 — 75 W Transformer, \$1.00 — Wooden clothes horse \$1.00. Contact: Sgt E. Roberts, local 194 or PMQ F-47.

Mary Maxim sweater, lined, size 7-8 yrs. Snowman design, royal blue, excellent condition. Contact: FS Bell, local 87 or PMQ B-104.

17" TV complete with antenna, mast and voltage regulator. Excellent condition. Contact: Sgt Elder, local 24 - Accounts.

3 Transformers (75, 250 and 1500 watt) - \$10.00. Kit for conversion of seal beams to yellow bulbs - \$4.00. Contact: Cpl Hilborn, local 117.

1966 Portable fridge, 32 ltr (sivia) 110 v/220 v/Gas. Contact: Lac Bouchard, local 22, Accounts section.

Baby carriage - \$10.00, play pen - \$2.00, stroller - \$2.00, 1500 watt transformer - \$7.00, 75 watt transformer - \$1.50. Camping stove - \$3.00. Contact: Lac Goulet, local 168 or 112, rue Matton, Dampicourt.



ASTRO CINEMA

MARVILLE

PRESENTS

Friday July 1, 1800 and 2030 hrs
Saturday July 2, 1900 hrs only

THE MAGNIFICENT SEVEN

« U » Yul Brynner, Steve McQueen, Eli Wallach
SCOPE and COLOR

Saturday July 2, 1345 hrs CHILDREN'S MATINEE

PALE ARROW

Sunday July 3, 1745 and 2030 hrs

THE TRAIN

« U » Burt Lancaster, Paul Scofield, Jeanne Moreau

Monday July 4, 1900 hrs only

Tuesday July 5, 1800 and 2030 hrs

A VERY SPECIAL FAVOUR

« X » Rock Hudson, Leslie Caron, Charles Boyer
TECHNICOLOR Adults only

Wednesday July 6, 1800 and 2030 hrs

Returning by request

THUNDERBALL

TECHNICOLOR « A » Sean Connery as James Bond

Thursday July 7, 1900 hrs only

SEANCE ON A WET AFTERNOON

« A » Richard Attenborough, Kim Stanley

Friday July 8, 1800 and 2030 hrs

Saturday July 9, 1900 hrs only

THE FAMILY JEWELS

TECHNICOLOR « U » Jerry Lewis

Saturday July 9, 1345 hrs CHILDREN'S MATINEE

KINGS OF THE SUN

« U » Yul Brynner in

Sunday July 10, 1800 and 2030 hrs

THE SATAN BUG

SCOPE and COLOR

« U » George Maharis, Anne Francis, Rich. Basehart

Monday July 11, 1900 hrs only

Tuesday July 12, 1800 and 2030 hrs

THE PLEASURE GIRLS

« X » Ian McShane, Francesca Annis, Klaus Kinski
Adults only

Wednesday July 13, 1800 and 2030 hrs

Thursday July 14, 1900 hrs only

THE COMMANCHEROS

« A » John Wayne, S. Whitman, Ina Balin, Lee Martin
SCOPE and COLOR

Friday July 15, 1800 and 2030 hrs

Saturday July 16, 1900 hrs only

CARRY ON COWBOY

« A » Sidney James, Joan Sims, Kenneth Williams,
Charles Hawtrey, Angela Douglas, Jim Dale
EASTMANCOLOR How the west was lost !

Saturday July 16, 1345 hrs CHILDREN'S MATINEE

KISSIN COUSINS

« U » Elvis Presley in