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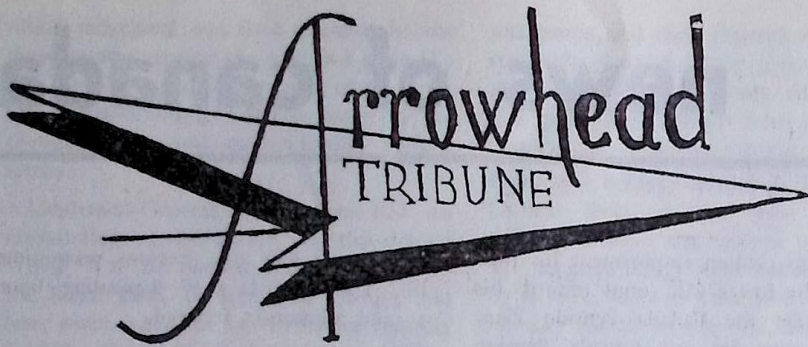
AT YOUR SERVICE

# MICHEL

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VIRTON



*editorial*

VOL. 6 - No 13

1 WING RCAF MARVILLE

22 JULY 1966

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

Contributions to the magazine are welcomed and encouraged.

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#### DEADLINE DATES

In order to have the Arrowhead available for distribution on the dates published — the following dates have been arranged with the printers:

Photos:	Material:	Next issue:
July 29	Aug 8	Aug 19
Sept 2	Sept 6	Sept 16
Sept 16	Sept 19	Sept 30

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.

COVER STORY SEE PAGE 4

The hardest thing in writing an editorial is not that one may make grammatical mistakes or spelling errors, or that the printer may inadvertently inject or misplace a punctuation mark; no, believe it or not, it is trying to find a subject that will appeal to the majority of readers. That is the hardest part of any editorial.

In a forces magazine finding a subject to editorialize on is doubly difficult, for it is most imprudent to write on subjects that are controversial or outside the generally accepted norm of service thinking. This has its merits though, for the majority of service publications are read by a number of non-service people who almost always automatically assume that anything printed in a service magazine is automatically service policy.

This brings to mind an oft heard expression «freedom of the press». What then does that phrase mean?

Briefly, and very fundamentally, it means that the press must be thorough, accurate and unbiased in its reporting. The press must be both bold and cautious — bold when it is sure of its ground, but cautious until it is sure of all the facts.

A service editor can never really be bold on «out of service topics», he must always be cautious, for he is seldom sure of the facts. The majority of service editors are volunteers; there is seldom to be found a full time student of journalism amongst the lot. I am not trying to say that there are no good service editors, on the contrary, there are now and have been, some exceptionally fine ones.

However, the service editor labours under a handicap that his civilian counterpart does not have. The service editor generally suffers from a lack of formal training and above all a lack of facts.

All I have really been trying to say is that if some editorials appear somewhat mundane, it is NOT always the editors fault.

Now if the service would lay out the cash and allow us editors to buy into Associated Press and United Press International, or one or two other new services, and perhaps let us do some «you are there» type reporting from say Hong Kong or Hawaii, there would be some damn fine editorials to be seen in service publications.

#### OTHER PEOPLES THUNDER

From Djakarta the «Indonesian Herald» suggests, in the interest of world peace, that Americans send only males to the moon and the Russians send only females. «That will solve a lot of problems,» the Herald editorializes.

Obviously the «Herald's» editorial staff has never seen a typical Russian female.

## G/C AVANT TO MOBILE COMMAND

Group Captain A.F. Avant, 43, of Rose-town, Sask., now commanding officer of No. 1 Wing RCAF, Marville, France, will join the senior staff of Mobile Command at Canadian Forces Base St. Hubert, Que., beginning Aug. 29.

A University of Saskatchewan graduate, he enlisted in the RCAF in March, 1941, and trained as a pilot.

Overseas during the Second World War he flew Wellington bombers for 115 RAF Squadron, instructed 6 RCAF Group within RAF Bomber Command and eventually returned to operational duty with 426 Thunderbird Squadron.

Group Captain Avant completed two tours of operations, won a Distinguished Service Order and a Distinguished Flying Cross.

Following reenlistment in the RCAF in 1948 after demobilization in 1945 to attend university where he obtained a degree in mechanical engineering, he joined 412 Transport Squadron.

Since 1950 he has performed staff duties at Air Force Headquarters, Ottawa, been a staff member of the RCAF Staff College, Toronto, and commanded Royal Roads Services College.

He took up his present appointment in July, 1963.

## PENSION ACT REVIEWED

CFHQ have advised that Bill C 193, now being considered by Parliament contains provisions concerning pension and other benefits payable under the Canadian Forces Superannuation Act and Defense Service Pension Continuation Act which are of significance to members of the Armed Forces. Although Bill C 193 has not yet been approved by Parliament no major changes in it are expected. The following is a summary of the Bill and further details will be published when it has been approved.

When Bill C 193 becomes law, service in the regular forces except for officers and men under the Defence Services Pension Continuation Act will be considered to be pensionable employment for the purposes of the Canada Pension Plan. This means that when a member is released from the forces

and takes up civilian employment his time served in the forces will count towards his pension under the Canada Pension Plan. Qualifying time for any Canada Pension Plan benefits will have begun from January 1, 1966, or whenever he started Canada Pension Plan contributions whether in civilian life before joining the forces or while in the forces.

Service retirement pensions paid to service members will continue to be calculated and paid as in the past up to age 65. At age 65 a member will receive an additional pension under the Canada Pension Plan if he has been working in Civilian employment after retirement.

Beginning in February 1968 and subject to a minimum qualifying period of three years under the Canada Pension Plan certain survivor benefits will be paid to all eligible dependents. These benefits are the same for all Canadians. They include a lump sum death benefit, a widows pension and orphans benefits.

Beginning in May 1970 service members and former service may be granted a disability benefit if qualified.

Total pension contributions made by service members will not be charged so that additional benefits will be at additional cost to the member. All citizens subject to the Canada Pension Plan will pay 1.8 percent of earnings up to a \$79.20 per year maximum into the Canada Pension Plan and in the case of service members this will be taken from within the 6 percent they now pay. The government will also pay 1.8 percent of the earnings of service members to a maximum of \$79.20.

There will no longer be a difference made between wartime and regular force service in the Canadian forces in calculating length of service for voluntary retirement.

In the past for all ranks above staff sergeant members joining the public service of Canada could only draw as much of their pension as would make their total payment up to an amount equal to the current pay for their rank on retirement. This be changed to their benefit but to what degree has not yet been decided.

The Canadian Forces supplementary Death Benefits Plan which now becomes Part III of the Canadian Forces Superannuation Act will be improved to give larger

payments at half the previous premium rate. The benefits vary depending upon pay and allowances received.

## CAN DRAW MORE IN PENSIONS

Revenue Minister Benson Tuesday said all retired armed forces officers with 35 years' service would be able to draw at least \$4,218 of their pensions, no matter what salary they earned, if they were re-employed in the federal civil service.

The fact that retired officers would no longer be bound by a regulation which prevented them from drawing more in combined salary and pension than the military salary at which they retired was revealed Monday by Treasury Board Chairman Dr. George Davidson before a joint senate-commons committee studying military pensions.

Under the new system, an officer with 30 years' service would be guaranteed at least \$3,615 of his pension; 25 years' service at least \$3,013; and 20 years' service at least \$2,410.

## CHIEF OF DEFENSE STAFF CHANGES

Air Chief Marshal Frank R. Miller, 58, who has commanded the Canadian armed forces since the formation of the integrated defence staff Aug. 1, 1964, will begin retirement leave July 15.

He will be succeeded as Chief of Defence Staff by Lieutenant-General Jean V. Allard, 53, who will be promoted to general on assuming the appointment July 16. Lt.-Gen. Allard has been Commander Mobile Command since August 1965. His replacement at Mobile Command will be announced later.

Air Chief Marshal Miller entered the RCAF in 1931, when that service was still in its infancy. In the years that followed he served in appointments of increasing responsibility, first in the RCAF, then in senior positions entailing active, close contact with all three elements of the Canadian forces and the forces of allied countries.

When he assumed the responsibilities of Chief of Defence Staff, his broad background and depth of experience proved to be invaluable. So, too, have been the leadership,

sound judgement and firm direction he has demonstrated during the past two years. To Air Chief Marshal Miller goes much credit for the outstanding progress made in the re-organization and modernization of our forces.

Lieutenant-General Allard has had an outstanding service career. In the Second World War he commanded his regiment, the Royal 22nd, in Italy and Europe, and later commanded the 6th Canadian Infantry Brigade. For his services in action, he was three times awarded the Distinguished Service Order.

In subsequent years he held a number of important commands and appointments, including that of commander of the 25th Canadian Infantry Brigade Group in Korea. For two years, 1961-63, he commanded the 4th Division, British Army of the Rhine, the first Canadian army officer to command a British division.

On integration of the Canadian forces, he served for a year as chief of operational readiness on the defence staff, then was appointed commander of the newly-created Mobile Command in September 1965.

Lieutenant-General Allard is keenly interested in aviation and is a qualified pilot.

## CANADIAN COLOUR TELEVISION

One of the first productions being prepared for Canadian colour television is now being filmed amidst the natural beauty of the Canadian Rockies.

A CBC film crew from Montreal has been on site at Jasper shooting footage for the programme to be called «Living In This Country». The programme, one of 26 half-hour features, will deal with life and living in Canada, and will be telecast in 1967 on the French and English CBC networks.

The programme on the Canadian Rockies features vacationing at Canadian National's Jasper Park Lodge, the Rogers Pass section of the Trans Canada Highway, Maligne Lake and the slowly receding but majestic glacier area of the Rocky Mountains.

## TO MOVE OR TO QUIT IN NATO UPROOTING

By W/C John Gellner (Ret)

President Charles de Gaulle's eviction order, served on all NATO military installations with effect April 1 next year, applies to two Royal Canadian Air Force bases in France, at Metz and Marville. Canadian

servicemen and their dependents are understandably worried about their new destination. They are the more fretful because U.S. plans have already been announced.

If Ottawa seems slow in coming to a decision, it is because opinion is divided at the Cabinet level on the basic question of whether to move the bases or to close them. The division seems to be between those led by Defense Minister Paul Hellyer, who puts military considerations first, and those who agree with External Affairs Minister Paul Martin, to whom political considerations are paramount. The views of the two men, on the problem are as far apart they can possibly be. Militarily, there seems to be little reason to spend money to open new bases outside France, and every reason to get rid of installations that are making unnecessary demands on scarce financial and human resources. Politically, there is much to be said for Canada not reducing its contributions to NATO, whether or not they are useful at this time.

## UNFORTUNATE STEP

Here, in broad terms, is the argument for closing the bases.

The role of the RCAF in Europe is strike-reconnaissance, which means attack with nuclear weapons. The RCAF accepted this role in 1959, a most unfortunate step. The most charitable explanation one can find for it is that Canada wanted to be a co-operative ally and thus did blindly what was requested of it. Consequently, Canada acquired, in the CF-104 Starfighter, a complex and tricky weapons system designed to deter and if need be to fight in a limited nuclear war in Europe.

Such a war was never even a remote possibility. Still, NATO planners insisted on having light bombers that would «interdict» the imaginary nuclear battlefield by attacking the enemy rear with what was somewhat reassuringly called tactical nuclear weapons — in the case of the CF-104s, 60 or 80-kilotonner bombs, three or four times the force of the bombs dropped on Japan. Although it must have been clear that bombs of this size could not be dropped on congested Europe without causing a general holocaust, Canada went along with the concept. It cost through the years at least a billion dollars. Except for a small addition to the already overwhelming deterrent strength of the United States, the RCAF's CF-104s have contributed and are contributing practically nothing of real military value to the defence of Europe.

The reconnaissance function of the CF 104 is tied in with its primary strike role. Drawing to the utmost on their imaginations, NATO staffs produced plans for the

pre-strike reconnaissance of assess the results of attacks. It was as if the Soviet rear installations, which the CF-104s were supposed to hit, were similar to Hiroshima, which could be «cased» before the nuclear bombing and then surveyed after it. Nothing of the kind would, of course, be possible in a European nuclear war. Standing exposed on huge, fixed airbases, the NATO strike aircraft would not have much of a chance of even getting of the ground.

This was belatedly recognized by Canada. From the beginning Mr. Hellyer was skeptical about the NATO set-up he inherited from his predecessors in office, even though outwardly he stressed the necessity of going along with allied decisions and fulfilling commitments. However, in the White Paper on Defense, published in March, 1964, he hedged, in two ways: he modified the role of the RCAF, which up to then had been entirely nuclear — «All eight squadrons are also being equipped for a non-nuclear attack role». And he announced that the commitment would be allowed to run out — «since follow-on CF-104 aircraft will not be acquired, the numbers of operational squadrons of this type of aircraft will decline as a result of normal attrition over the next 10 years». To this it must be said that that the CF-104 is much too complicated an aircraft to be a suitable conventional bomber. Also, the 10-year figure probably referred to attrition to the last aircraft. At the present rate, the RCAF could be reduced to a single wing about the beginning of the Nineteen Seventies.

## REASONABLE TO SCRUB

The situation, then, is this: the Ministry of Defense places little value on the CF-104 force in Europe generally, and if possible even less on its reconnaissance component. At stake is the reconnaissance wing of two squadrons at Marville, and a divisional headquarters at Metz, where about 700 officers and men administer 5,000 men in the three operational wings (the two strike wings, of three squadrons each, are stationed in Germany). This inflated personnel situation came about because Metz was originally established for a 12-squadron division and because it carries the elaborate staffs and supporting services of a nuclear bomber force. It would thus be only reasonable to scrub the Marville wing, and to relocate a reduced headquarters, sufficient to run the remaining six squadrons, at, say, a chateau close to the Canadian bases in Germany, or actually at one of them. The personnel and moeny thus saved could be used to better advantage elsewhere.

It is difficult to estimate at this stage what it would cost to move the establish-

ments in Metz and Marville bodily to new locations. There are too many variables. The Marville wing, which operates aircraft requiring particularly long, reinforced runways, could obviously not find a new home in Western Europe unless an existing one was vacated for it. This could happen with the two big French bases in Germany, Lahr and Bremgarten, although it is not certain as yet that it will. (In its latest edition, the German newsmagazine *Der Spiegel* asserts that it was agreed between Ottawa and Paris in May to swap the Canadian bases in France for the French bases in Germany, but Ottawa sources deny this).

Moving the Marville wing to either Lahr or Bremgarten might not be too expensive. It could cost anywhere from several hundred thousand dollars to perhaps two or three million, since it may only entail readjusting the communication facilities, bringing accommodation and services to Canadian standards, and acquiring married quarters without actually buying them. A 700-strong headquarters would require a camp or a complex of barracks, with facilities for dependents. Such accommodation would again only be readily available if the French moved out of Germany or if an ally turned over to the Canadians one of its own installations.

Any other solution would be fantastically expensive. According to one report, the relocation of eight U.S. squadrons and supporting units in France, comprising 7,500 servicemen and 15,00 dependents, might cost as much as \$500,000,000. This probably means that it would cost Canada about \$140,000,000 to move its bases, which seems too high a figure. Whatever the answer, it is certain that a Canadian move to bases that would have to be built from scratch or improved from a rudimentary state would be financially insupportable.

The political implications of doing the militarily reasonable thing are difficult to gauge. Mr. Martin's standpoint appears to be that he had a hard enough time keeping NATO afloat at the recent Brussels meeting; to diminish the Canadian military contribution to the alliance would nullify the effort he made. It may be that this is the time to demonstrate unshakeable confidence in, and unswerving support for, NATO. On the other hand, it will surely be necessary to determine just what price in dollars and cents and in effort, one may reasonably pay for the sole purpose of demonstrating loyalty to an alliance at a critical time, and thereby encouraging others to do the same.

### CAUGHT IN SQUEEZE

The trouble is that in this matter the

Government is caught in a time squeeze. A decision should be made as quickly as possible, for the sake of service morale, and also because if the two bases are redundant and should be closed, it would be cheaper to do it now than later. On the other hand, the political effects of the decision to close will undoubtedly be less when outstanding

issues, such as the location of the NATO Council and the status of French troops in Germany, have been settled. However, this may take some time, and it does not seem possible that Canada can procrastinate for too long.

(*Toronto Globe and Mail*, July 5, 1966)

## STAMP CORNER

«Postmaster General Jean-Pierre Cote announced recently that the Post Office would issue a 5-cent commemorative stamp on July 27 in recognition of the work of the Canadian scientists who developed the peaceful uses of atomic energy.

The stamp, which will mark the year in which the country's first commercial large-scale production of nuclear-electric power becomes a reality, is intended to emphasize concentration on peaceful uses of atomic power, Mr. Cote said.

The issue is blue, horizontal in format and illustrates parts of the new Douglas Point Nuclear Power Station located in Ontario on the shores of Lake Huron. A microscope, at the lower left, above which is a dove of peace, respectively symbolize research and peaceful uses of great power; superimposed on the whole is the symbol for a heavy-water atom.

The Postmaster General indicated that a total of 24 million stamps of this issue would be printed by the Canadian Bank Note Company in Ottawa.»

## COVER STORY

Wing Commander R.G. Christie, 43, of Vancouver, will be promoted to the rank of group captain and appointed commanding officer of No. 1 Wing, RCAF, at Marville, France beginning Aug. 8.

Now stationed at Canadian Forces Headquarters, Ottawa, he succeeds Group Captain A.F. Avant, 43, of Rosetown, Sask.

Wing Commander Christie enlisted in the RCAF in 1941 and trained as a pilot. During the war years he instructed in Canada and flew with 435 Transport Squadron and 112 Transport Flight.

After the war he was a test pilot for five years with the Central Experimental and Proving Establishment at Rockcliffe and then became officer commanding the Air Armament Evaluation Detachment at Cold Lake, Alberta.

Since 1958, except for a three — year stint at Supreme Headquarters, Allied Powers, Europe, where he was operations staff officer, Wing Commander Christie has served in a number of engineering capacities in Ottawa.

## Down the Thames to Greenwich

London is the world's most fascinating city, but perhaps never more so than when viewed from old Father Thames. The excursion by ferryboat down the river to Greenwich, always bustling with commercial activity, is one of never-ending interest. Historic memories abound, despite the changes wrought by time, and the havoc caused by bombing during the last war.

Leaving Westminster Bridge (the most popular starting point for river excursions) we see Big Ben looming over the Houses of Parliament behind us. On our right (the south bank) is London's civic nerve centre, the impressive County Hall, the home of the London County Council. On our left, the turrets of New Scotland Yard, headquarters of the Criminal Investigation Branch of the police, made so familiar by Edgar Wallace and a host of successors in the field of detective fiction.

Then we pass under Charing Cross Railway Bridge and see immediately on the south bank the Royal Festival Hall, the theatre and concert hall built for the Festival of Britain in 1951. Further along towers the mighty Shell Building, one of London's first skyscrapers. On the opposite bank is Cleopatra's Needle, the 68-foot high granite monolith believed to be more than 3,500 years old. It was presented to England by the Khedive of Egypt early in the last century, but was not brought to this country until 1878. Behind looms Shell-Mex House, and a little further along is the back of the Savoy Hotel, popular with Commonwealth visitors and theatrical stars.

Passing under the graceful Waterloo Bridge we see four ships moored against the north Bank. The first is Scott's «Discovery» now an Admiralty training ship; then the «Welling-

ton», formerly of the Royal New Zealand Navy and now the property of the Honourable Company of Master Mariners.

The other two are «Chrysanthemum» and the «President» both belonging to the Royal Naval Reserve. On the skyline behind can be

seen Somerset House, where so many visitors to England try to trace their antecedents.

Further along the north bank, through the trees, are the buildings of the Middle Temple, traditional home of the legal profession; and above them offices of some of the



1/5672 — THE HOUSES OF PARLIAMENT  
ACROSS THE RIVER THAMES :

*The Houses of Parliament and Big Ben are situated on the north bank of the river Thames. Big Ben is now the name given to the whole of the 23 feet diameter clock which keeps unerring time in the Clock Tower of the Houses of Parliament, but originally it was the name given to the enormous bell, installed in 1858, which strikes the hours — the first stroke is exactly on the hour. When the House is in session at night, the lantern above the clock is always kept alight.*

big newspapers, not all of which, of course, are in Fleet Street. Approaching Blackfriars Bridge we see the massive semi-circular face of Unilever House, headquarters of Lever Brothers, whose plantations in New Guinea and Africa were a source of much of their wealth.

Then, we enter the beginnings of dockland. Among the drab buildings on the north bank a bright modern one stands out, the Mermaid Theatre and restaurant. Opened in 1958 it was the first theatre to be built within the City of London for 300 years. And in the background, dominating the skyline, is the dome of St. Paul's, before the war the highest edifice in London.

Under two more bridges, and then on the south bank we see a huddle of drab buildings of Bankside, which was a roistering area and centre of theatre-land entertainment in Shakespeare's day. Here was the Immortal Bard's Globe Theatre. In the background is the spire of Southwark Cathedral, which, as the Parish Church of St. Mary Overy, had many associations with Elizabethan dramatists, some of whom were buried there.

Passing under historic London Bridge we enter the Pool of London, which is as far up river as ocean-going ships can sail. On the south bank is Billingsgate Fish Market whose porters, in days gone by, won world-wide repute for the profanity of their language. In the background can be seen the gilt-topped Monument, erected to mark the spot where the Great Fire of 1666 broke out; the gilded top represents the flames.

Further down we come to the Tower of London, perhaps the most historic of all London's ancient buildings, and home of the Crown Jewels. From our ferry we can see the Traitor's Gate through which have passed many famous — and infamous — characters, including spies and traitors of the first and second World Wars.

Just beyond the Tower is the fanciful and ornate Tower Bridge. Its two centre sections, both weighing 1100 tons, are raised to allow the passage of ships: the whole operation of opening and closing takes only three minutes.

After Tower Bridge we reach the London Docks. In all directions behind the waterfront are cranes and derricks, and the river now becomes a really busy waterway carrying a constant stream of heavily-laden barges. Alongside the wharves are ships from the Continental ports, many of them «regulars» spoken of by the ferry guides with the familiarity of old friends.

On the south bank are the districts of Wapping and Limehouse, the scenes of dark deeds in many a novel, especially of detective fiction — but not as bad as so often painted. Now we pass Wapping Old Stairs, near which the infamous Judge Jeffreys was caught, disguised as a sailor, when trying to escape to Holland. Then there is Middleton Wharf, the site of the Execution Dock where many pirates, including the notorious Captain Kidd, were hanged.

Following a sharp bend in the river we enter a stretch known as Limehouse Reach, with the extensive Surrey Commercial Docks, to the south, and, a little lower down on the north,

Millwall Docks. Along the edge of one wharf are some foot-high letters and figures. They describe the dimensions of the biggest ship to be seen this far up the river, the Great Eastern, which was built here. Of nearly 19,000 tons and with a length of 692 feet, she was intended for the Australian run but went on the Atlantic run instead. She took part in laying the Transatlantic cables between 1865 and 1783.

Below Surrey Docks we pass the Royal Victualling Yards where Queen Elizabeth I conferred knighthood upon Sir Francis Drake; where some of the ships which defeated the Armada were built, and where Peter the Great of Russia learned the art of shipbuilding. And here Captain Cook's «Discovery» and «Resolution» were fitted out.

From here it is only a few minutes run to Greenwich Pier, dominated by the spars of the «Cutty Sark» — now in retirement in a dry dock — and by the impressive Royal Naval College, originally a royal palace.

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*Michel frères*

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RUBBER STAMPS



# in and around marville

by Graham Davis



*Lac Stan Hatton checking final assembly of a J79 engine, the power plant for the CF-104.*

## ARO

One Wing seems to abound with initials and abbreviations. You turn from AECRO to the SAEO, the CTSO, ASO, ESO, and if you look hard enough you can even find an AEAdO. To the uninitiated they seem a formidable maze (even the initiated can't tell me what ORP stands for except that it's a hangar where they make a lot of noise with aircraft engines). ARO happens to stand for two things — Aircraft Repair Officer or Aircraft Repair Organization — whichever you prefer. Let's for the moment deal with the Organization.

Anything mechanical needs maintenance from time to time. A car, Junior's bicycle, Aunt Julia's watch, and so on ad nauseum, need the scrutinizing eye of a technician from time to time. The package of electronics, cameras, power plant and controls called the CF104 is no different. After the thing has been in

the air for number of hours bolts become loose, wire bundles start to chafe, pipes clog up, and the whole apparatus becomes something that no pilot, however dedicated or anxious to please a demanding Operations officer (OpsO) would dare to take three feet off the ground. This is the time that the aircraft is sent to ARO.

Pictured elsewhere on these pages you will see some of the troops in action. These three small photographs



*Lac Jim Douglas adjusting one of the many pieces of photography equipment that enable the CF-104 to perform its role.*

can't begin to give you an idea of the adjustments and inspections that are carried out as eleven different tradesmen attack their specific tasks. To say that the aircraft is taken COMPLETELY apart would be an exaggeration, but when the stripping phase of the operation is completed parts of that particular aircraft are to be found all over the Wing.

The main airframe stays in the hangar. The ejection seat, electronic

black boxes, engine, and almost anything else movable or detachable are taken from the airframe and sent to shops for a detailed examination of their state. At this time any repairs necessary to these devices are made. After the repair phase they are sent back to the hangar to await the reassembly phase.

While all this is going on different technicians are inspecting the basic airframe for such things as cracks, leaks in the different hydraulic systems, bad electrical connections, cracked or broken antennae, and all the world of things that can go wrong with a complicated and temperamental monster that flies faster than the speed of sound.

Next comes the exacting job of reassembling the whole mess, collected from all the Wing shops. There are always delays here. Perhaps one black box is held up for the want of one small component that can't be easily obtained — perhaps that piece of navigational gear just won't come up to specifications, or someone put a pump on backwards and the engine



*Lac Svenson checking a CF-104 Flap hinge.*

won't work. There is always something. However, torn-out hair on the floor notwithstanding, the whole thing goes back together and the equally demanding task of ensuring that all the different systems in the plane work, not only by themselves, but in harmony with everything else, begins. Every trade has a check to do. In the case of the Instrument techs the check may last for as long as two days, or as little as four hours. During this time no one is allowed near the aircraft, for the slightest movement of the aircraft in relation to its test stand could result in a navigational error in the very complicated «Inertial Navigation system,» which uses the solar system and the earth to calculate the precise position of the aircraft at any given time.

If something doesn't work at this time a substitution of equipment must be made. The search starts all over again, and when the piece is found the check starts all over again.

The engine check is one of the last made. In this the aircraft is towed to a hangar where blast deflectors have been set up and the engine is started and its various functions checked.

If this works properly a test pilot is called for a «maiden flight,» for the aircraft is, if not new, in like-new condition. This test flight will sometimes show a defect or two that would have been impossible to find on the ground. This defect is then repaired before the aircraft is «sold» back to the flying organization. Needless to say, it gives a considerable sense of achievement to the fellows who have just taken the thing apart and put it back together again if it can fly «serviceable» the first time. It happens quite frequently.

The aircraft then is placed back on active duty. Generally it's about time, for there will be another «out of hours» aircraft waiting to go through

the same process.

You see, the whole thing depends on the flying commitment of the Wing as a whole. If there is little flying being done the aircraft don't need inspections as often, but if the flying has been heavy, then the aircraft pile up outside the hangar with a regularity that makes them seem like old friends — «But I thought that one was in last week!» O.K. — It may have been, but the hours have all been flown off and the whole process starts over again.

This may seem like an expensive and needless operation, always unsung, and sometimes a bit tedious, but I'll bet that there isn't a pilot's wife who doesn't appreciate it!

## PROMOTIONS

To WO1 — WO2 W.H.R. Kinnon

To Sgt. — Cpl N.F. Holmes, Cpl J.V.R. Gagnon

To Cpl. — Lac J.F.O. Quenneville

To Acting Cpl. Lac J.M.R. Guilbault

To F/L — F/O L. N. Booth, F/O N. Terreau, F/O Arnott, F/O F.S. Carpenter, F/O G.S. Clements, F/O A.L. Gaunce, F/O G.R. King, F/O G.R. Learmond



## Protestant Chapel Activities

### DIVINE WORSHIP

Base Chapel — 11:10 hrs Sunday (Nursery in the Ground Training Building)

RMQ Rec. Hall — 1000 hrs Sunday.

**HOLY COMMUNION** — As announced

**HOLY BAPTISM** — By appointment

## Roman Catholic Chapel Announcements

### SUNDAY MASSES

PMQ Area — 9 & 11.30 hrs

Wing Chapel — 9 & 10.00 hrs

### 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.

- 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 Moose Jaw, Man.  
 W/C and Mrs R.G. Christie (Air/P) from Ottawa, Ont.
- Aug. 9 — FS and Mrs A. Wall (SE Tech) from Edmonton, Alta  
 FS and Mrs O.H. Galan (AM Supt) from Montreal, Que.  
 Lac and Mrs J.A. Flowers (MSE Tech) from Camp Borden, Ont.  
 Lac and Mrs W.R. Jones (AE Tech) from Winnipeg, Man.  
 Lac and Mrs B.D. Hickling (AE Tech) from Winnipeg, Man.  
 Lac and Mrs H. Small (AF Tech) from Cold Lake, Alta  
 Lac and Mrs E.L. Soderquist (R Tech) from Cold Lake, Alta  
 S/L and Mrs D.H. Weir (Air/RN) from 4 Wing, Germany  
 Lac E. Hulan (Trans Tech) from Summerside, P.E.I.  
 Lac and Mrs J.R.H. Bonenfant (E Tech) from Ottawa, Ont.  
 Lac and Mrs Lee (AF Tech) from Uplands, Ontario  
 Lac Knudson (AF Tech) from Uplands, Ont.  
 Lac and Mrs D.E. Kenny (AF Tech) from Uplands, Ontario  
 Lac and Mrs I.D. Alderman (Com Op) from Halifax, N.S.  
 Cpl and Mrs J.R.M. Poirier (Trans Tech) from Vancouver, B.C.  
 Lac A.C. Low (Met Ob) from Penhold, Alta
- Aug. 12 — Cpl and Mrs K.J. Francis (Photo) from Ottawa, Ont.  
 Lac and Mrs Ludton (AE Tech) from Moose Jaw, Sask.  
 Lac and Mrs R.J. Wolter (AE Tech) from Gimli, Man.  
 Sgt and Mrs G.L. Hazlett (ATCA) from Moose Jaw, Sask.
- Aug. 16 — Lac and Mrs J.J. Bonnell (AE Tech) from Portage, Man.  
 Lac and Mrs H.J. Corier (AE Tech) from Portage, Man.  
 Lac and Mrs I.E. Cameron (MSE Tech) from Moose Jaw, Sask.  
 Sgt and Mrs A.J.B. Jubb (AE Tech) from Portage, Man.  
 Lac and Mrs N.J.A. Brazeau (AE Tech) from Gimli, Man.  
 Lac and Mrs McLean (AF Tech) from Uplands, Ont.  
 Sgt and Mrs B. Standing (ATCA) from Gimli, Man.  
 Lac and Mrs R.E. Finch (Clk Admin) from Summerside, P.E.I.
- Aug. 19 — FS and Mrs T.W. Scott (AEIM Supt) Ottawa, Ont.  
 FS E.D. Ayre (AIEM) from Greenwood, N.S.  
 Lac and Mrs K.M. Slocum (AF Tech) from Winnipeg, Man.  
 Lac and Mrs J.R.H. Gagnon (Trans Tech) from Montreal, Que.  
 Lac and Mrs J.W. Amant (I Tech) from Trenton, Ont.

The above transfers are subject to change at any time

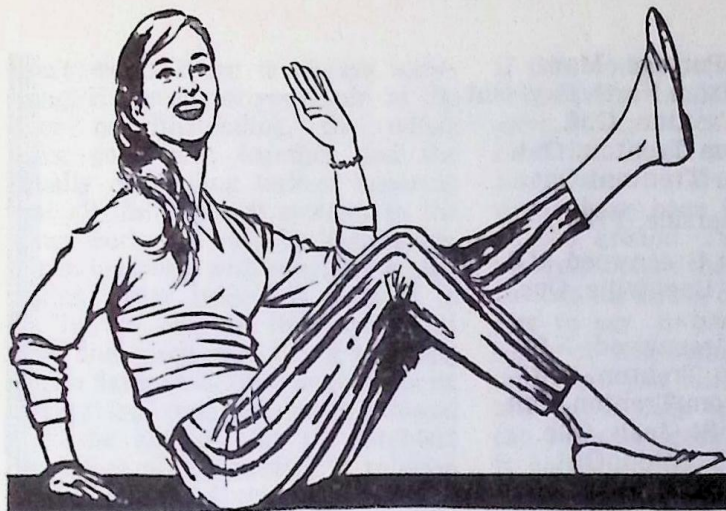
Should you have friends arriving this month — it is advisable to check with the Unit concerned.

*Arriving*

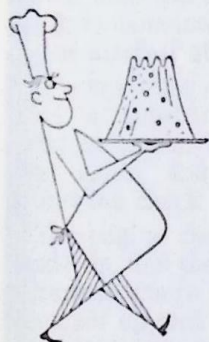
*at*

*one*

*Wing*



# feminine fancies



## Recipe of the Hour

### CHICKEN IN THE GARDEN

Aluminum Foil  
Medium potatoes  
Medium onions  
Green peppers  
Worcestershire sauce  
Paprika

Ready to cook chicken  
Medium tomatoes  
Fresh mushrooms  
Pe-cooked rice  
Salt and Pepper  
Butter

Have sufficient chicken pieces to allow 1 to 2 pieces per person. Allow 1 each, potato, tomato, onion and 2 mushrooms, 2 green pepper rings per person.

For each person: Cut off 40 inch length of aluminum foil. Fold in half, place on foil 1-2 chicken pieces, 1 potato, 1 tomatoe, 1 onion 2 mushrooms and 2 green pepper rings. Sprinkle with 2 tbsp rice, 1 tsp Worchestershire sauce,  $\frac{3}{4}$  tsp salt, dash of peper and parprika.. Dot with Butter. Fold foil over and seal off tightly. Repeat for ends. Cook over glowing coals for approximately 1 to  $1\frac{1}{4}$  hrs. Turning about every 10 to 15 minutes.

## STAIN REMOVAL METHODS

Attack a stain when it occurs, or shortly, there after, and you'll make your toughest cleaning chore much simpler. Its much easier to get off surface dirt and stains.

Armed with a trick or two, a few chemicals and household standbys, even the most stubborn stains can be removed. A good, all purpose cleaner containing a mild amount of amonia is indispensable. Here are some cleaning hints: To get stubborn water stains and rings off wood floors and furniture, try a good furniture cream or camphorated oil first. Make

several applications rubbing with the grain. If this does not work, place a clean, thick blotter over the rings and press with a warm iron. Repeat. Or try another method — moistening a cut, raw potato sprinkled with baking soda and rub.

To remove alcohol stains and cigarette burns from wood, try furniture cream. If this doesn't work, use a paste made of rottenstone and linseed oil, rub with the grain, polish with a clean cloth and repeat. Rottenstone is available from the drugstore, and linseed oil from the Hardware store.

If the stain has penetrated, the wood will have to be refinished.

To keep oiled wood in good condition, apply boiled (not too hot) linseed oil with a soft cloth, let stand for an hour. Rub off residue with a soft, lintless cloth.

Do this three or four times a year. A furniture or lemon oil can be used between applications.

Film on furniture from a polish build-up can be removed from painted, varnished and oiled furniture with a mixture of 1 qt. hot water, 3 tbsp linseed oil and 1 tbsp turpentine. Dampen a cloth with this mixture and rub it on like a polish, being careful not to soak the wood.

White spots caused by heat or water on unwaxed furniture may be treated by a mixture of 1 tbsp of vinegar, 3 tbsp Olive Oil and  $\frac{1}{2}$  tbsp turpentine. Let stand for a few minutes then rub with the gain.

To clean waxed furniture, wipe with a soft cloth saturated with turpentine and rewax.

To clean carpets, apply with a stiff brush a mixture of 1 qt. warm water, 1 tsp vinegar and 1 tsp liquid detergent. Leave to dry and vacuum. To clean crayon stains off carpets, apply trichlorethylene with a paper towel and dub. Do this several times until the grease is transferred to the towel.

Trichlorethylene is available at drugstores and is preferable to carbon tetrachloride, whose fumes are toxic. Then wipe over the stain with 1 tsp detergent to 1 cup warm water and dry with a soft cloth.

Grease on wallpaper can be removed with a paste of fullers earth (obtain from the drugstore) and trichlorethylene, applied thickly. Let dry and brush off.

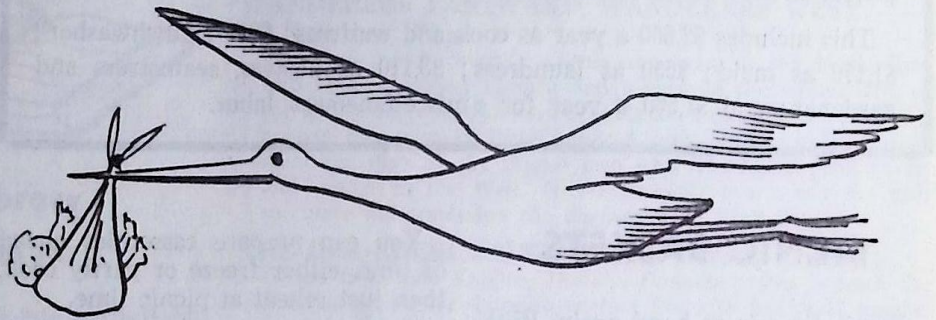
## DID YOU KNOW

Some time back we mentioned that a Canadian Company had placed on the market patterned paper towels and place mats. They have now added patterned facial and bathroom tissue. Forever extending its color theme, the company now has several patterns in place mats, including two new ones: a blue, turquoise or rust, each combined with a dull gold on white. A bright gay gingham in red, yellow or blue. The Mats are heavy, a combination of wood fibre which makes paper towels and serviettes and you can get several place settings per mat. There are 24 in a package for 49 cents — in Canada.

A traveller will appreciate a travelling steam iron which weighs just 28 ounces, and if my public school arithmetic serves me right, that's less than two pounds. The water tank detaches, as does the handle and the whole works packs into a neat little box. It has all the advantages of the regular steam iron without the weight. It has even been suggested it would be great to have at home to be used by the ironer who has back trouble. The light weight means less strain on the back. It is \$11.75 in Canada, and only \$7.95 in Verdun or Etain — when available.

The other day I saw a new arrival at the AMU terminal wearing a blazer made of the most interesting and attractive wool plaid I've seen in a long while. On investigation I find it is the Canadian maple leaf tartan, authorized by the Canadian Centennial Committee. I understand there are very few items of clothing made from this tartan at present, but the tartan is available by the yard. It is 54 inches wide and sells at \$7.50 a yard (in Canada). The weave is very close and the colors are deep greens, reds and gold. It is not the very definite plaid we associate with Scottish tartans, but rather muted and really effective. For anyone in Marville wishing to purchase this Plaid, I understand that the Simpson-Sears personnel shopper will help overseas customers.

## New Arrivals:



June 19 — Lac and Mrs B.W. DeAthe, a daughter Christina Louise

June 27 — F/O and Mrs R. Coulombe, a daughter Marie Danielle

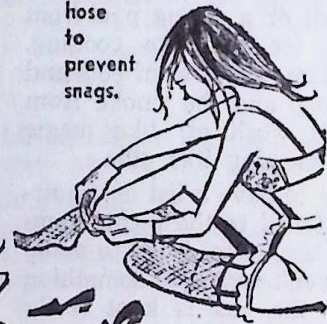
Annette

## SNEAKERS — by Jeanne and Mary



A trip to the dentist every six months is a must.

Wear gloves when putting on hose to prevent snags.



Make your own bath oil: Pour in a few drops of cologne and a few drops of mineral oil.



Baby oil will give an attractive shine to your nails AND they won't chip.

## WIFE'S VALUE IS \$ 10,000

An American team of home economists calculated a wife to be worth \$10,000 a year in the labor market.

This includes \$2,600 a year as cook and waitress; \$910 as dishwasher; \$1,170 as maid; \$650 as laundress; \$3,110 as hostess, seamstress and gardener; and \$1,560 a year for «miscellaneous» labor.

## PICNIC BASKETS

Picnic time is at hand again. With the increasing popularity of portable barbecues mother no longer has to spend hours preparing for a family picnic unless she so desires.

Many families who do a lot of picnicking keep a box or picnic hamper stocked with canned staples and essential cooking and eating equipment. This includes such things as frying pan, long tongs, long handles fork and spoon, salt and pepper shaker, can opener, pot holders, paper towels, cutlery and picnic plates, mugs or paper cups, etc.

A bar of laundry soap is a handy item if you are going to be using an aluminum pot or a frying pan from the kitchen for campfire cooking. Rub the bottom and sides of pots and pans with soap and the smoke from the fire will wash off like magic rather than sticking like glue.

It is handy to have a list of required items fastened to the picnic hamper, then it is easy to check to make sure you haven't forgotten something essential. If the box is kept ready the family can be off at a moment's notice with just the necessary fresh foods to be added. And remember a plastic table cloth with thumbtacks with which you can fasten the cloth to the picnic table.

You can prepare casseroles ahead of time, either freeze or partly cook, then just reheat at picnic time.

Buttered tea biscuits or buns or French Bread can be heated if wrapped in foil and set at the edge of the fire. Crisp relishes such as carrot sticks celery and sliced onions will add a nice flavor and texture contrast; and for dessert fruit and cookies and a beverage will complete a satisfying meal.

Chicken and eggs fit the modern picnic menu even as they did in grandmothers day. However, instead of always serving the former as cold roast or fried chicken, we can now have golden brown barbecued chicken or turkey, cooked right on the spot. In place of hard-cooked eggs and

sandwiches, we can have the variety of scrambled eggs and hashed browned potatoes hot off the grill.

From Reynolds Wrap Aluminum come the following tips;

### CHICK-N-CUE :

Line the bottom of the barbecue with strong Foil. Place 3-4 lb chicken on spit. Brush chicken with your favorite sauce and cook slowly for 1 to 1¼ hrs.

### PAMPERED PATIO POTATOES :

Prepare as for French fries. Add minced onion, salt and pepper. Dot with butter. Seal in large square of tough aluminum foil. Cook 40 minutes for tempting potatoes.

### CHEESE-TOPPED GARLIC BREAD :

Halve French Bread lengthwise. Brush with garlic butter. Sprinkle with chesse. Wrap tightly in Foil. Barbecue for about 15 minutes, turning often.

### PARTY APPLES :

Core large baking apples. Place on Foil, fill centers with cinnamon and sugar mixture. Brush with a little corn syrup. Add ½ tsp butter to each apple. Wrap well in foil. Barbecue about 25-30 minutes, over direct heat.

## 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

## Going Home ?

ACADIAN - BEAUMONT - PONTIAC - BUICK

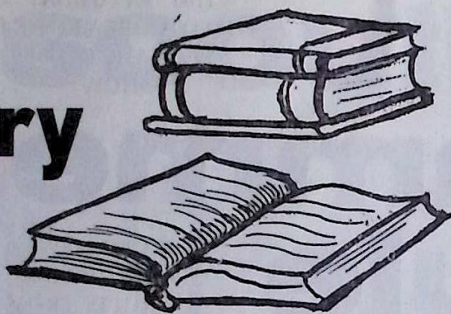
SERVICED — LICENSED — READY TO GO — FULL GM WARRANTY

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

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

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

# Library



## New books

### received at the Station Library

#### **THE LEGEND OF THE SEVENTH VIRGIN**

by Victoria Holt

It is the story of Kerensa Carlee, a village girl with a remarkable granny and a dream which rules her life: the dream of one day becoming mistress of St. Larnston Abbas, the great house which for centuries has been the home of St. Larnston family. As a child she is befriended by Mellyora Martin, the daughter of the village person, and goes to live at the parsonage.

#### **INSPECTOR GHOTE'S GOOD CRUSADE**

by H.R.F. Keating

In Inspector Ghote's Good Crusade, Ghote is charged with solving the murder of Frank Masters, philanthropic head of the Masters Foundation, a Bombay home for young vagrants.

#### **THE ADVENTURERS** by Harold Robbins

These are the Adventurers: Robert de Coyne, heir to the French branch of the international banking clan, half idealist, half addict; « Prince » Sergei Nicovitch, son of a white Russian door-man; eJremy Hadley, patrician heir to a murky Boston fortune; and Marcel Campion, the clerk from the consulate, who becomes a paranoid shipping millionaire. Their polo ponies, Mediterranean villas, private planes, and their appetite for women provide copy for the columnists; but Harold Robbins has gone behind the scenes to tell of the luxurious pay-offs, the swopping of wives and mistresses and, when it comes to building a fortune, the casual world in Macao or Cape Cod which determines an armaments deal or a revolution.

#### **THE POCKET VENUS, A Victorian Scandal**

by Henry Blyth

The most remarkable of all Victorian scandals took place in the sixties and involved the Marquis of Hastings, Mr Henry Chaplin, and Lady Florence Paget, who was known to London society as the « Pocket Venus » because of her beauty and the exquisite symmetry of her tiny figure. The rivalry which developed between the young Marquis and Henry Chaplin for the hand of this lovely creature was the talk of 1864.

#### **JOURNEY TO THE FRONTIER**

by Peter Stansky and William Abrahams

A dual biography of unusual literary and historical interest, Journey To The Frontier studies the lives of two of the most remarkable and representative young men of the 1930s, Julian Bell and John Cornford, each of whom was killed while on active in the Spanish Civil War.

#### **THE MICROCOSM** by Maureen Duffy

With her third novel, The Microcosm, Maureen Duffy breaks new ground both in structure and subject matter. Her main characters are all women and The Microcosm deals with their relationships, as they grow and as they disintegrate. The pressures of society force them to live in an enclosed world. Steve, the schoolteacher, is one the edge of a new relationship; Marie's mind has given way under the strain of her marriage; Sadie's factory environment brings its own financial and social problems; and Matt is unable to solve his difficulties with Rae until he breaks out of the microcosm.

#### **BILLION-DOLLAR BRAIN** by Len Deighton

The man with the Billion-Dollar Brain is a Texan multi-millionaire. He has poured his fortune into a fanatical anti-Communist crusade. His Brain is the master mind of a vast, independent espionage network, a giant computer complex ticking out instructions to cerebral mercenaries throughout the world.

#### **WANDERERS EASTWARD, WANDERERS WEST**

by Kathleen Winsor

This epic novel covers a twenty-year span in the hectic lives of a striking variety of men and women in the second part of the last century. In this score of years the author has concentrated a vivid panorama of three hundred years of America's development the story of the rugged men who first found gold, silver, and copper in the West, of the financial giants and the rash speculators who exploited the discoveries on Wall Street.

#### **THE DISORDERLY KNIGHTS** by Dorothy Dunnett

In the Disorderly Knights, Dorothy Dunnett probes beneath the luxuriant glitter of sixteenth century life with her usual insight. Scotland, Malta or France, no corner of Europe was sacrosanct against man's greed for the golden crown of power. Her hero is again the cool, compelling Francis Crawford who, emerging victorious from battles against great odds, at last meets his match in one man.

#### **A CASE OF HUMAN BONDAGE** by Beverly Nichols

A Case of Human Bondage tells the true story of one aspect of Somerset Maugham's life which hitherto has never been even vaguely suggested to the general public. It is a story stranger than any that his fertile imagination contrived, and thought it may well shock a number of his admirers they may feel, after reading it, that they have a better understanding of his genius. However, that is not the main purpose of this essay, which is quite simply to refute a libel on a beloved friend.

#### **THE MAN WHO REFUSED TO DIE** by Barry Wynne

Teehu Makimare's 2,000 mile drift in an open boat across the South Seas.

#### **THE SUNDAY GENTLEMAN** by Irwing Wallace

The Sunday Gentleman is a remarkable series of personal adventures, a lively and uninhibited account of the strange people, places and things that have fascinated Irwing Wallace over the past twenty years.

#### **THE ROME BERLIN AXIS** by Elizabeth Wiskemann

A study of the relations between Hitler and Mussolini.

#### **GLENCOE** by John Prebble

This is the story of the Massacre of Glencoe on the night of February 13th 1692, a fantastic tale of treachery and intrigue which began the destruction of the Highlanders and their way of life.

#### **THE AERONAUTS** by L.T.C. Rolt

This book is a complete history of balloons and of the intrepid men who flew in them. This story of man's first aerial conquests is at once heroic, tragic, often hilariously funny, yet a work of valuable historical research.

#### **TREE FROG** by Martin Woodhouse

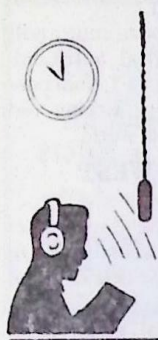
« TREE FROG » is a Top Secret Project. The story of it, and of how Giles Yeoman became involved in it, and why, with near-fatal results, forms the core of an original thriller by an exciting new writer.

#### **THOSE WHO LOVE** by Irwing Stone

A superb historical love story which vividly recreates, as if the dramatic events were happening today, the years when the British colonists in America rebelled against the impositions from home and changed the whole concept of the Western world.

#### **HOUSE SURGEON** by Ian Jefferies

House Surgeon is free from both syrupy and pseudo-tough revelations of hospital life. It is a wonderfully sardonic and accurate report of every aspect of Harry's early experiences in a hospital.



# daily programme schedule

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

## 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.)

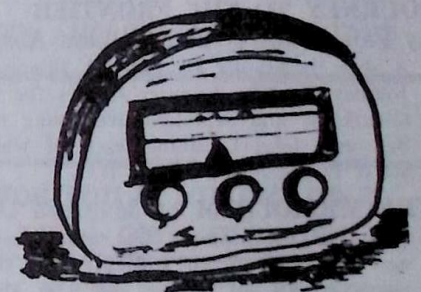
## SATURDAY

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

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

## 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

# scouting



R. Reeves  
District Scoutmaster  
1st Maple Leaf

How can two Cub Camps be so different? The PMQ/MLTP Camp had to be called off, on account of rain and the Virton Camp had a marvellous time, with just a half day of liquid sunshina.

The PMQ/MLTP Camp was a Vian-den (Luxembourg) and the Virton Camp was just a few miles away, at Petange. Odd, isn't it. Yet, we hope the Cubs of the MLTP Camp had good times between rain *drops* (and), that the trip, at least was worth it. We hear that it rained constantly. More about the Virton Camp in a future issue.

Was out at PMQ's on June 28th, standing in for our District Commissioner, Skip Ennis, who was away on TD. Purpose of my visit was to present First Class Badges to SCOTT CAMPBELL and DON MENTON. Both have shown keen interest in their Scouting activities, Scott working steadily, Don working speedily.

Scott was handed his transfer papers and is now in Trenton, Don will stay with the Troop. He has just been named Patrol Leader and should prove to be a spark plug for the Ravens. It should be mentioned that he has only been in the Troop for a year «fresh off the street» but has managed to obtain his First Class Badge, in that time, which is no mean feat for a 15 year old. He has had to pass all the Tenderfoot, Second Class and First Class requirements to get there. Lest you think the testing was slipshod, the District has kept a vigilant eye and everyone is well satisfied of his capacities. On June 28th, Don was also presented with an «A» Cord, marking the earning of 6 Proficiency Badges. CONGRATULATIONS.

Below, you will have a chance to share a trip to Italy, with the HORNELL ROVERS. The article was written by STEW TOMLINSON, a member of the Crew.

Next issue, more about CAMP POLARIS (the Scout Camp), perhaps a bit about the Virton Cub Camp and for sure some news of the Queen's Scout Ceremony at Metz on July 24th (which is how I started to write the Scouting articles in the first place, just about a year ago).

## SUPPORT SCOUTING

### ROVER TRIP TO ITALY - JUNE 1966

On the morning of the 17th of June, 1966, seven kilted Rovers met in their Den and after getting everything straightened out they slung their packs on their backs and headed for the train station.

They boarded the 10.37, which was headed for Milan, and made themselves comfortable for the long trip ahead. Brief stops were made at almost every little town along the way, but major stops were made at large centres such as Metz, Strasbourg, Basel and Milan. They had their passports stamped at every border so as to have proof of being in each country. At Milan they had to switch trains and in doing so the Kilt-wearing Rovers drew many a whistle and almost all heads turned to have a look at the smart looking young men. Then it was onto a train for Venice and

when they finally arrived at the station in Venice the boys were dead tired and a wee bit grouchy. Thus at 0500 in the morning, there they were smack in the middle of Venice, so they hopped on a water taxi and headed for the Lido. Their first trip through Venice, proved to be a big disappointment for the boys, who expected to see ancient palaces, cathedrals and colourful gondolas along the canals. They did see them all, but the gondolas were covered with canvas and the palaces and other buildings were covered with layers of dirt. They switched boats at the Lido and the new boat took them to Punta Sabina where they boarded a bus which took them to the «Joker» camp ground. They set up camp and then went for a refreshing dip in the Adriatic. The rest of the day was

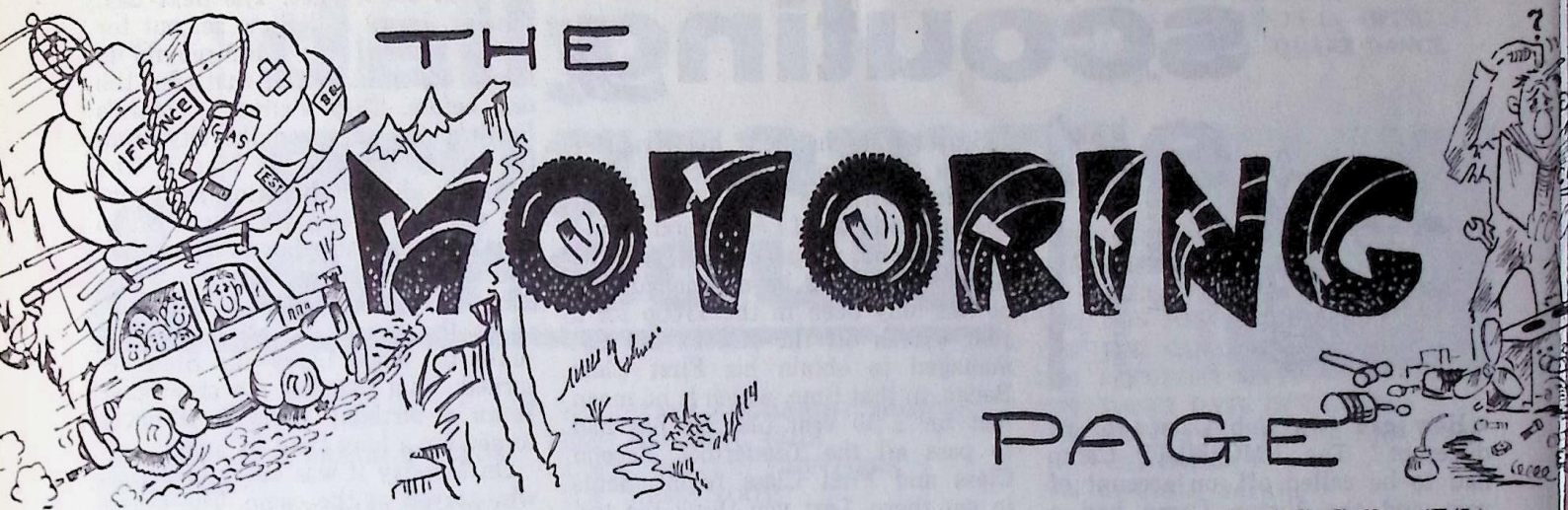
rather uneventful and the boys turned in at about 11.00. The next day, Sunday, Larry and Stew set out for Venice to see if they could rebuild its image which had been shattered the day before. They visited St. Mark's Basilica and surveyed the city from the belfry opposite St. Mark's. The city was alive with action as it was the day of the Regatta. They had to miss this spectacle however, as they had not planned to stay the whole evening. The other boys had remained at the beach and all had lovely sunburns, when Larry and Stew returned. That evening the crew gave Brian a birthday party he'll never forget for a long time to come.

On Monday it was Larry and Stew who stayed at the camp. The others walked down to the little town of Cavillino and returned laden with gifts for their families, girlfriends and themselves of course. Supper that night was a special due to the fact that they decided it would be as good a night as any to have Jr. Wheaton's farewell dinner. Chicken and frites were served by the friendly waiter and everyone enjoyed the meal.

Early Tuesday morning they went down for breakfast and then at 10.00 they broke camp, and checked out of the camp site. Since there was no bus, they had to hitch hike to the ferry, but they all made it. Then it was back to Venice where they all did a little shopping and then boarded the train for Verona on lake Garda. They got to Verona and caught a bus which took them to Cisano a small town on the east shore of the lake. They set up camp right beside the American Recreation centre which was to be their main source of amusement for the remainder of the trip. While at Garda 4 of the boys tried their luck at water skiing and three were successful in getting up on the skis while the 4th gave up after 3 trys. They all had a crack at piloting as small motor boat and everyone enjoyed it immensely. Everyone got rid of most of their foreign money in Bordolina where they purchased all sorts of goodies.

On Saturday, the 25th of June, the Rovers packed up their gear, caught the bus back to Verona and got on a train to Milan. In Milan they switched trains and were now on the last leg of their journey. The Rovers arrived back in Longuyon at 5.36 Sunday morning and took a taxi home.

A good time was had by all and everything came off just fine.



by A.C. Gullon (F/L)

## LIFE SAVING PRACTICE

Why is it that, when far fewer persons die by drowning each year than in automobile accidents, we are continually being advised of, and urged to practice, life saving techniques for drowning persons and left bereft of advice on what to do to save the life of someone who is about to die in an automobile accident? We are bombarded with advice on how to avoid accidents but given precious little advice on what to do when we find ourselves about to have an accident. (Whether through our own stupidity or that of someone else).

Setting that matter aside for moment, do you know what would happen if you turned the steering wheel suddenly at 60 mph? A great many fatal accidents occur below 45 mph. Can you swerve left and then right again to miss a running child and opposing traffic without losing control of your car and clobbering atelephone pole? Is your immediate reactions to an emergency situation a panic jump for the brakes, on do you look for a way to manœuver out of trouble?

All these questions can be answered very easily by a little informal practice on a deserted road. However, you can have a little more fun while learning by entering some competitions with your car. A very good competition for that kind of practice is a gymkhana which is a relatively low speed event over a short and twisty course.

The Marville Auto Sports Association (MASA) puts on several gymkhanas each year with nice looking trophies for class and overall wins. The cars are divided into several classes so that big American sedans don't have to run against more nimble European sedans or sports cars. When MASA starts up again next September keep your eye on the poster in the Post Office. A gymkhana is a lot of fun and what you learn about yourself and your car could save your life.

Another interesting aspect of motorsport is illustrated by the following short story.

## THE BOYS AND THE OLD MAN

Although it was noon the day hadn't decided whether it would be nice or nasty. A green 4-door sedan had its hood up in one corner of the camp ground and a young man was deep inside cursing his ignorance and his recalcitrant engine. His ignorance was entirely his fault however, for as he was growing up had had every chance to become familiar with recalcitrant engines and had done other things, idle things, instead. Last night his friends had said it was the vacuum advance that was causing the terrible coughing of the engine. The cough disappeared at higher revs, though and the great growling beast had brought his halfway though Belgium from France in good time for the hillclimb. However, when it had come time for his first run up the hill the coughing had become so bad that he couldn't reach the higher revs and had abandoned the run while still within sight of the «Depart».

He had brought the car back down the hill during the lunch break, limped out to the camp ground and was sucking on the vacuum line in an effort to get some life back in the engine when another man appeared dressed in a blue racing suit but cloaked in eager helpfulness.

Although younger than our hero the new man, and his brother who soon arrived, were quite at home with their heads in an engine. Working quickly the boys, (they seemed no more than boys), checked the carburetor, points and sparkplugs and eventually discovered by simple spark testing with a screwdriver that the «bobbin» was faulty. All the time, they were jabbering away in French while the Canadian tried desperately to follow them. The language barrier was less a barrier and more a thick hedge which made communication difficult and complete understanding impossible.

At this time the boys had to go do their run in a Formula V but not before their father, a man in his fifties with a bay window, receding hair and no shirt

came from the other side of the camp ground with a new 6 volt coil he just happened to have.

The old man hung around helpfully while he installed the new coil. When it was in place and hooked up the engine still coughed and would not rev.

The grey head then went into hood in earnest and rechecked those things his sons had checked and found nothing there. However, when checking the points he appeared to make a small discovery and leaving the cap off the distributor he carefully turned the motor by turning the fan. When he had got the distributor cam into line with the cam follower he let out a grunt of satisfaction and hollered for a «tournevis». His youngest boy, who had been peering over the fender with interest, handed him a screwdriver from the open toolbox.

With quick practiced movements he eyeballed in the proper gap for the points (they had not been opening at all, at all) and asked to have the engine «mise en marche».

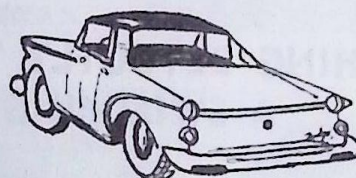
The young man turned the key and after a few disultery coughs the engine roared again and then settled down to a comfortable idle. The old man was pleased but the young man was exultant. After thanking the old man as best he could and promising to return and pay for the «bobbin» he roared off to take his place in line for his second run.

The result of that second run, while not terribly auspicious (in fact it was auspiciously terrible) were not

the old man's fault but the fault of my poor workmanship. However, I learned a lot and thoroughly enjoyed the day and the friends I had made.

... the wiser man ...

When was the last time you tested your brakes? I was attempting to pass a truck when a Renault hove into view at the top of the hill. When I jumped on the brakes I quite suddenly found myself on the left hand side of the road. The left brake had grabbed badly. This is a condition that can develop so gradually that it is not noticed until you have to use your brakes hard. By then it may be too late. You should try a simulated «panic stop» from 60 mph at least once every two weeks just to be sure your brakes are functioning properly. Make sure the road is straight though, with no one in sight, either before or behind.



# Meet the New Mercedes-Benz Universal Range

## The New Mercedes-Benz Station Wagons

On closer acquaintance? A choice of four models. The 200 with a thrifty 4-cylinder engine, the 200 D with his economical Diesel engine, the 230 with a powerful 6-cylinder engine, the 230 S with ever more powerful 135 HP/engine and pampered with extra appointments.

From a practical point of view? A load space of 95 cubic feet and carrying capacity of 1500 lbs; hydro-pneumatic springing that keeps you on an even keel regardless of loads; an easy-lift counter-balanced rear door that stays politely open at whatever angle you require, and large 15" wheels for improved traction and ground clearance over folds away neatly when not required, a second rear seat foldable, a luggage-carrier etc...

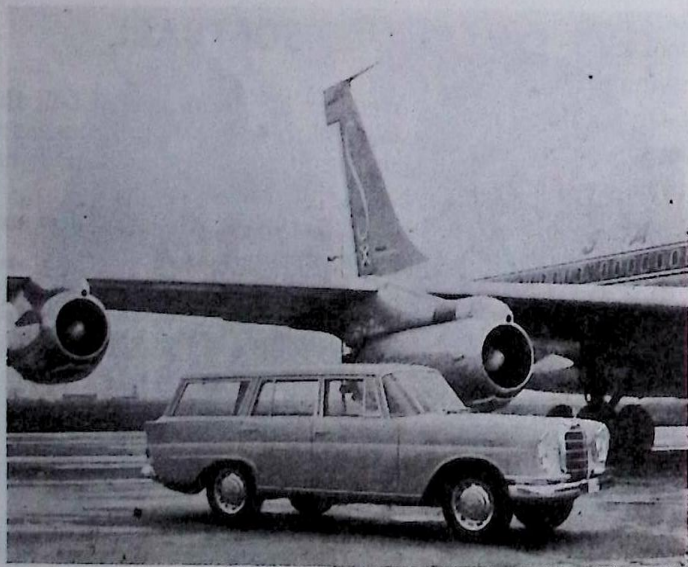
### FOR FURTHER INFORMATION:

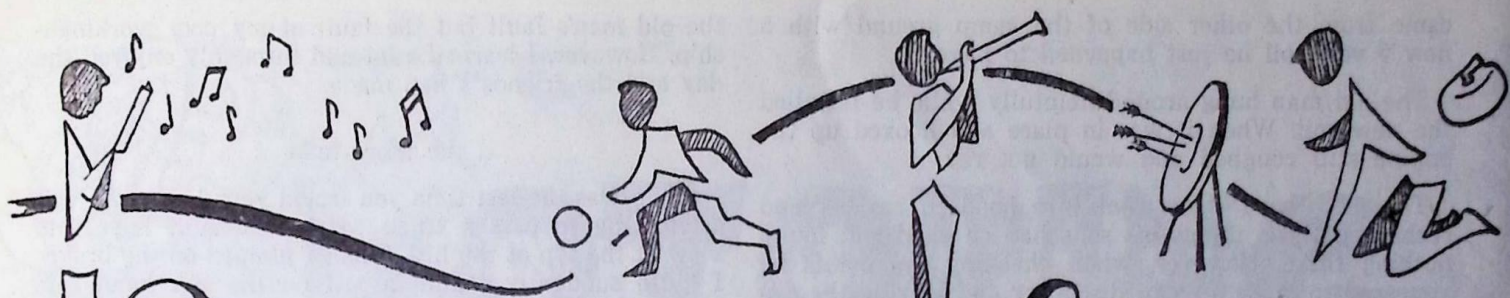


FRANCE: S. A. ROYAL - ELYSEES  
48, Bd de la Grande Armée  
PARIS 17<sup>e</sup>

BELGIUM: S.A. «I.M.A.»  
14, Rodekruisplein  
MALINES

## MERCEDES-BENZ





# Recreation Section

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

## « A THING DEVOUTLY TO BE DESIRED » A SWIMMING BADGE

by Penny Carpenter

From the Trailer Park and the PMQ's; from the Economy and the Station itself, eager youngsters flocked to the 1 Wing Swimming Pool on the morning of June 29. Throughout that long Wednesday they were screened and registered in classes according to their swimming ability. The final enrollment in the various courses totaled almost 200!

This season there will be two complete sessions in order to accommodate pupils going on holiday. The first part runs from June 29 to July 29 with the second part taking up the rest of the summer (August 1 to August 26). The two-course summer also allows pupils to make faster personal advancement. It is possible — upon successful completion of a first course in July — for a pupil to then proceed to the next level in August. There is no set examination time for Beginners, each graduating to the Junior class as the Instructor feels he is ready.

All stages of Red Cross swimming (from Beginner through Junior and Intermediate to Senior) are being taught. The bulk of the enrolment is, of course, at the non-swimmer level causing five Beginner classes to be formed and an age limit of at least seven to be set for registration.

The first examination will be held on July 29 with registration for the

second half taking place on August 1. The season will close with a final exam on Aug 26.

While most of the youngsters are striving to gain their respective Red Cross Swimming Badges, it is hoped that by the end of the session a few will have gained more — A TRUE UNDERSTANDING OF WATER AND A LOVE OF SWIMMING!

### RULES FOR THE SWIMMING POOL

- 1) No horseplay, running, tag or spitting.
- 2) No smoking in pool area.
- 3) Shower before swimming.
- 4) Females must wear bathing caps.
- 5) No food or drinks in Pool area.
- 6) No street shoes to be worn beyond railing.
- 7) Persons with cuts, abrasions, skin infection or colds will be denied admission to the pool.
- 8) Obey the Lifeguard at all times — Listen for the whistle.

ALL DEPENDENTS MUST HAVE AT LEAST A SAFE SWIMMER BADGE OR RED CROSS EQUIVALENT, OR MUST BE ACCOMPANIED AT ALL TIMES BY AN ADULT WHILE IN THE POOL.

## MARATHON SWIM WINNERS

Results of the 1966 Marathon Swim is as follows: Winner for First Place was Senneterre, Quebec with the other competitors finishing in the following order: 1 Wing (second place), Bagotville, Moosonee, Chibougamau, Mont Apica, Toronto, Chatham, 4 Wing, Goose Bay, Clinton, Greenwood, 3 Wing, Moose Jaw and AWU Deci.

Winner of the Continuous Swin was Lac J.L. Royer, Station Senneterre with 39600 yards. Winner of the Aggregate swim was Lac Cloryhrh, Station Senneterre with 137670 yards.

## SOFTBALL

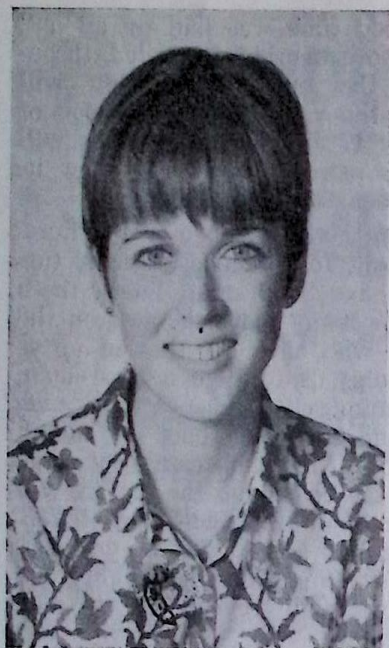
Weather has been against ball this season. With only single games being squeezed in during rain storms it has been a slow season.

As of the 10 Jun the standings are:

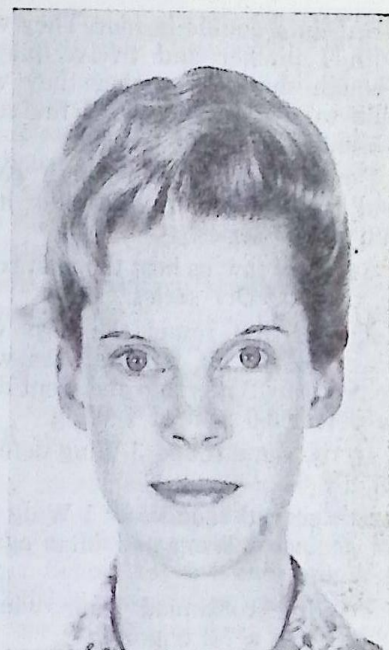
Team	GP	W	L	RF	RA	Pts
ASO	8	5	3	65	35	10
ARO	7	5	2	63	35	10
109 K	9	4	5	71	62	8
CPLS	4	3	1	19	13	6
SRNCO'S	4	2	2	27	22	4
OFFICERS	4	2	2	15	19	4
AIRMEN	6	0	6	31	114	0

On the 5 Jul the Station Team travelled to St Mehiel to play the

## Meet the Swimming Instructors



*Penny Carpenter and Jean Anderson are the Senior Instructors and in charge of the summer program. To assist them are the other Bronze Medal holders. Miss Carpenter and Mrs Anderson are very well qualified in this field and your son or daughter are in very capable hands. Do encourage them to LEARN TO SWIM, Canada's second most popular sport today.*



*Penny Carpenter*

*Jean Anderson*



*Pat Hannan*



*Don Menton*



*Connie Proulx*



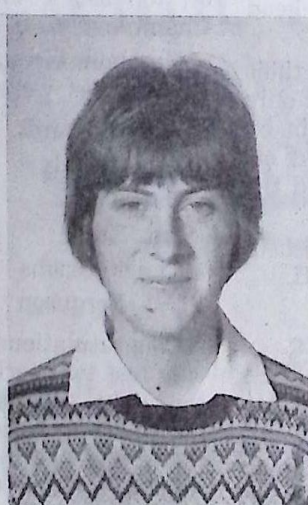
*Betty Conrad*



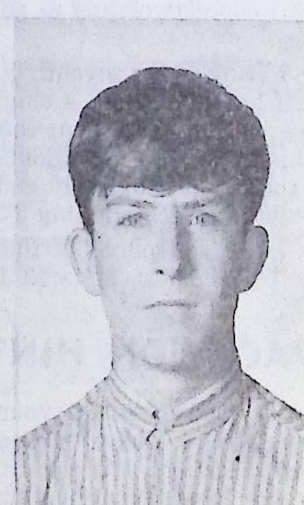
*Judy Ostrander*



*Brian Proulx*



*Adele Kinnon*



*Daryl Sangster*

USAF in a double header. They went with 1 pitcher and twelve players. Though short in number they were able to win both ends of the series 6-2 and 9-2.

Don McLean pitched both games and Harv Herauf hit the only home run in the series.

Sat 9 Jul saw us host the first round of the Air Div series.

In the first round the boys were only able to hit four safeties while committing ten errors and went down to defeat 9-0 against 4 Wing.

In the same round 3 Wing defeated ADSU 6-2.

The second round saw 1 Wing pitted against 3 Wing and Metz against 4 Wing.

4 Wing continued their winning ways with a 7-2 triumph.

The 1 Wing - 3 Wing game provided the thrills of the day.

In the first inning 1 Wing's hurler Booth struck out two and caused the lead off batter to fly out to centre. In 1 Wing's half Kibblewhite did the same thing. The lead off batter flew out to left, then strike out, strike out, only to have the catcher drop the ball and put a runner on. The next batter then flew out.

The second inning saw no scoring threats.

In the third inning 3 Wing Struck hard. After Booth gave up the first of two walks, Binns stepped up and hit the longest ball of the series to give 3 Wing a 2-0 lead. Back came 1 Wing in their half when with one out two successive singles and a sacrifice to score one run. Then two doubles scored two runs to go ahead 3-2.

The 3 Wing in the seventh got their lead off batter on with a single only to have an attempted bunt caught by our third baseman who doubled off their runner. A caught fly ended the game with 1 Wing winning 3-2.

The next two rounds of the schedule will be held at Metz 23 JUL.

## VACATION HINTS

If you can't make up your mind, or do not know where to go on your summer vacation, you can find help from your local travel bureau (Local 76). Travel Bureau hours are: MONDAY to FRIDAY 0830-1300 and 1400-1700.

The travel bureau can also arrange guided tours for you if you just want to take a leisurely vacation. Here are several tour ideas and approx: (Most tours run from May to October)

- |   |                        |          |
|---|------------------------|----------|
| 1 | 14 Day tour to Italy   | \$170.00 |
| 2 | Europe Special 14 days | \$210.00 |
| 3 | Scandinavia 14 days    | \$259.00 |
| 4 | Alpine Circuit 14 days | \$185.00 |

For those who like to travel by car and camp out, you can purchase a Touring Club de France Camping Carnet (37 FF) and find other helpful information at the local travel bureau. Camping equipment can be purchased through our local PX. A Camping display has been set up on the foyer area of the station arena. The supply is getting low, so it is advisable to investigate now.

## SKREET REVIEW

Jim Raine

Thursday the 23 of June our skeet team journeyed to Chambley Air base for a home and home challenge match with their Rod and Gun Club skeet team. Transportation was provided by 109 squadron dakota. We were met at Chambley by Col. Schmidt who provided transportation to the skeet range and our shoot was underway by 17:00 hrs. Due to the evening shoot six man was able to get in only three rounds per member for a total of 450 birds. The weather held out throughout the evening until the shoot was finished and then a small shower started. At the end of the shoot our 1 Wing team came out on top 398 x 450 to 372 x 450 for Chambley.

Members of our winning team and their scores were:

W/C Edwards	74 x 75
Jim Cassidy	72 x 75
Dale Clark	66 x 75
Jim Raine	65 x 75
Chuck Grams	63 x 75
F/L Ferguson	58 x 75

Congratulations to W/C Edwards who had two perfect rounds and missed only one bird throughout the match. Jim Cassidy fired one perfect round and had a 24 on his last round missing number eight low hours.

For Chambley top gunners were «Doc» Duncan with 73 x 75 and Col Schmidt with 71 x 75.

A good time was had by all and fine sportsmanship prevailed throughout the match. Chambley will return the visit of the afternoon of Sunday 17 July at 1 p.m. This will give us more daylight and allow us to have a 600 bird match.

Our range is still open every Thursday night for practice sessions, turnouts have been small lately there must be many more shooters on the station who have not showed up as yet. Helps us to field a good team by coming out and practicing, we plan one challenge shoot per month with local American teams. Scores go up on the board and the top six will be picked to represent our station. During July and August we will continue shooting Thursday nights and then we will revert to weekend shooting.

That's all for now

Good Shooting.

## GOLF CLUB NEWS

The Arrowhead Golf Club Championship qualifying rounds were completed last week, and the men to enter the match play stages are:

**Championship Flight:** C. Brown, T. Tobin, W. Breadner, D. Hall, G. Bain, F. Finer, J. Elms, D. Leier.

**«B» Flight:** D. Campbell, J. Nicol, G. Shaw, D. Jones, R. Martell, D. Christie, R. Forman, S. Senger, D. Simpson, S. Clements, J. Poirier, G. Merrithew, M. Ratusniak, D. Jackson, E. Carkner, B. Carbonell.

The draw is as above: No 1 vs No 2, etc, etc. Each round is to be played each week (Approx.) These matches and future matches are posted in the club house.

The Committee held a meeting last week to discuss the subject of green fees. Anyone wishing to take out a 1/2 season membership as of now, may do so.

We have many more players this year and on occasions the course has been completely choked up. Naturally the members must come first, so it has been reluctantly decided that there will be NO GREEN FEES on Saturdays and Sundays until after 1300 hrs.

We apologise to the Greenfeerers and hope that they appreciate that members must have preference.

# 'UNDER 21'

## CAREERS

### Forest Technician

By Q. F. HESS, director,

Ontario Forest Ranger School, Dorset, Ont.

(Part 2, Conclusion)

#### TRAINING REQUIREMENTS

Forest technicians are graduates of courses given at specialized schools usually called forest ranger schools or of courses given at certain technical schools and technological institutes.

Such courses may be called forest ranger or forest technician or forest technology courses. Graduation is followed by being awarded a diploma. Usually such courses given in Canada are terminal courses.

Certain schools as noted below also provide post-diploma courses which provide further specialized training in fields such as timber, fish and wildlife, law enforcement, forest fire control, scaling, etc.

Admission requirements to the various schools involved in Canada vary somewhat but, in the main, they are as follows:

- 1) Applicants must be of good character, interested in working out-of-doors regardless of weather and adverse conditions and requiring a minimum of supervision.
- 2) Good physical condition, especially eyesight, and able to adjust to life in a small community.
- 3) Not less than 18 years of age.
- 4) Grade XII secondary school standing.
- 5) Preferably with forestry or farm experience (except the Maritimes Forest Ranger School requires one year of approved experience).

#### SCHOOLS IN CANADA

(Please note that schools which include instruction in fish and wildlife are indicated by a FW and those providing post-diploma certificate courses in timber, fish and wildlife, etc., are indicated by an \* and various vocational courses by a ★).

- FW ★\* The Ontario Forest Ranger School, Dorset, Ont.  
★ L'Ecole Foretière, Duchesnay, Quebec.  
★ The Maritimes Forest Ranger School, Fredericton, N.B.  
Lakehead University, Port Arthur, Ontario.  
FW Central Saskatchewan Technical Institute, Saskatoon, Saskatchewan.  
★\*Northern Alberta Institute of Technology, 11762 106th Street, Edmonton, Alberta.  
B.C. Institute of Technology, Burnaby, B.C.

The curriculums of the different schools include basically the same subjects but the organization of the courses given in the various schools differs. All of the ranger schools are located beside or within their school forests and thus carry out more instruction and practice in the forest itself without wasting time or transportation. All of the ranger schools are well-equipped with forestry equipment, both major and minor. They all have a sawmill for use in instruction.

All of the ranger schools are residential schools which permits much closer contact between students and between the students and instructors. Group living and learning provides valuable lessons in human relations.

#### COST OF THE COURSE

The cost of a diploma course varies from school to school depending on the degree of subsidization. Including board and lodging, the cost is approximately \$800 at the Ontario Forest Ranger School for the one year diploma course or nearly \$2,000 at one of the technological institutes for the two years diploma course. Under certain conditions some students are sponsored. Most schools have their diploma course approved under the Canada Student Loans Act. At least one school has its diploma course recognized under the Unemployment Insurance Act. Nearly all schools have bursaries and awards available according to the defined requirements.

#### RENUMERATION

The income of a forest technician varies with the employing jurisdiction. Usually the starting salary upon graduation will be between \$3,000 to \$4,200 per annum with regular increases if recommended. Maximum salaries also vary depending on the jurisdiction and circumstances. Published salary schedules are always subject to change.

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# Time is Money

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## BANK OF MONTREAL

Canada's First Bank

MARVILLE BRANCH : PAT RIGBY, MANAGER

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# the mart



## ARROWHEAD CLASSIFIED ADVERTISEMENTS

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

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### 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

Home for 3 house trained kittens. Contact : Sgt Carter, local 28.

Home for 3 six week old Kittens. Contact : Cpl Hoban, local 119 or 1, rue Maryse Bastie, Montmedy.

To Rent — a camping or travel trailer for the month of Sept. Contact : Lac Desjardins, local 28 — please leave message.

Sleeping bag, portable tape recorder or FM Transistor radio. Contact : FS Neville, local 258.

1963 or 64 Peugeot 404 or equivalent. Also Travel Trailer (not canvas). Contact : Sgt Ferguson, local 10 or PMQ B-85.

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.

Refrigerator, child's stroller. Contact : F/L Kings Bury, local 172 or PMQ B34.

### for rent

Large 2 bedroom apartment in Montmedy, spare room and plenty of storage area. Rent \$50.00 per month. Available August 1. Contact : Sgt Thompson, local 155.

2 Bedroom furnished apartment. Living room, and bath. Hot water downstairs. Washing machine and spin dryer. Rent \$64.00. Contact : F/O MacKay, local 274 or Mr. Dupas, 54, rue Chateau Cugnon, Ethe, Belgium.

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'Harnoncourt, St. Mard after 3 p.m.

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.

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.)

### cars for sale

1962 Ford Anglia station wagon, good condition. Insurance valid Nov. '66. Price : \$500.00. Contact : Cpl D. Fremont, local 195 or No. 6 Ire-les-Pres.

1964 Volkswagen 1500 Station wagon. Price \$950.00. Contact : Lac Yorke, local 199 or 314 Maple Leaf Trailer Park.

1964 Volkswagen 1500 Station Wagon. Contact : F/L Coulter, local 264 or PMQ C-26.

1955 Ford Fairlane 4 door. Motor in excellent condition. Insurance valid Sept. Safety check passed. Contact FS Pattison, local 191, or Montmedy Trailer Park, opposite Lou's Esso Station.

1956 Ford Fairlane, good condition. Price \$150.00. Contact : Sgt Hrdlicka, local 195 or PMQ G-91.

1961 Simca Ariane, 4 cyl Flash. Engine overhauled April '66. New clutch and drive line. Good condition. Contact : Sgt Crawford, local 168 MSE.

1955 Olds 98 Holiday coupe, fully powered. Safety check June '66. Price \$101.00 US. Contact : F/L Leiper, local 210 or 10 Artic Ave, MLTP.

1965 Volkswagen 1200, low milage. Price \$690.00. Contact : FS Bushko, local 23 or PMQ F-48.

1960 Renault Gordini, 28,000 Kms. 4 new tires, Radio, Safety checked. Contact : Cpl Herman, local 248 or PMQ G-32.

1962 Peugeot 404. Good condition. Price \$800.00. Available end of July. Contact : F/L Trewin, local 274 or PMQ C-31.

1955 Ford Fairlane. Good condition, good tires, spare parts, roof rack. Contact : Tom Foley, local 105 or PMQ E-17.

1962 Mercury Monterey Custom V-8. 4 door hardtop. Automatic transmission, power steering and brakes, custom radio and heater, many extras. Excellent condition. Contact : Dr. Klohe, local 72 or C-18 M.L.T.P.

1960 Peugeot 403 with roof rack. Price \$150.00. Contact : Sgt C.H. Smith, local 87.

1959 Simca Ariane, 4 door sedan, V.G. condition, engine overhauled, wheels balance in June. 4 new tires, 2 spare wheels, roof rack w canvas cover. Contact : Pte Berny Maurais, local 40 (Post Office) or PMQ G-125.

1956 Opel Kapitan, new clutch, front end. Passed Safety check June. Price \$200.00. Contact : Cpl O'Dowd, local 277 or BB 25, Rm 41.

1963 Peugeot 403, Price \$650.00. Contact : S/L Willett, local 172 (W Ops) or PMQ A-12.

1965 Volkswagen 1200 export model, grey, leatherette interior. Price : \$1,075.00. Contact : Lt W.H. Sutton, ARLO local 245.

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.

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.

## house trailers for sale

3 Bedroom President House trailer with 25 x 10' extension. Fully furnished, washer and new fridge. Storage shed and flagstone patio. Immediate occupancy. Price \$2200.00. Contact : Cpl D. Fremont, local 195 or No. 6 Ire-les-Pres.

3 Bedroom Willerby twin eagle trailer with extension. Contact : Lac Heaps, local 195 or 311 Third Street, Maple Leaf Park.

3 Bedroom Willerby trailer with 24 x 12 ft extension. Fully furnished. Contact : Cpl Quellet, local 37 or 322 M.L.T.P.

Willerby American trailer, lge extension and porch. Fully furnished. Ample closet and cupboard space. Moved if required. Available August '66. Contact : Dr. Klohe, local 72 or C-18 M.L.T.P.

1961 Trailer, 9 x 35. (No extension). Contact : FS Schell, local 183 or 184 or at 266 Maple Leaf Trailer Park.

3 Bedroom Willerby house trailer with extension. Apply : Cpl F. 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

Happy trailer, 1962 model. Sleeps 2 adults, 4 children. includes canvas floor, storm flaps, kitchen extension, double air mattress. 2 single air mattress, nylon zip door fasteners, easily towed. Contact : F/L Roushan, local 177 or PMQ C-51.

Camping trailer with ample storage space, sleeps 6. Contact : Cpl Cassidy local 7 or PMQ D-21.

Debutante 10' trailer with extension, awnings, gas bottle. Used 2 seasons. Available July 25. Contact : Cpl McBride, local 155 or PMQ B-118.

One wheel Baggage trailer. All metal construction. Canadian made. Contact : Cpl Scott, local 300 R2 or PMQ D-23.

15 ft tent trailer, opens to 24 x 6 1/2. Sleeps 4 - 9. Includes hitch, cupboards, 2 burner gas stove and bottle, table water bottles, curtains and screens. Contact : Cpl D. Lang, No. 3 Wing, local 49 or 7 Max St. Zweibrucken.

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 9 1/2 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.

## misc. articles for sale

Hoovermatic washer 110 V - 2 yrs old - \$70.00. Contact : FS Bushko, local 23 or PMQ F-48.

Excellent quality baby Carriage. Price \$30.00. Contact : F/L Rousham, local 177 or PMQ C-51.

Roof rack to fit any Opel Record - \$5.00. Contact : J. Burley, PMQ B-114.

One each 75 and 200 watt transformers. Contact : Sgt Thompson, local 155.

Used baggage trailer, may be seen at Wing Arm. Bldg 89. Contact : Cpl LeBlanc, local 163.

Canadian Baby carriage - \$10.00. Car Bed, lge size - \$4.00. Baby siwing c/w car seat - \$3.00 or all for \$15.00. Coffee table w detachable legs - \$4.00. Also wrecking 1957 Kingsway Dodge, parts for sale. Contact : Cpl Cook, local 166, or 42, rue de Dampicourt, St. Mard, Belgium.

1964 model T.V., antenna included. Perfect condition. Contact : Cpl LeBlanc local 163 or 6, rue Dr Jeanty, Virton, Belgium.

Two 1500 w. transformers, one 400 w transformer, Hoovermatic washer, Boys Jacket Size 10. Contact : Tom Foley, local 105 or PMQ E-17.

Can. Baby stroller - \$10.00. Double air mattress - \$8.00. Large size coleman lamp - \$9.00, 2 air pillows - \$1.50 ea. Gas can (2 1/2 gal) - \$1.00. Rebuilt fuel pump for 61 Plymouth. Contact : Lac Baron local 187 or PMQ D-84.

Rally equipment, includes : Larry Reids table, flex heck map light w/switch, 2 maps in plastic, Kilometer counter, half hr. double stop watch. Price \$30.00. Contact : Cpl Lang, No. 3 Wing local 49 or 7 Max St. Zweibrucken, Germany.

1962 Lambretta scooter 175 CC. Best Offer. Contact : BB 40, RM 1.

American baby carriage and jolly jumper. Contact : Lac R. Skamers, local 87 or 211 M.L.T.P.

Plywood crate for Hoovermatic washer also cardboard container washer was received in. Price \$5.00. Contact : Sgt Roberts, local 194 or PMQ F-47.

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.





presents

Friday July 22, 1745 and 2030 hrs

Saturday July 23, 1900 hrs only

### THE HALLELUJAH TRAIL

« U » Burt Lancaster, Pamela Tiffin, Lee Remick  
SCOPE and COLOR

Saturday July 23, 1345 hrs only

CHILDREN'S MATINEE

### KALI-YUG GODDESS OF VENGEANCE

Sunday July 24, 1800 and 2030 hrs

Monday July 25, 1900 hrs only

### H.M.S. DEFIANT

« A » Alec Guinness, Dirk Bogarde  
SCOPE and COLOR

Tuesday July 26, 1800 and 2030 hrs

### THE SYSTEM

« X » Jane Merrow, Oliver Reed, Barbara Ferris

Wednesday July 27, 1800 and 2030 hrs

### THE OLD DARK HOUSE

« X » Robert Morley, Janette Scott, Tom Poston  
TECHNICOLOR

Thursday July 28, 1900 hrs only

### GENGHIS KHAN

« A » Omar Sharif, Stephen Boyd, James Mason  
TECHNICOLOR

Friday July 29, 1800 and 2030 hrs

Saturday July 30, 1900 hrs only

### HAREM HOLIDAY

« U » Elvis Presley METROCOLOR

Saturday July 30, 1345 hrs only

CHILDREN'S MATINEE

### THE STOLEN PLANS

« U » plus serial

### MASTER OF VENUS

### Part 1 : SABOTAGE

Sunday July 31, 1800 and 2030 hrs

Monday August 1, 1900 hrs only

« A » Spencer Tracy, Frank Sinatra

### THE DEVIL AT 4 O'CLOCK

TECHNICOLOR

Tuesday August 2, 1800 and 2030 hrs

Wednesday August 3, 1800 and 2030 hrs

### A STUDY IN TERROR

« X » John Neville, Donald Houston, Barbara Windsor  
John Fraser, Anthony Quayle, Robert Morley  
EASTMANCOLOR

Thursday August 4, 1900 hrs only

### FAIL SAFE

« A » Henry Fonda, Dan O'Herlihy, Walter Matthau

Friday August 5, 1800 and 2030 hrs

Saturday August 6, 1900 hrs only

### THAT DARN CART

« U » Hayley Mills, Dean Jones, Dorothy Provine  
TECHNICOLOR

Saturday August 6, 1345 hrs CHILDREN'S MATINEE

### ONE WISH TOO MANY

« U » plus part 2

### LOST IN SPACE

Sunday August 7, 1800 and 2030 hrs

Monday August 8, 1900 hrs only

### OCEAN'S 11

« A » Frank Sinatra, Dean Martin, Angie Dickinson  
Sammy Davis Jr, Peter Lawford  
SCOPE and COLOR

Tuesday August 9, 1800 and 2030 hrs

Wednesday 10, 1800 and 2030 hrs

### THE LOVE CAGE

« X » Adults only Jane Fonda, Alain Delon

Thursday August 11, 1900 hrs only

### THE FASTEST GUN ALIVE

« A » Glenn Ford, Jeanne Crain

Friday August 12, 1800 and 2030 hrs

Saturday August 13, 1900 hrs only

### CARRY ON REGARDLESS

« U » Sidney James, Joan Sims, Kenneth Connor, Charles  
Hawtrey, Liz Fraser, Kenneth Williams

Saturday August 13, 1345 hrs only

CHILDREN'S MATINEE

### TOTO AND THE POACHERS

« U » and

### MASTERS OF VENUS

### Part 3 : MEN WITH SIX FINGERS

Sunday August 14, 1800 and 2030 hrs

Monday August 15, 1900 hrs only

### KING RAT

« A » George Segal, Tom Courtenay, James Fox

Tuesday August 16, 1800 and 2030 hrs

## THE PUMKIN EATER

« X » Adults only P. Finch, A. Bancroft, J. Mason

Wednesday August 17, 1800 and 2030 hrs

Thursday August 18, 1900 hrs only

## TWO RODE TOGETHER

« A » James Stewart, Richard Widmark  
SCOPE and COLOR

Friday August 19, 1800 and 2030 hrs

Saturday August 20, 1900 hrs only

## THE EARLY BIRD

« U » Norman Wisdom, E. Chapman, Jerry Desmond  
COLOR



## SANDS OF THE KALAHARI

« A » with Stanley Baker and Susannah York



## WHERE THE SPIES ARE

« A » with David Niven and Françoise Dorleac

Saturday August 20, 1345 hrs only

CHILDREN'S MATINEE

## EAGLE ROCK

« U »

and serial

## Part 4: THE THING IN THE CRATER

Returning by request September 6th

« U »

## MARY POPPINS



## ONE SPY TOO MANY

« A » with David McCallum, D. Provine and R. Vaughan



Rolf (Kirk Douglas) and Knut (Richard Harris) keep a watchful eye on the Nazi sentries, as they attempt to lay time-bombs aboard the railway ferry Hydro, which is to carry heavy water equipment to Germany. An exciting scene from Anthony Mann's THE HEROES OF TELEMAR which tells the dramatic story of the group of Norwegians who saved Western civilisation through the vital raids on the heavy water installations in Norway during World War II. The film, directed by Anthony Mann and produced by Benjamin Fisz is distributed in the U.K. by the Rank Organisation.

## THE HEROES OF TELEMAR

with Kirk Douglas and Richard Harris