

1 WING HANDING - OVER PARADE

10 AUGUST 1966



editorial

VOL. 6 — N° 15

1 WING RCAF MARVILLE

16 SEPTEMBER 1966

PRIDE

May we first take a few lines to express sincere thanks to F/L John Chandler for the fine job he did as editor of the Arrowhead Tribune and to wish him and his family the best of luck in his new job at Deci.

It may be considered a fact that a basic necessity of life is self-pride and in order to accomplish this, one must have pride in THEIR person, profession, and the respect of their fellows. For Air Force personnel, this means in large the respect of the civilians whom we have chosen to serve. Since the only contact that most civilians have with the service is through public displays or « open houses », they tend to judge the whole on the actions of a few : consequently a dynamic display of service professionalism and ability tends to foster awe and respect not only for the performing group but for the complete service. A static display cannot accomplish the same thing.

Fortunately, the Canadian Centennial occurs at a favourable time and during a somewhat critical period for the services — critical in that we are undergoing a period of uncertainty — fortunate in that we have created the Armed Forces Tattoo. The Golden Centennaires, and other service displays. These things will surely do more to convey the spirit of service professionalism to the average civilian, and enable the serviceman to take pride in his service, than many of the best intentioned speeches or public relations efforts. Indeed, any expenditure along these lines is a sound investment for the service as a whole and for each and every member thereof.

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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Mon. Wed. and Fri. from 0930 to 1300.

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 :
Sept. 16	Sept. 19	Sept. 30
Sept. 30	Oct. 3	Oct. 14
Oct. 14	Oct. 17	Oct. 28

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

August 10th, 1966 saw the handing over of Canadian Forces Base, Marville France from G/C A. F. Avant, DSO, DFC, CD, to G/C R. G. Christie, CD. The cover photo was taken by S/L E. G. Willnett flying a CF-104 above and behind the formation.

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

Criticized in Canada... Impressive in Viet Nam

SCRAPPY LITTLE FIGHTER STAR OF SHOW

by W.T. Galt
(Special Journal Correspondence)

Bien Hoa, South Viet Nam — The little F-5 jet fighter came here last November for an audition. It has stayed on as a star of the show.

The scrappy jet sparked a row in Ottawa in February after Defence Minister Paul Hellyer announced Canada would buy 125 of them as the aerial keystone of Canada's new global mobile defence role.

Critics howled that the plane was too small, too slow (1,000 miles an hour), a poor second choice to today's trend to mammoth nuclear armed fighters, and, most telling of all, that Canada was buying a plane the U.S. had rejected.

Now the plane has chalked up an impressive record for precision bombing, speed of scrambling, ease of maintenance and survival under fire.

The U.S. is rushing another 18 F-5's to bolster the remaining 10 of the dozen sent here for tests. And air strategists here feel that the aircraft's success will mean a steady stream from now on.

I went along on an air strike on a Viet Cong staging area to see Canada's future fighters in action.

The strike was led by Lt. Col. Robert F. Titus, commanding officer of the 10th Fighter Command Squadron. On his wings were Major Charles F. Luther and Capt. Robert E. Kennedy.

STRUGGLE

I flew in the back seat of an F-100 Supersabre driven by Capt. Smith C. Humphries. It was a struggle to keep up with the three Freedom Fighters.

The target was a tricky one. From 2,000 feet it looked like solid forest bisected by a crooked creek. The spotter told us the VC were in rows of huts hidden by the palms. He marked the rows with flares.

Down went Col. Titus, with Luther and Kennedy right behind. There was a sudden line of flame. Then another, followed by an explosion.

The Supersabre had been planning to fly

in beside the F-5s for pictures. But the F-5s were already circling for a second run by the time Humphries dived in and a heavy jolt announced the release of his first bomb.

At treetop level you could see the huts. Two rows of them were in flames from Titus' and Luther's attack. A third cluster was in rubble from Kennedy's direct bomb hit.

COULDN'T RAISE CAMERA

I tried to get a picture but Humphries was hustling so fast to catch the F-5s that my pressure suit squeezed in, I was pinned to my seat and couldn't raise my camera from my lap.

The fighters swooped in for a second bomb run, then made four or five strafing passes. All that I saw were right on target.

None of the planes was hit by ground fire.

Later, in the de-briefing room the pilots sipped at Cokes and spoke with affection about what they called «the bird.»

«It's a little hot rod,» said Titus. «It's enjoyable to fly. And you can get right down close before you release your bombs.»

He explained that most of the more sophisticated and much larger fighters of today tend to get mushy on controls at low-level, low-speed bombing runs. That means they have to come in faster and let go higher, with a corresponding reduction in accuracy.

He said of the 12 planes brought her for a test, 10 were still flying and had each logged about 500 hours in combat.

Two were shot down. He called this an incredibly low loss rate.

'SO LITTLE'

«They're so little they just can't see them to shoot them,» broke in Humphries, the Supersabre pilot. «I could hardly see them on their bombing runs.»

«They hardly ever get hit. Our 100s (Supersabres) are always coming back full of bullet holes.»

Capt. Phil Tague, who directs all air strikes from a little unarmed observation plane drifted in.

«These birds made the fastest air strike on record for me,» he said.

«From initial radio contact to the end of the strike: six and a half minutes.»

«Besides, I'm not armed and when I get in trouble I want quick response. With

the F-5s when I shout 'Hey. I'm getting shot at.' They're there. I've hardly said it when there's a 20-millimeter cannon blazing for me at my wingtip.»

Other pilots began gathering around.

«I feel extremely lucky,» said Capt. K.L. Reddy. «If I've got to be in aerial combat this is the aircraft I want.»

The pilots in the fighter commando squadron are all veterans who have flown almost every fighter the U.S. Air Force has. Even the squadron rookies have 2,000 hours in the air.

«It's fun to fly,» said Capt. F.D. Wiley. «You get spoiled in this plane cause it's such a pleasure.»

«And the cannons are right there under your eyes (on the needle nose of the plane). You can see the target distergrating.»

The pilots were itching to get into a dogfight with the plane.

«It's uniquely better adapted to kill MiGs (Russian fighters) than anything else we have,» said Col. Titus.

«It can get in there and turn the MiGs — that's where some of our more sophisticated aircraft are at a disadvantage.»

«There isn't a pilot here who wouldn't be willing to engage a MiG on equal terms. And MiGs are the aircraft we're most likely to be meeting in the next decade.»

Later Major Richard E. Williams, squadron operations officer drove out to the flight lines.

«Canada's getting a real buy on these,» he said. «They're cheap (about \$700,000 vs. about \$2 million for most modern fighters) and they're the easiest aircraft to maintain.»

«A mechanic's dream,» added Sgt. John Chick, head of a maintenance crew, busy changing an engine.

The plane is so small all maintenance can be done by mechanics standing on the ground.

«You don't even need a hangar,» said Maj. Williams. «They can change engines in an open field.»

He said the squadron had set a maintenance record: «from the time the pilot landed we made a complete engine change and had completed a test hop in an hour and 55 minutes,» he said.

QUICK SIMPLE

The quick and simple maintenance means

that all 10 of the squadron's planes are almost always serviceable.

Maj. Williams said the plane Canada is buying will have a more powerful engine. « We wish we were getting them, » he said.

The pilots had two reservations about Canada's plans for the plane.

One was that Canada plans to install an electronic navigational system and the other that Canada hopes to fly the plane from primitive forward runways.

« Don't load it down with all that junk, » said one pilot. « Get a different plane to do the radar jobs. The beauty of this one is its simplicity. »

And they doubted even with the more powerful engine whether the plane could take off in less than 2,000 feet with a full load on a sod field.

The takeoffs I saw used up between 6,000 and 7,000 feet of first class runway.

Maj. Williams patted the nose of one of the planes. It was almost covered with bombs, each the symbol of an air strike. Two black hearts indicated that it had been hit by enemy fire twice. »

« We love it, » he said. « I volunteered to stay on another term just to fly them. » The next day the F-5s hit the news.

The famous cavalry unit, Big Red One, was pinned down by a Viet Cong ambush.

They wanted air support, but the enemy were just across the road, seemingly too close to chance a fighter strike.

But F-5s were called in and Capt. Kennedy laid his bombs on enemy positions just 30 yards away from the enemy troops. Then the F-5s came in and strafed.

The ambush backfired and the Viet Cong fled after heavy losses.

It meant another bomb painted on the noses of three F-5s.

DISCONTENT IN RANKS ON INTEGRATION ISSUE INEVITABLE: AIR MARSHAL

Special to The Globe and Mail

Kingston — Air Marshal F.R. Sharp, vice-chief of the Canadian Forces defense staff, said yesterday that discontent in the ranks over integration was inevitable because it took two years to sift the theory of unifying the three forces before it could be described to servicemen outside of Ottawa.

« I think I would be very foolish to suggest three would or would not be opposition to it, but now we are able to get the people directly concerned involved in bringing about the changes and this will reduce resistance, » he said in an interview.

Air Marshal Sharp, newly appointed to his present post, met captains and majors who are students at the Canadian Army

Staff College and he spent 90 minutes answering their questions behind closed doors.

He said the reorganisation involved in unifying the services is so complex that the decisions concerned with it inevitably take time and the people in the field were bound to feel unimportant in the early stages of the change.

« However, the proposals will now be made known to them. They will be asked to comment and offer suggestions and these comments will certainly be taken into consideration. In this sense the communications will be improved. »

Asked why there is a law prohibiting members of the services from commenting on their jobs in public, he replied: « Can you imagine a senior executive of General Motors publicly of General Motors publicly criticizing the styling and the standard of safety of next year's product and remaining an employee of General Motors? »

Asked about reports of low morale in the ranks, he said it sprung from the news that big changes were being made and that few members of the services knew exactly what was going on.

Air Marshal Sharp said the achievement of Canadian units in NORAD in Norway and as instructors of young soldiers sent to Canada by other countries proves that morale is not low. He cited the RCAF Air Transport Command as an example of high achievement.

« This does not mean, however, that there are not conditions that need to be corrected and which disturb our people. There certainly are. In comparison with his civilian counterpart, the serviceman is paid too little. This will be corrected. »

Air Marshal Sharp also said that working conditions of Canadian servicemen are not adequate and will be improved to match civilian standards.

HELLYER WANTS MORE MONEY FOR DEFENCE

by Dave McIntosh

Ottawa, (CP) — Defence Minister Hellyer has indicated he will seek cabinet approval for a bigger defence budget in 1967-68.

He told the Commons defence committee June 23 — a transcript of the evidence was made public Tuesday — that his department has made savings through integration and will make more.

« But, » he added, « these savings can be eaten up in a very short time through increased costs unless we can get enough extra money to offset the devaluation of purchasing power. »

When Mr. Hellyer took over the defence portfolio in 1963, he got cabinet approval for a defence budget of some \$1,550,000,000

a year for five years with an annual two-per-cent increase to cover increasing costs.

The current 1966-67 defence budget is \$1,573,000,000.

Informants said Mr. Hellyer is facing a financial crisis in his department.

The original plan — and it has not changed — is that savings made in administration, personnel and operations would go for more new weapons, not, as it is sometimes assumed, for a smaller defence budget.

But in 1965-66, administration, personnel and operations costs went up about \$21,000,000 to \$150,000,000 while expenditures on new weapons, equipment and construction went down by \$35,000,000 to \$204,500,000.

In the current fiscal year, Mr. Hellyer has forecast weapons expenditures of about \$300,000,000 and an outlay of \$1,097,500,000 on personnel, operations and maintenance.

This would represent a cut of more than \$50,000,000 on the personnel, operations and maintenance side of the ledger.

But this does not take into account a big pay increase promised for the armed forces in October.

Meanwhile, equipment costs are going up. For instance, development and production costs of the Buffalo transport plane now are estimated at \$41,000,000 against an estimate of \$36,000,000 a year ago.

Informants said Mr. Hellyer has some difficult choices in light of his promised pay increases. Reduced spending on weapons, which would upset his original program, or a request to the cabinet for a bigger defence budget.

Mr. Hellyer told the committee: « I think you will appreciate the problems that we face in the future if we have to make substantial increases in pay and allowances in order to compete with the civilian market.

« This will pose a continuing problem for us unless we can obtain more money, a higher defence budget ceiling to offset the increased costs of labor, both on the civil and military sides. »

TATTOO

Two special trains will tour Canada during 1967 carrying a \$2,000,000 glimpse into history.

It's our Centennial Year

by Ron Lowman (Star staff writer)

Ottawa — Major Ian Fraser has 1,597 soldiers, sailors and airmen, all of them live, to play with, two huge trains, both of them real, and lots of airplanes.

His « basement floor » in this every-boy's-dream is Canada, coast to coast; the « game, » a \$2 million Canadian Armed Forces' tattoo for next year's centennial.

Fraser, a member of the Royal Highlan-

ders of Canada (Black Watch), is producer-director of a show that promises a cascade of color, sound and history.

Fraser, 33, cut his tattoo teeth on the one he produced for the Seattle World's Fair in 1962.

But that was simple, straightforward, all one cast and all in one place. Next year, he'll have two road shows with casts of 300 winding their separate ways across Canada by train. They'll give 147 shows in 41 cities.

Occasionally they'll meet, be augmented by 1,000 local troops and give performances at the Canadian National Exhibition, Montreal's Expo 67 and Vancouver's Empire Stadium.

TWO HOURS OF NOSTALGIA

For the largest cities and smallest towns, the show will be virtually the same: Two hours and 10 minutes of military nostalgia spanning more than 300 years.

It will start with the 1665 arrival of Canada's first soldiers, the French Carignan Salliers. It will end with our integrated, space-age forces.

More than three years of headaches and heartaches will have been poured into the tattoo when the curtain rises for the first time.

The whole, magnificently crazy operation of mixing the oil of showbiz with the water of military life and regulations began in January, 1964, with one major and one sergeant.

Today, there are 30 army, navy and air force officers and other ranks employed full-time on the Department of National Defence's centennial plans, the jewel of which is the tattoo.

«We even have a computer working for us,» Major Fraser said. «It's an IBM 702 at Air Material Command and right now it shows us we're 4.2 weeks ahead of schedule.»

Fraser's brother officers here swear he smokes opium weekends, then comes roaring in Mondays with outrageous ideas and demands.

Samples: Two sedan chairs, one birchbark canoe, a pair of pillories, neck yokes to carry milk buckets and 100 early French flintlock muskets in firing condition.

His logistics people, more accustomed to such commonplace requisitions as «5,000 caps, peaked, airman for the use of,» got him the lot.

Presiding over this mighty movement of men and materials, logistics and latrines, claymores and curtain times, is Brigadier Charles Peck, known irreverently to his brother brass as «Barnum.»

Trained as an engineer, a signaller for much of his career, Brig. Peck is a former deputy adjutant-general. Astonishingly, he

ignored the old army dictum about never volunteering for anything. He asked for the job.

«It's fun and thoroughly rewarding,» he said.

Outside in the main office, a couple of burly air force provost types were shrugging into the silks and kneebreeches of Old France.

One flicked the lace at his wrists, took a pinch of imaginary snuff, then pulled out a package of Players Mild for a smoke.

«Get 'em out of sight. They weren't invented then,» bawled an officer as a press camera zeroed in.

SPECIAL MARCHING MUSIC

Across the room, Major Fraser doodled ideas for scenery and listened to tape recordings of special marches and music composed by Capt. Ronald Milne, director of music.

A diminutive airman garbed in old Scottish dress swished in for inspection and was asked the inevitable, ribald question.

Artistic designer Bob Rosewarne produced all the sets and costumes. He spent hours poring over 1779 and 1792 drill books to ensure every detail in the British and French uniforms was accurate.

Kilts and plaids are coming from Scotland. Canadian penitentiaries are producing special footwear, wooden soldiers and toy swords. And four six-pounder naval guns are being specially cast by experts at the Halifax dockyards and the Defence Research Board of Valcartier, Que.

The guns are late-1700s vintage and will fire blank shot during the shows.

Among other special hardware will be 100 Brown Bess muskets at \$30 apiece and 100 French flintlocks, same price. These «genuine new antiques» are being produced by Belgian craftsmen at Liege. All will be fired.

One of the cheapest, but hardest to find, items was the World War I Lee Enfield rifle. The Canadian government had disposed of all it once had. Britain couldn't find any. Finally, Fraser's logistical magicians ran down 150 of them in Australia.

«We got them for \$2.50 each, complete with bayonets,» said Wing Commander J. Reed Low, who has since become tour manager. With packing and freighting, the bill came to \$500. There's also a wonderful assortment of swords, sabres, claymores, halberds, pikes and daggers purchased here and in Germany.

For the big-city shows, 1,597 men will be crossing the stage. But as each will play two roles, 3,200 costumes will be needed.

Uniforms and clothes for priests, merchants, highland shepherds, trappers and courcours de bois range from \$30 to \$250 apiece, with the average around \$80.

COSTUMES COST \$160,000

Total bill to dress the cast, excluding their own modern uniforms, will be \$160,000.

Most supplies are being bought in Canada to keep manufacturers happy.

Brig. Peck is optimistic that most of the \$2,000,000 cost will come in at the box offices and he feels there's a good chance of turning a respectable profit for the taxpayers.

Box office prices will vary widely across the country, depending on local impresarios and conditions. The CNE figure will be about \$2.

«The idea is not to drive for profit primarily, but to insure the tattoo is seen by as many families as possible,» said Brig. Peck.

«We'll play the Glace Bays and the Lethbridges where you can't hope to break even.»

Audiences will be put in the mood with pre-taped participation music to which they can sing, whistle and stamp before the curtain goes up. Most of it will be Canadian folk tunes and other lusty material.

An 80-member pit band, all Dutch-Canadians, also form a choir. They will play and sing when the 400-man stage band isn't marching and blowing at the big-city shows.

The music will range from French gavottes to such nostalgic items as «Soldiers of the Queen» and «Bless 'em All.»

One of the features is a traditional four-gun naval race. Somewhere in the script is a burly provost sergeant inside the skin of a huge ape.

Keynote is complete authenticity of everything, to the last button.

«The only phonies in the show,» said Brig. Peck apologetically, «are the gold doubloons. They're wood painted gold.»

Behind the lights, color and music, will be the work of Capt. Everard (Mac) McLellan, the transportation officer.

Normally Canadian Pacific and Canadian National trains don't run to much more than 17 cars. But McLellan has arranged two special 24-car «hotels on wheels.»

Three hundred performers and stagehands will live nearly six weeks on each of them, plus 50 administrative staff. Each will be commanded by a lieutenant-colonel or equivalent rank.

A steam press will be installed on the trains to keep uniforms and costumes up to snuff and laundry and drycleaning contracts are being let across the country.

The red train starts at Peterborough and whips through Barrie, Sarnia, Windsor, London, Kitchener, Sudbury, Sault Ste. Marie, Brandon, Regina, Medicine Hat, Lethbridge, Calgary and Kelowna.

The blue assembles at Kingston and after two performances there, roars over to Glace

Bay, N.S., and hops from there to Halifax, Moncton, Saint John, Fredericton, Sherbrooke, Three Rivers, North Bay, Timmins, Fort William, Winnipeg, Saskatoon, Edmonton and Prince George.

The two shows meet for massive performances in Victoria and Vancouver with the aid of 1,000 more men from Western Command, then fly east in air force troop carriers and possibly Air Canada and Canadian Pacific Airlines planes.

In Ottawa, they will be augmented again for big shows, then move to Montreal's Expo 67. They split once more for Fort George, Niagara and the Citadel in Quebec City, take a furlough, then concentrate in Toronto for augmented shows at the CNE for a week and later at Hamilton.

The grand finales will be 300-man shows in Newfoundland and Prince Edward Island.

INSURANCE

An increase in insurance coverage available to armed forces personnel as part of the supplementary death benefits plan has been authorized. In some instances the increased coverage will be available at less cost.

Previously, \$5,000 coverage was available to warrant officers second class and senior ranks at a cost of \$2.00 per month, and \$3,000 for staff sergeants and below at a cost of \$1.20 per month.

The new plan is based on a cost of five cents for each \$250 of insurance. The amount of coverage each serviceman will receive is an amount equal to his annual pay and allowances, if it is a multiple of \$250 or to the nearest multiple of \$250 above his annual pay allowances.

For example, a sergeant who is married, drawing trade group three pay and six years progressive pay receives \$5,496. The amount of his insurance will therefore be \$5,500 — an increase of \$2,500 coverage with a reduction of ten cents in cost.

Amendments bringing the new coverage into force also provide that no servicemen will receive less coverage than before. He must take the full benefits available if he desires coverage.

BATTLE OF BRITAIN

Canadian airmen will pay tribute, September 18, to the Allied pilots who hurled back the German Luftwaffe during the dark days of 1940 in the Battle of Britain.

In Ottawa, ceremonies will take the form of a march past of 500 airmen, a fly, church services, and the placing of wreaths by government, civic and military officials at the Commonwealth Air Forces Memorial on Green Island.

For the RCAF the Battle of Britain had

special significance. It was the first time Canadian airmen flew into action as formed units against the enemy, won their first victories, and suffered their first casualties.

Canadian pilots destroyed some 120 enemy aircraft with about 100 more counted as probably destroyed or damaged. Forty-seven Canadian airmen gave their lives.

Two fighter squadrons were identified as Canadian. One was No. 212 (Canadian) Squadron, of the Royal Air Force; the other was No. 1 Fighter Squadron, RCAF, (later changed to No. 401) which had arrived in Britain on the eve of battle.

Of the several hundred Canadians who fought in the Battle of Britain, five are still serving in the RCAF. Two flew with the RCAF: Air Marshal E.M. Reyno, of Halifax, chief of personnel, Canadian Forces Headquarters, Ottawa, and Group Captain B.E. Christmas, of St. Hilarie, Que., commander of CFB Winnipeg.

Three officers flew with the Royal Air Force: Group Capt. J.R.D. Braham, of Ottawa, director of the air forces systems requirements at Canadian Forces Headquarters; Flt. Lt. A.G.W. Miller, of Carleton Place, Ont., serving at RCAF Station Sioux Lookout, Ont., and Flt.-Lt. A.L.M. Deller, of Winnipeg, serving at CFB Greenwood, N.S.

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FOLLOWING THE SEVEN...

THE RIVER WHICH GAVE A KING A FATAL PASSION



The Severn is one of Britain's most fascinating rivers. It is famous for salmon, brown trout — and lampreys, those eel-like fish said to have caused the death of Henry I. The river adds the appealing stateliness of water to some of Britain's best-loved towns and cities; flows through splendid countryside; and drains more water into the sea than Old Father Thames. Yet comparatively few sing the Severn's praises.

The river rises, as a tiny, twinkling mountain stream, high and remote on the slopes of hump-backed Plynlimon, scarcely twenty miles from Aberystwyth, the popular Welsh resort on Cardigan Bay. But the Severn — like its beautiful sister-river, the Wye — flows inland.

Its first real contact with humanity could hardly be more pleasant: the valley at Llanidloes, a tiny tucked-away mid-Wales market town rarely mentioned outside its own region except when a swollen Severn overflows into its attractive streets. One of its most interesting features is the 17th-century half-timbered market

hall, built above an open market place, which now houses the museum.

The river continues north eastward, through wild, hilly country-side to Caersws, a village built on the site of an advanced Roman camp, part of a network of legionary posts designed to keep the turbulent Welsh in order.

So on to Newtown, whose twice-weekly market was inaugurated by royal charter nearly seven centuries ago: the town presumably was new when compared with Caersws. The original settlement grew up by a ford in the loop of the river and, despite the bridge, children still wade across in summer when the stream is low.

Newtown is little known, yet Robert Owen, the great 18th century reformer, was born here in the shadow of the long hills flanking the valley — his birthplace is now a museum — and here he returned to die. His tomb stands beside the old parish church.

Over a century ago, a determined attempt was made to turn Newtown into « the Halifax of Wales », a centre from which Welsh flannel and other woollens could flow to the rapidly-expanding South Wales coalfields. But today it remains a sleepy market town.

Nearing the English border, the Severn passes Welshpool, an excellent touring centre dominated by medieval Powys Castle. With red limestone walls spectacularly sited on a ridge overlooking the town, the castle and its terraced gardens attract many visitors throughout the summer.

Crossing the border, the river wanders through the lush green farming

country of Shropshire to Shrewsbury, its historic county town. By looping in a great horseshoe around the hill on which the oldest parts of the town stand, the Severn almost makes Shrewsbury into an island. A Tudor island — for this is perhaps the most perfect example of an English Tudor town. With its superb position, only ten miles form the border, Shrewsbury was of great strategic importance throughout the Middle Ages.

It is renowned for its beautiful St. Mary's Church, ancient timbered houses and inns, quaintly-named old streets, and famous school. The house where Henry VII — then Earl of Richmond — stayed before defeating Richard III at Bosworth, is still standing: so is Charles Darwin's birthplace.

Beyond the town the river meanders south-east, close to the Roman military camp of Uriconium, which is well worth visiting. The camp guarded part of the Roman road (Watling Street) from London to North Wales, now the A.5.

Fifteen miles from Shrewsbury, passing in a narrow valley between the heights of Wenlock Edge and the Wrekin (a hill giving extensive views, which was irreverently described by Arnold Bennett as « a swollen bump ») the Severn is spanned by the earliest large iron bridge built in Britain. It was cast less than a mile away at Coalbrookdale in 1779, and is still in use. The spot is called, appropriately, Ironbridge.

Now the Severn turns due south towards Stourport, twenty miles away on edge of the industrial Midlands. A canal links Stourport with Birmingham and England's inland waterway network. It is little used now, but the Severn was once an important transport artery.

Worcester, the next main port of call, is a strikingly beautiful city. The river flows through its heart, below the castle ruins, between the fine cathedral with its lovely 14th century tower, and the picturesque cricket

ground where overseas teams traditionally start their tour. Like Shrewsbury upstream and Tewkesbury and Gloucester below, Shrewsbury boasts plenty of old half-timbered houses: the town centre, too, retains much of its medieval layout. Once famous for its cloth, Worcester now has a great reputation for porcelain, gloves and the tasty Worcester Sauce.

Twenty miles downstream stands Tewkesbury, with its majestic abbey built in the 11th and 12th centuries, and a bewildering profusion of ancient timbered houses, shops and inns. From the abbey's lofty tower, one can look out across the meadows which were the scene of one of the most famous battles of the War of the Roses.

Many of the towns along the Severn have played important parts in English history, and Gloucester — fifteen miles beyond Tewkesbury — is no exception. The Romans called it Glevum, King John is said to have «loved the town better than London», and Edward II — murdered a few miles away at Berkely Castle — lies in the cathedral. This is a building of outstanding beauty, begun in Norman times and regarded as the birthplace of the Perpendicular style. It is surrounded by a cluster of delightful old buildings, and not far away stands the 15th century New Inn, with several well-appointed bars and restaurants around its spacious courtyard.

VACATION IN ROME

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TAXES AND SERVICE INCLUDED

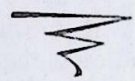
At Gloucester, once a major port, the estuary strictly speaking begins, and the river becomes tidal. The Slimbridge Wildfowl Trust's fascinating nature reserve stands close to the left bank, and the great new Severn Bridge, carrying the motorway to South Wales, crosses the river near Chepstow. Beyond lies the Bristol Channel and the ports which Severn and sea combine to serve — Cardiff, Barry, Avonmouth and the rest.

But the river's strangest sight is the famous Severn bore, a tidal wave several feet high. Its occurrence can be predicted and the best place to see it is Elmore, four miles southwest of Gloucester.

And the lampreys? They have featured as gifts and purchases for royalty 800 years in the records of Gloucester City Corporation. They

were particularly favoured in the 12th and 13th centuries, and Henry I acquired his fatal passion largely through eating Severn lampreys.

In 1953 — Coronation Year — Gloucester revived an old custom by presenting a magnificently embellished lamprey pie to the Queen. The fish were caught at the village of Awre, and the pie weighed 42 lbs.



Protestant Chapel Activities

DIVINE WORSHIP

Base Chapel — 11:10 hrs (Nurse's 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 — 0900 and 1130 hrs
 Wing Chapel — 0900 and 1100 hrs

WEEKDAY MASSES

Monday to Friday — 1130 hrs
 Saturday — 1700 hrs

CONFESSIONS

Before all Masses
 Saturday — 4 to 5 and 7 to 8 p. m.

BAPTISM AND MARRIAGES —

by appointment



in and around marville

CFN SURVEY

A year and a half ago an attempt was made by Mr. Joe Hayward, manager of our local CFN radio station, to find out what could be improved in the lines of programming, news and sports coverage, and general entertainment.

The response to this survey was generally unsatisfactory. Of the over 300 survey forms distributed to the public in Marville only approximately 100 people had the decency to reply to a questionnaire designed for their benefit. These forms were not hard to obtain — they were held in the Post Office for months. They were distributed to PMQ and the Trailer Court. Therefore since so few people seemed to have anything to say I haven't been too worried about complaints that have reached me regarding the radio station.

The surveys that were received seemed to indicate that the news coverage was not adequate. There could be no question of this. At that time the news was broadcast at 0730, 1310, 1900 and 2200 hours. Then there were the predictable number of people who felt that there wasn't enough music in the classical line — and of course, the teenagers weren't getting enough of their «pimple music.» While opinions on different types of music were requested on the survey it was not felt fair to the general listening public to make any drastic changes in the types of music carried — or even to rearrange their time slots. ENOUGH PEOPLE SIMPLY DID NOT ANSWER THE FORM.

BALANCED PROGRAMMING

One or two things must be understood about CFN before its operation can be criticized. The station is here to provide Canadian-style entertainment and information in an area of «language isolation,» not only for you but for your neighbours too.

Since no one has ever been able to please everyone, the job of arranging the programming of a radio station required to do this is a formidable task. About the only way of doing it fairly is by means of the concept of Balanced Programming.

Ideally this concept would see something appealing to everyone not only in each period of the day, but in each hour, and to carry it just a step farther, in every programme. Such a programme would have its humorous moments. It would probably have to include the strident shouts of a sportscaster as he announced something as earthshakingly important as a foul ball — the soft, heartrending moans of Dr. Andy's wife as she finally realizes that Sofia isn't going to marry Brent after all! — the blood-curdling shriek of a hairy Wagnerian soprano as someone stabs her in one of the frequent mêlées that occur in Grand Opera, and of course — the wail of a lost soul with its tail caught in the door that seems to be the only sound that will satisfy the average teenager. Such a programme would be too emotionally charged for the average Canadian family, so I'm afraid that our principle of programming must retreat to, at least, providing a range of programmes to satisfy everyone, within a given period. This has been accomplished in my opinion.

Forty-five percent of the programmes carried must be of Canadian origin. This has been achieved Twenty-five percent of the time on CFN has been allotted for the volunteer staff. They are currently airing thirty percent. A rough break — down of the time is:

News	— 15 %
Music	— 50 %
Features	— 10 %
Misc. Entertainment	— 25 %

On Saturdays the programming consists mainly of music, news and sports. The same is true for Sunday with the exception of one or two religious programmes that are appropriate to the day.

COMPLAINTS

In the light of the above we can dispose of a couple of complaints rather quickly. The «not enough good music» complaint is open to interpretation. Music comprises 50 % of CFN's air time. If, in that space of time you can't find anything that pleases you then your tastes must be esoteric to say the least. The only suggestion possible here is that the offended party sell his or her radio and invest in a record player and records.

There has been dissatisfaction because of «the large number of serials» aired during the day. Now let's be reasonable — some like serials and some don't I for one DON'T, but I can appreciate the fact that someone MUST.

The volunteer staff are accused of airing programmes at odd times of the day when many people would like to listen but can't. It is true that the last hour or so of the broadcasting day is reserved for the volunteers. However if they were to be moved to different time slots then some of the balance would have to go out of the programming, for the headquarters in Metz too, follows the Balanced Programming concept in broadcasting for the network. If we stick a volunteer in at a «popular» time, then a programme, perhaps of interest to many, would be cut out of the network to make room for the volunteer. More people up in arms. In many instances this has been done despite the drawbacks, Tuesday and Wednesday evenings for example.

Another complaint, and the last with which I intend to deal, concerns the French language broadcasts on the Canadian Forces Network. People living in St. Mard, Florenville, and elsewhere who feel that they are surrounded by the French language resent the broadcasts. I refer each and every one of these critics to the fourth paragraph where the purpose of CFN was stated to be «to provide CANADIAN - STYLE ENTERTAINMENT AND INFORMATION in an

area of 'language isolation.' » whether or not a French speaking Canadian citizen is in an area of language-isolation here is a matter that could come under discussion, but the fact that they are entitled to receive the Canadian style entertainment and information cannot be altered. I don't intend to get into a discussion of languages but it is a well known fact that there are differences between the French spoken in Canada and the French spoken in continental Europe. It is rather nice to be able to receive broadcasts in your native tongue.

It is just about time we got off this 'bigotry bit.' » Whether you like it or not, Canada has two national languages. If you are not willing to take the time or interest to learn the other language at least be gracious enough, as a mature adult, to respect another's right to his own language, even though it may constitute a slight inconvenience to you.

I would not be in favour of an increased French language content of broadcasting, but I wouldn't like to see any of it cut.

VOLUNTEERS

I have my favourites and you have your favourites but I feel that each and every one of them contributes a great deal to the station. There are many hours that have to be filled with programme material, regularly, unless we are to be subjected to a steady diet of the CBC. (I have some views on the CBC too, but this is neither the time nor the publication to deal with them!).

The volunteer staff keep mainly to the musical programmes. After having heard all the CFN stations, including the former 2 Wing station, I feel that Marville is fortunate in having the greatest number of varied, locally produced programmes. This is

greatly aided by the fact that the record library here contains approximately 30,000 forty-five RPM records and 2,000 of the long playing type. But it still takes time to programme them — the volunteer's.

There are still some time slots that need filling. This might be a good job for one or two people who have already taken an interest in the radio station — they have come forth with criticism. Perhaps they can come out with a bit of support as well — then everyone will gain.

MONEY

Now that I have your undivided attention I'd like to make a point that may save you a bit of that elusive stuff, or perhaps something more serious.

While in the Airmen's Club recently I witnessed a discussion at one table as to who was going to drive home. The winner (or loser?) was a chap who was, to mince no words, TANKED. I don't know whether he surrendered to better judgement when he left the Club or not. I don't know whether he made it past the gate or not. I don't even know whether he made it home or not. The big thing is — it was a pretty ridiculous scene.

With the astounding ease that one can have a car accident here, perfectly sober, it never ceases to amaze me that supposedly sensible people will continue to compete with European traffic when they are so 'out of their skull' that they can't even walk properly. Anyone taking upon himself the responsibility of drinking should also be able to take the responsibility of 'cutting himself off' when he has had enough. This 'had enough' could be contentious, but in my experience others around you can often tell better than you whether

or not you're fit to drive. If alcohol affects you this way — take their word for it. Don't be a hero — your number could be up, floating on a tide of beer or something stronger. Resist the urge to turn yourself into a soggy, bleeding pulp on a stretcher somewhere. Enjoy yourself as much as you like, but when it is time to go either go with someone you know to be sober — or stay where you are.

The Air Force Policemen at the gate haven't been checking too hard of late — at least not as hard as in the past. If they check you and suggest that you park your car in the lot — don't give them a rough time. I understand them perfectly. They are often one of the first at the scene of an accident and it turns even a hardened policeman's stomach when he has to load a broken, contorted thing onto a stretcher — when that thing used to be a person.

But perhaps the Air Force Policeman at the gate doesn't stop you for whatever reason — did you know that the legal limit for driving in Belgium, under a new law passed this summer, is two beers, or the alcoholic content thereof? The Belgian Gendarmes are being pressured to check for blood alcohol due to the large numbers of people killed this summer in the north of the country. Normally they patrol in twos, late at night, with a doctor in the back of their Volkswagen van to administer the blood test. I'm not too sure just what they'd be entitled to do if the blood-alcohol was over the permissible limit, but I'm in no hurry to find out.

Just a word to the wise.



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feminine fancies



FURRIER CLAIMS COATS BETTER, LESS EXPENSIVE

Grandma paid more for her fur coat than you will, and it wasn't even as cuddly, says a man who has been in fur since 1909.

Henry Wilson, a youthful looking 72, says that when he started in the trade, Persian lamb coats cost from \$600 to \$900. Now they start at \$450 and you can get a top-of-the-line model for \$600.

«And they're much lighter and more pliable now because dressing techniques have improved so much.»

Mr. Wilson, tall, whitehaired and bespectacled, says he hasn't seen much change in basic design. «It's still a soft, flowing look for a classic coat.»

But today's woman has modified the traditional to meet her way of life. «This fall, styles are generally

straighter and slimmer. The modern woman is active, she drives a car a lot and she doesn't want anything cumbersome to get in her way. That's why big, bulky cuffs have disappeared.»

From the buyer's standpoint, it's fortunate that styles don't change quickly, because a good fur can last 15 years.

«How long it lasts depends on the owner. Some women abuse furs; they'll throw them on a chair and never hang them up properly.»

Generally the flat furs such as Persian lamb wear better but, Mr. Wilson says, otter, beaver, Hudson seal, dyed sheared muskrat and raccoon are also hard-wearing.

CLEAN WITH SAWDUST

Cleaning every two years makes a coat last longer, too. It costs about \$8 to \$15 depending on the fur and is done with a sort of dry sawdust made from ground nuts. Furs require genuine «dry» cleaning and so you shouldn't go dabbing at spots with a cleaning fluid.

A fur should be stored with a furrier during the hot summer months. It's protected from heat, humidity and moths. Don't hang it in the basement. Dampness is its deadly enemy.

«Don't put it in a plastic bag, either, because plastic sweats. If the

coat gets damp the fur will get mouldy.»

If a snow storm soaks your coat just shake it and hang it in an airy place. When it's dry, shake it again but «don't brush it or pat it or stroke it.» That may break the hairs.

When it's time to buy a new coat go to a firm you have confidence in, ask the salesman's advice and try to take it.

«Look for a coat that suits you, not a certain style that you like on someone else.»

If you are short and rather round, the flat furs will be more slimming. Bulky, dramatic fox and raccoon are better suited to tall, slender women. The long-haired furs such as raccoon are usually warmer than the flat ones.

Anyway, don't throw away your old coat. You can have it made into a lining for a cloth coat for \$129 to \$179 depending on style and the fabric you choose.

DID YOU KNOW

A good idea is to keep a plastic squeeze bottle filled with water on the serving table beside the barbecue. It's just what the chef ordered for banking down the fire when it is time to cook — also a fine flame-douser for extinguishing those flare-ups.

The same plastic squeeze bottle filled with hot water is excellent for a «quick fridge defrost». Just squeeze and spray over the inside, and presto the ice falls from the outside with very little fuss.

To remove grease stains from cottons, apply talcum powder to both sides of the material and rub in thoroughly, let stand overnight, and then brush out well before you launder it. You can also rub in a little detergent before dropping into the machine.

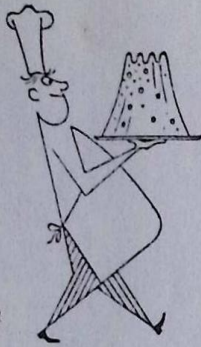
Out of plastic sandwich containers — then try using the carton from Parkay Margarine or similar style carton. It works fine for soft sandwiches such as Tuna or Egg.



new arrivals

- Aug. 12 — Cpl and Mrs T. Charnuski, a daughter Debra Ann
- Aug. 15 — Lac and Mrs R. E. Wehling, a son Steven Michael
- Aug. 18 — Pte and Mrs F. C. Wellington, a son David Coleby
- Aug. 26 — Cpl. and Mrs E. Harvel, a son Glenn David
- Sept. 1 — Lac and Mrs J.D.S. Branch, a daughter Lynda
- Sept. 1 — Lac and Mrs E.A. Gallays, a son David Brian
- Sept. 2 — Lac and Mrs F.J.R.L. Gayette, a son Gille Jean
- Sept. 3 — Lac and Mrs J.J. Croteau, a daughter Dominique Marie

WOOL KNITS



Until recently, knit dresses came in a fairly standard shape — clinging and tube-like — and if not less-than-kind to all but well-proportioned figures, they were certainly repititious.

This year, knit dresses take their cue from fashion's latest silhouettes: smocks, trapezes, paper doll shapes — all with more sweep to the skirt.

To hold these silhouettes, knits

must be firmer and heavier, a factor common to most fabrics now coming into fashion.

Women who have always liked their clothes light-in-weight, will find that these heavier fabrics simply dispense with linings and inner — construction, thus making the overall weight come out fairly even. In knits, particularly, there's the advantage of more give and resilience that is never rigid or confining.

RECIPE OF THE HOUR

GARDEN FRESH

When preparing fresh vegetables there are two objectives to keep in mind: to make them interesting, attractive and palatable so they will be eaten willingly; and to conserve as much of the food value as possible.

Vegetables have the best flavor and highest food value when they are fresh from the garden. When purchasing vegetables, check for these signs of freshness: bright color; crisp, firm texture with no wilting; absence of spoilage.

The surest way to retain all the minerals and vitamins that vegetables supply is to eat large quantities of raw vegetables. The ones that are dark green or bright yellow are by far the best sources of these nutrients and so should be served as often as possible, preferably every day.

To ensure a delicate flavor, attractive color, and the maximum retention of nutrients, keep these points in mind when cooking vegetables:

- (1.) Have the water boiling when vegetables are added;
- (2.) Cook vegetables in the smallest quantity of water that will produce good results;
- (3.) Avoid cutting vegetables in small pieces or letting them stand in water before cooking;
- (4.) Cook green and all strong-flavored vegetables uncovered;
- (5.) Whenever possible, use the water in which the vegetables have been cooked, for soups and gravies;
- (6.) Cook vegetables **only until tender** and serve as soon as possible after they have been cooked.

Glorified Green Beans

$\frac{3}{4}$ -1 lb. fresh green beans	2 slices bacon, chopped
$\frac{1}{4}$ cup chopped onion	$\frac{1}{2}$ cup toasted bread cubes
1 pimento, chopped	

Use beans that are free from large strings and that snap easily between thumb and forefinger.

Remove ends and pull off any remaining strings. Place on a board; cut in diagonal pieces with a knife. Cook in boiling, salted water until tender; drain. (Cooking time 15-30 minutes). Fry chopped bacon with the onion until bacon is crisp. Mix toasted bread cubes and pimenta with bacon-onion mixture and mix with beans. Serves 3-4.

NOTE: 1-10 oz. pkg. frozen green beans may be substituted for the fresh beans. Simply follow package directions for cooking.

Emerald Cabbage

$\frac{1}{4}$ cup sliced onion	3 cups shredded cabbage (about $\frac{1}{2}$ small head)
$\frac{1}{2}$ tsp. salt	1 cup sliced celery
$\frac{1}{4}$ tsp. monosodium glutamate	$\frac{1}{2}$ cup sliced green pepper
Dash pepper	
2 tbsps. butter or margarine	

Melt butter; add cabbage, celery, green pepper, onion, salt, monosodium glutamate, and pepper. Cover and cook vegetables over low heat 10 to 12 minutes, stirring occasionally. Serve at once. Makes 6 servings.

Cauliflower Polonaise

$\frac{1}{4}$ cup chopped peanuts	2 hard-cooked eggs, chopped
$\frac{1}{4}$ cup butter	$2\frac{1}{2}$ cups cooked cauliflower, hot
1 tsp. lemon juice	
$\frac{1}{4}$ tsp. salt	
1 tbsp. minced parsley	

Brown peanuts in butter and add lemon juice, salt, parsley and eggs. Arrange hot cauliflower in a serving dish and pour peanut mixture over it. Serves 4.

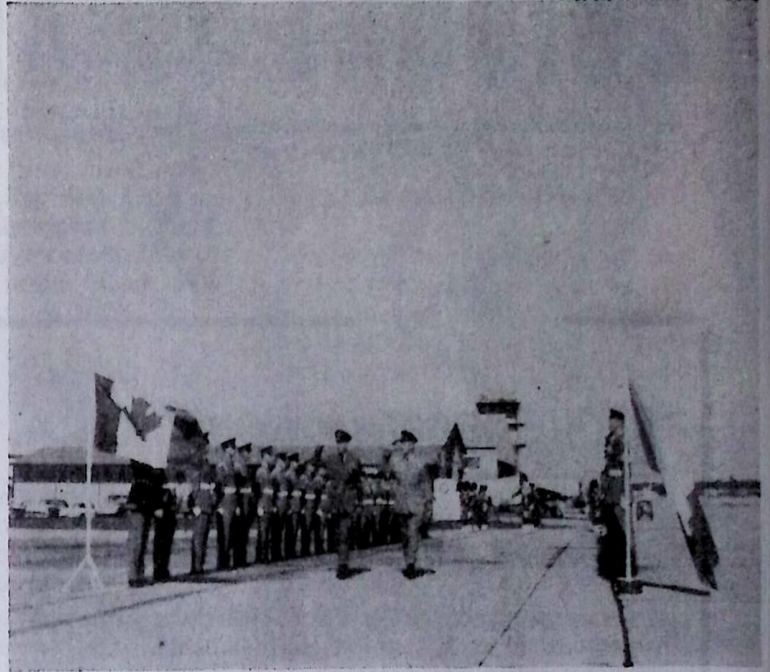
Yale Beets

8 medium beets	$\frac{1}{4}$ cup sugar
2 tbsps. flour	$\frac{1}{2}$ tsp. salt
$\frac{1}{2}$ cup orange juice	1 tbsp. lemon juice
2 tbsps. melted butter	

Peel uncooked beets and slice thinly into casserole. Combine sugar, flour and salt; blend with fruit juices and butter; mix with beets. Cover and bake at 350 degrees F. for 1 hour. Makes 6 servings.



G/C Christie CD, signing the Handing-Over Certificate, and accepting command of 1 Wing, from G/C AF Avant, DSO, DFC, CD.

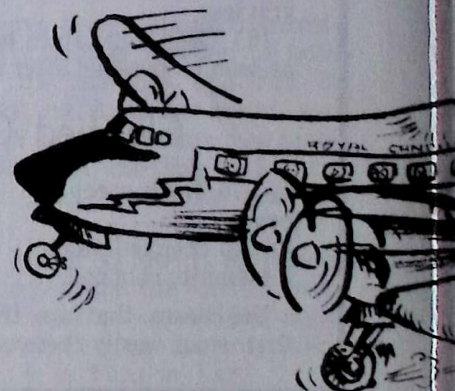


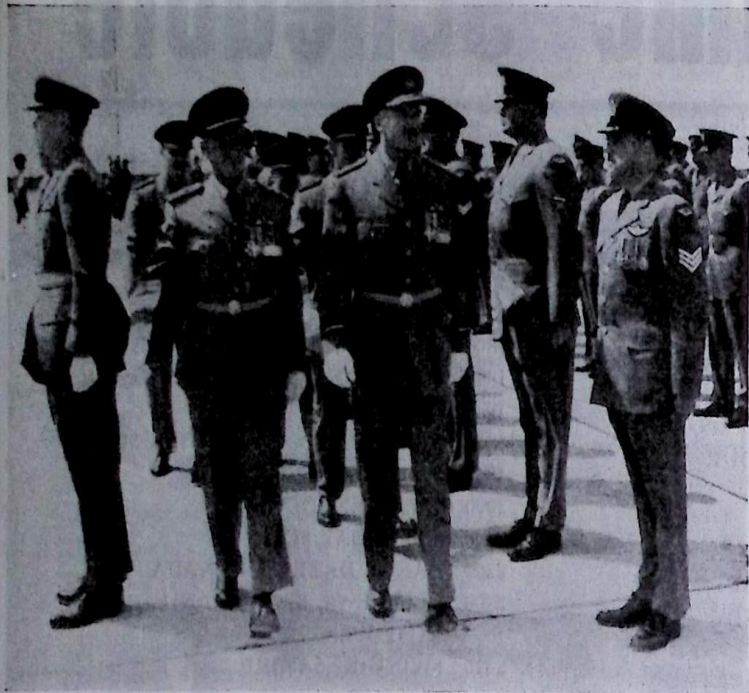
G/C AF Avant leaving 1 Wing.

AVM Bradshaw and Farewell to 1 Wing

- Sept. 16 — A/Cpl and Mrs R.J. Ryan (AFP) from Greenwood, N. S.
 Cpl and Mrs J.G.M. McCormick (AE Tech) Trenton, Ont.
 Lac and Mrs M.C. Brown (FF) from Penhold, Alta
 AC2 D.C. Jacques (FF) from Centralia, Ont.
 Sgt D.S. Mooney (I Tech) from 4 Wing, Germany
- Sept. 23 — Sgt and Mrs H. Atkin (Com Tech) from Trenton, Ont.
 Sgt and Mrs K.M. Wyman (Arm Tech) from Chatham, N.B.
- Sept. 30 — F/O and Mrs Rathbone (ATC) from Bagotville, Que.
 Lac and Mrs J.D. Godin (I Tech) from Trenton, Ont.
 Cpl and Mrs K.G. Boudron (AF Tech) from Uplands, Ont.
 Cpl and Mrs K. Steele (AF Tech) from Edmonton, Alta
 Lac J.A.P.P. Xuereb (Cook) from Uplands, Ont.
 Lac and Mrs M.D. Aucion (AFP) from North Bay, Ont.

**arriving
at one wing**



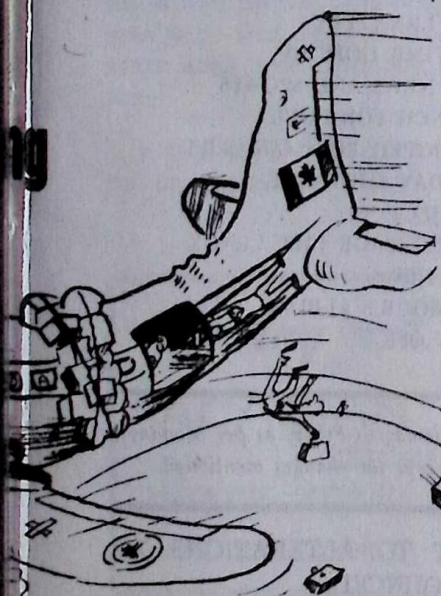


The Commander, A/V/M DAR Bradshaw, and G/C Avant, inspect the men during the Commander's farewell parade.



The Commander taking the salute during the marchpast.

and G/C Avant Bid Wing Personnel

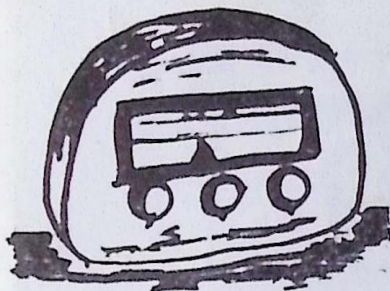


- Oct. 4 — Lac H.S. Misner (Med A) from Centralia, Ont.
- Oct. 7 — Cpl and Mrs D. Porteous (AF Tech) from Uplands, Ont.
Cpl and Mrs D.F. Giesbrecht (M & W Tech) Cold Lake, Alta
- Oct. 14 — Lac and Mrs G.S. Morum (M & W Tech) Edmonton, Ont.
Cpl and Mrs J.R. Duguay (A FTech) from Cold Lake, Alta
- Oct. 21 — Lac J.L.Y. Tremblay (Photo) from Uplands, 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.

daily programme schedule



MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0730 CBC NEWS
- 0745 MAPLE LEAF BREAKFAST CLUB
- 0830 MUSIC TILL NINE
- 0900 DR. PAUL
- 0915 THE FEMININE TOUCH
- 0930 CANADIAN WOMEN'S COMMENTATORS
- 0940 CONSUMERS REPORT
- 0945 PLAYROOM
- 1000 MUSIC FROM METZ
- 1015 NEIGHBORLY NEWS
- 1030 CROSS CANADA PLAYHOUSE
- 1100 A TOUCH OF FRENCH CANADA
- 1130 MELODY ON THE MOVE
- 1200 THE NOON SHOW
- 1300 MUSICAL INTERLUDE
- 1315 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 JOYEUX TROUBADOURS
- 1430 AIR DIVISION KID'S SHOW
- 1445 MUSIC ON THE HEATHER
- 1500 CONVERSATION PIECE
- 1600 ONE WING TEEN SHOW
- 1700 SWING EASY
- 1730 NASHVILLE TEN
- 1800 CBC NEWS FOLLOWED BY ASSIGNMENT
- 1815 SUPPER SERENADE
- 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
- 1915 SWAP SHOP
- 2000 EASY DOES IT
- 2100 R.P.M.
- 2130 WAITING GAME
- 2200 FACILE
- 2230 CBC NEWS, FEATURES & SPORTS
- 2300 MIDNIGHT MOODS
- 0001 CBC NEWS
- 0010 SIGN OFF

TUESDAY

- 1730 FRONT ROW CENTRE
- 1930 MAKE ME LAUGH
- 2000 VARIETY
- 2030 MUSIC SCENE - PRAIRIES
- 2100 CHRISTIAN FRONTIERS
- 2130 MUSIC ROOM
- 2230 CBC NEWS AND SPORTS
- 2300 THE QUIET HOUR

WEDNESDAY

- 1730 CFN HIT PARADE
- 1930 THE GOON SHOW
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 STARLIGHT SERENADE
- 2300 COUNTRY AND WESTERN ROUNDUP

THURSDAY

- 1730 BANDSTAND
- 1930 COMEDY ENCORES
- 2000 TONY THOMAS SHOW
- 2100 SOUNDINGS
- 2130 THE PLAYHOUSE
- 2200 SEMPRINI SERENADE
- 2300 DRIFTING AND DREAMING

FRIDAY

- 1015 CHEZ NOUS
- 1730 POPS OF THE PAST
- 1930 COMEDY ENCORES
- 2000 ED SULLIVAN SHOW
- 2100 WESTERN WAGON
- 2130 MYSTERY THEATRE
- 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 FOLK SONG TIME

- 1400 EXOTICA
- 1430 SING IT AGAIN
- 1500 SATURDAY (A-GO-GO)
- 1600 SATURDAY BEAT
- 1700 MUSIC COUNTRY STYLE
- 1800 GREAT MOMENTS IN SWING
- 1830 NORTHERN JAMBOREE
- 1900 CBC NEWS
- 1915 FRENCH CANADIAN FOLK SONGS
- 1930 SING ALONG JUBILEE
- 2000 JAZZ CANADIANA
- 2100 SATURDAY SIXTY
- 2200 DANCE DATE IN CANADA
- 2300 CBC NEWS, SPORTS AND RCAF WEATHER
- 2315 SWINGIN' SAFARI

SUNDAY

- 1000 CHURCH OF THE AIR
- 1030 THIRTY MINUTES WITH...
- 1100 THE ERIC JUPP ORCHESTRA
- 1130 MORMON TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 MAPLE LEAF HOUR (SPORTS BROADCAST)
- 1400 VISITE AUX CHANSONNIERS
- 1430 CBC NEWS AND SPORTS
- 1445 HOUR OF ST. FRANCIS
- 1500 SYMPHONY HALL
- 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 WINNIPEG POPS CONCERT
- 2000 SUNDAY SHOWCASE
- 2100 PROJECT '66
- 2200 FRONT PAGE CHALLENGE
- 2230 CBC NEWS
- 2300 GILMOUR'S ALBUMS
- 2400 SIGN OFF

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

SUBJECT TO ALTERATIONS TO BE ANNOUNCED

109 K. U.

This summer 109 Composite Unit has seen three changes «at the top». On August 9 and 10 respectively, with the rest of 1 Wing, 109 K.U. welcomes the new A.O.C. of 1 Air Division, A/V/M Lane and the new C.O. of 1 Wing, G/C Christie. But just over a month earlier this summer 109 KU saw a change at the top which was very close to home. On July 4, W/C C.S. Olsen, CD., became Officer Commanding 109 KU, filling a gap in the Unit's hierarchy which had existed since August 1965, when the establishment for Officer Commanding was upgraded from S/L to W/C.

W/C Olsen comes to our transport unit with a long and surprisingly little interrupted air transport background. During the war he waited until he could enlist as a pilot in April 1942. After getting his «Wings» the next summer, he spent two years on the West Coast in various flying jobs. Twin engine piston time on anti-submarine patrols and in the Ventura Air Assessment Unit in 1945 set him on the road to transport flying. From 1946 to present all of his tours but one have been connected with air transport. And it seems he performed his duties so well that the RCAF saw to it that he was used in the same units and capacities a second time.

In fact, his entire career since 1945 can be mapped out in pairs. After his

year at the Air Assessment Unit in Vancouver he spent from 1946 to 1949 in 412 Sqdn at Rockcliffe. After a tour of one year as Personal Assistant to the AOC he then joined 426 Squadron at Lachine and flew in the Korean Airlift for two years. In 1952 he was brought back to 412 for a second time and selected to attend the Comet course given by DeHavilland in England at the time when the Dept. of National Defense purchased two of these jet passenger-transporters for the RCAF. When he flew one of the new Comets to Canada in 1953 the flight was heralded as being the first jet transport craft to fly over North America. And the two RCAF Comets continued to operate with this distinction for seven months until January, 1954 when, owing to disasters caused by faulty pressurization in sister Comets, they were grounded.

This provided the cue for the then S/L Olsen to be given his second tour in 426 Sqdn for two years. Then leaving A.T.C. for five years he attended Army Staff College then repeated his previous aide-de-camp job by being Executive Assistant to the Comptroller at AFHQ. In 1961 he returned to A.T.C. and repeated the West Coast air assessment job on the Air Standards Unit at Trenton for a year. In 1962 he went abroad for a year to Gaza as Air Staff Officer in the U.N.E.E. Returning to Canada in 1963 to become Officer Commanding 4



W/C C.S. OLSEN, CD.
O.C. of 109 K.U.

(Transport) O.T.U., at Trenton. Then fresh on the heels of this he was sent overseas once more and again made Officer Commanding, this time of 109 K.U.

W/C Olsen recalls the early history of one of the Dakotas, 291, which is presently under his new command. In the late summer of 1946, the RCAF was called upon to fly Field Marshal Montgomery on a cross-Canada victory tour. For this purpose, Dakota 291 was specially fitted out with a comfortable interior. Dakota 291 still serves in 109 KU as a «VIP» aircraft.

Born in Wilkie, Sask on the 21st of January in the 21st year of this century but, to break a tradition of pairs, he has one wife and three children.

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'UNDER 21'

CAREERS

Social Work

Miss P. Van Lammers, MSW.

Canadian Association of Social Workers

(Conclusion of two-part article)

The tools most generally used by social workers in the practice of their profession are interviewing, counselling, group discussion, and community interpretation. They must be able to find out what the problem is, what the individual, group or community wants to do about it, what strength and resources each has to deal with it, and how to help them use the strengths and resources they have, and provide, where possible, those they lack.

Social workers then must be mature, responsible people with a high degree of knowledge and skill. Full professional training for social work requires a bachelor's degree, preferably with specialization in the social sciences (sociology, psychology, economics) and two years of post-graduate education in a school of social work, leading to a degree of master of social work.

Professional education includes courses which cover human growth and behavior, social welfare policy and services, and social work practice. It also includes supervised field practice in a social welfare agency or institution.

Many social welfare agencies employ persons with a bachelor's degree and provide in-service training for the specific tasks they are required to do. If after a period of work individuals feel they are able and interested in going on to full professional training, they are encouraged to do so. There are excellent scopes of work and opportunities for advancement, workers trained on the job are limited, but there are still many jobs in the welfare field which they can perform, and the profession is continually studying ways and means of getting more people into the field, which is no greatly in need of personnel. This type of employment is an extremely good way to determine one's aptitude and interest in the profession before going on to costly and intensive professional training.

Graduate social work education is costly. Much depends on the school selected and whether the student lives at home, or away from home. Schools estimate that a single student will need approximately \$2,500 to cover tuition, living costs and other expenses for one year. There are nine graduate schools of social work across Canada and many more in the

United States. Scholarships, fellowships and bursaries are widely available for social work training, from both governmental and private sources.

A recent development in social work education is the provision of undergraduate education in several centres in Canada as well as vocational training in welfare services. The latter may lead to a certificate in welfare.

Salaries and working conditions for professional social workers are comparable to those of many of the helping professions — e.g., teaching. Salary scales vary across Canada but generally average \$6,200 for a beginning social worker. Benefits such as holidays, health insurance, pension plans, etc., are of good standard.

«To the Student who wrote in requesting information on Air Hostess qualifications, I do not have that information at present — but until such time as it does arrive — perhaps the following article will help.»

Air Hostesses Must Have the «Mostest»

by Arthur Conn

LONDON — The word hostess... used to mean a lady receiving her own friends in her own house. Now it appears to mean a young woman who is paid to take basins to airsick passengers in a plane.

So wrote a Victorian-educated grande dame, Viscountess Milner, in 1951.

It is a view made odder by the past 15 years for the job of an air hostess (or stewardess as many airlines prefer to call her) is still enormously in demand. Some of the glamor and certainly the «novelty» of being an air hostess may have rubbed off with the speed-up of aircraft and the numbers carried. But not — and this in the important thing — in the imagination of girls all over the world.

It is not only the travel, the feeling of service and sense of authority, the smart uniform, the pay and «perks» that attract, it is, almost subconsciously that fascinating statistic that in 18 months, according to one airline's estimate the hostess may meet 8,000 eligible bachelors.

It is a statistic which tends to rebound. In one year, out of 250 British girls recruited for a big U.S. airline, nearly half got married. It seems that once the girls became air hostesses, suitors were quicker off the mark.

1,400 Seek Jobs

That is why this airline may be seeking at one time in Britain 200 girls out of about 1,400 interviewed. And when the 500-passenger «jumbo» jets are in service the demand for hostesses will be even greater.

How do airlines select the girls? What are the qualifications needed?

One personnel officer of a U.S. airline who interviews 1,000 girls a year claims to know within one minute whether a girl is suitable. He mentally awards points for appearance, charm and personality. Speech, height and weight are noted — and he puts a lot of emphasis on the girl's self-reliance and sensible (but not gushing) enthusiasm for the job.

« We are not looking for glamor pussies who imagine that they will marry the pilot or a rich business man after a couple of trips, » he says. « We want the type of girl who can make any passenger feel at home in the clouds. »

A spokesman for Air France puts it this way. « A hostess in every sense, that's what we want, » he says. « A university degree, perfect English, and the ability to satisfy a board of examiners, including a psychiatrist, that she is a superwoman physically and mentally. »

For all airlines a smart appearance is a « must » — but the girls who come for interviews in heavy make-up, brilliant nail-varnish, lots of eye-catching accessories and « knock-down » perfume are likely to remain earthbound.

Neat Girl Desired

The neat, well turned-out look is the most desirable. And the snootier model types are out. A girl must have a modest demeanor but must not be the old-fashioned « demure » type. She must be firm without suggestion of « bossiness. »

Successful air hostesses are neither too short nor too tall, must be of reasonably slim build and have natural color hair, good teeth, good eyesight and a clear complexion. That rules out many other applicants.

But people are judged by voice as well as appearance and by manners as much as by efficiency. An « educated » but not affected or stilted speaking voice is essential. Girls who are chatterboxes or insufficiently articulate, or whose mental responses are slow, are found wanting in the group selection tests

when candidates discuss topics together.

Education and a quick intelligence must be added to such practical qualifications as nursing and catering experience.

It is no job for a « blue-stocking », but a trained mind is vital. A trained stewardess of British European Airways has to master an instruction manual of about 200 pages. The girls' knowledge has to range from elementary aerodynamics to zany behavior by passengers. She has to be a quick working expert on currency values, geography, climate, customs regulations, sightseeing — and the food requirements of many nationalities and differing religions.

Other Qualifications

What other qualifications are needed? Physical toughness is certainly one. How many hostesses have you seen sitting about in the plane? Nearly all the time they are walking or standing.

Patience is the biggest asset of all, says one London air hostess.

« How else », she asks, « can you deal with a passenger who wants to know where his morning newspaper is when we last touched land the night before? Or the woman who gave me a letter to post when we were flying over the Atlantic and hours later, when we were still flying, wanted to know which country I had posted it in? »



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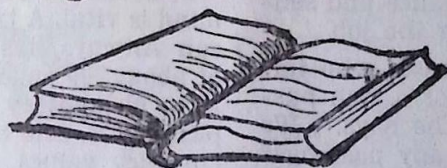
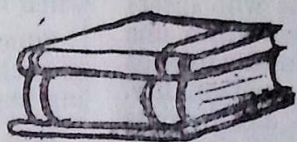
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News books received at the Station Library

STRIP JACK NAKED

by Alexander Baron

Harryboy, gambling hero of *The Lowlife*, now puts his money on an American blonde. His tragic-comic pursuit of her is international, leads him to Venice, alarming expenses, and a quite unexpected end.

IN THE ABSENCE OF MRS. PETERSEN

by Nigel Balchin
Jim Petersen sees his wife killed in the air accident at Hollywood Airport. Completely shattered, he goes off to Paris where he meets a Yugoslav girl and becomes involved in a series of strange adventures.

A SMALL WAR MADE TO ORDER

by Norman Lewis
A criss-crossing of agents and an American-sponsored landing reminiscent of the Bay of Pigs combine with superb storytelling and sardonic humour to rank Norman Lewis's latest novel among the classics of spy fiction.

NINE BEFORE FOTHERINGHAY

by Julian Forrest

Mary, Queen of Scots has been much written about. Yet she still remains an enigmatic figure in the turbulent history of France, Scotland and England. In Catholic eyes she should have been Queen of England as well as of France and then of Scotland. Mr. Forrest has produced a realistic and perceptive view of the Queen as described by those who were the leading figures near to her. All except one are real; and they give their story — nine of them — sometimes in words which are known to have been their own. Among them Moray (Mary's illegitimate half-brother), the virulent anti-catholic Knox, Bothwell, Queen Elizabeth and finally the Scots Queen herself all contribute their narratives. Put together they provide a balanced picture of a tragic figure, one who in many ways was the victim of circumstances, of her consistent pride, worn to the final executioner's block at Fotheringhay.

TALK TO ME

by Janet McNeill

A novel about spiritual loneliness, the corroding ailment of the 20th century: the isolation of a middle-aged man who needs a closer relationship than he feels he can achieve with his blind wife, herself driven inwards through her lack of sight. Each seeks escape, he through a young girl who works in his shop, she through fantasy, neither succeeding, both ultimately turned back to each other and to themselves. Delicately written and moving.

THE BLUE GUITAR

by Mary O'Connor

Philip Moterlant, reading P.P.E. at Oxford, was at the stage when he questioned and rejected the values implanted in him by his parents and school. At home in London, his sister Annabel doing her A Levels and dipping her toes into the Season found herself torn between a genuine desire for knowledge and what she considered her fulfilment as a woman. When Annabel fell in love with shallow, sophisticated Jeremy Black and Philip expressed a desire to give up his degree in order to earn a cool Beatele million, there was some painful soul-searching but no experience is valueless and Philip, at least, found his personal answer to the question "What am I for?" That there has always been a gulf between the generations is common knowledge. Mary O'Connor shows a perceptive sympathy for both generations in her presentation of his far-reaching and significant problem.

CLEAN YOUNG ENGLISHMAN

by John Gale

Many will admire and love Clean Young Englishman for its controlled and superb style, for its wonderful picture of a privileged pre-war boyhood, for its vivid realisation of the post-war years, and for its moving account of what it is like to be not in your perfect mind. But above all, John Gale's autobiography speaks to his own generation in terms at once deeply experienced and immediately recognisable.

AWAY FROM THE VICARAGE

by Noel Streatfeild

Away From The Virage brilliantly catches the essential atmosphere of the times and places it evokes; monuments when brothers, lovers, husbands failed to return from the war or when in a few months a generation threw over the values of a century; places as confined as the dressing-room of a provincial theatre or the decks of a Union Castle liner, as far flung as South Africa and Australia. Its characters glow with life; the brothers and sisters of the vicarage, the infatuating young man who promises marriage, the tyrannical old actor-manager, Victoria's father whose compassionate acceptance of his daughter's rebellion is so moving, and Victoria herself who discovers her true metier just in time.

FAREWELL TO ARABIA

by David Holden

Since 1956, the year of Suez, events in Arabia have moved fast; so fast that the old world of Lawrence and Doughty, of Philby and Bertram Thomas and Thesiger has been replaced, in a sense, by a new Arabia, an Arabia uninterested in that long, romantic love-affair between herself and the Occident which for so many generations engaged the imagination and the heart of Western man.

BARRIER REEF BY TRIMARAN

by John Gunn

John Gunn sailed a home-made trimaran 3,000 miles to the Great Barrier Reef, thus providing that Suburban Man can still break out to freedom and contributing to a positive literature of escape.

AGAINST THE WORLD

by Douglas Brown

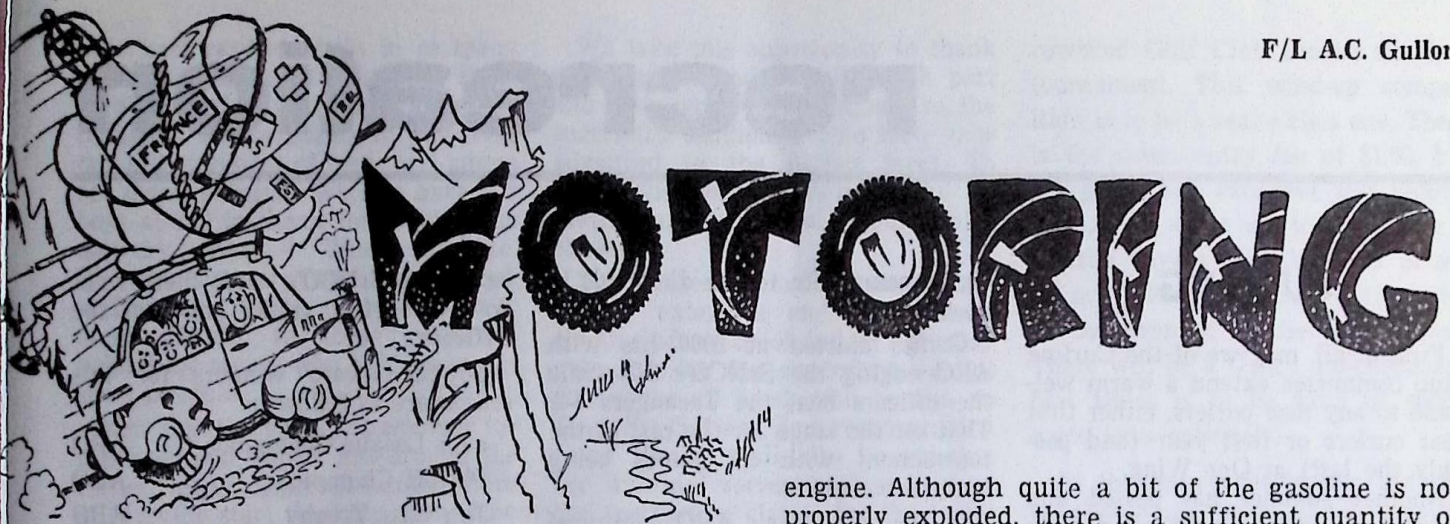
A profoundly enlightening study of the white population of South Africa, of their way of life and of the attitudes which lie behind apartheid. Written with the understanding of one who has known the country over many years.

ANOTHER SIXTY YEARS

by Sir Arthur Richmond

This is the account of a career spent without the support of any educational rubberstamp, in a responsible position in Whitehall; in the Education Service in a county; in helping wage-earners to become small farmers; in social service and in matters connected with art.

Modestly told, yet full of vivid interest, this story of a man of particularly genuine qualities is exceptional because his kind of career can probably never happen again.



THE CARBURETTOR

Have you ever seen someone throw gasoline on the ground and then throw a match into it? Some of the gasoline (already vaporized into a proper gas) explodes quickly. The remainder burns furiously for a few seconds. Although this burning takes place quickly, it is not really fast enough to keep an engine running. The engine requires that the gasoline be vaporized and mixed with the air in the proper proportions to form an «explosive mixture» like the one that causes the initial «bang» when burning gasoline on the ground. This mixing and proportioning is done by the carburettor.

As the pistons go down in the combustion chamber, they suck air in through the «manifold» (a pipe connecting the carburettor with the combustion chambers) and the carburettor. As the air speeds through the «venturi» of the carburettor, (a hole down the center of the carburettor about 4 inches long and $\frac{3}{4}$ " to an inch in diameter) it sucks gasoline out of a tiny hole in the side of the venturi in just the right amount to mix with the amount of air that is going in. This gasoline is heated, vaporized and mixed with the air in the manifold ready to be sucked into the combustion chamber and exploded.

When you «step on the gas» in a car you are not really shoving more gasoline into the carburettor, you are only opening a valve in the venturi a little wider and letting more air in. This air in turn sucks in the proper extra amount of gasoline to mix with itself to form the proper explosive mixture.

In the morning when the engine is first started there is no heat to help vaporize the gasoline properly. However, there is a certain amount of the gasoline which vaporizes very easily (called «light ends»). If enough of these are present in the explosive mixture the engine will run on these until it warms up enough to vaporize the rest properly. This is the reason for the «choke» on an engine. When you «pull out the choke» you actually close another valve in the venturi to restrict (choke) the flow of air. The result is that there is a higher percentage of gasoline and less of air delivered to the

engine. Although quite a bit of the gasoline is not properly exploded, there is a sufficient quantity of «light ends» present to form an explosive mixture which will get the engine started. After the engine warms up properly the «choking» of the venturi is stopped (you «push in the choke») and the engine runs normally.

So, there is a great deal more to a smoothly functioning and efficient carburettor but those are the basics.

MONZA

Jack Brabam has his second World Championship for Drivers. And he clinched it sitting on the pit wall watching the best race of the season. Actually he was part of the excitement in the opening laps but dropped out while running a strong second. The lead changed hands three or four times in the first ten laps and the Scarfiotti took over in his No 6 Ferrari and pulled out a 7-9 sec lead by the midpoint of the race. Denis Hulme in the second Brabam was driving the race of his life trying to keep ahead of Parkes in the No 2 Ferrari for second place. Rickie Ginther was going very well in second place in the new Honda early in the race but left the track and rolled himself into the hospital.

Unfortunately, I was at the very end of my leave and had to leave at the $\frac{3}{4}$ point of the race in order to make it back. More about the Championship next issue.

...THE WISER MAN...

The plagiarize and paraphrase a popular song «It takes two to make a roadblock», one vehicle going slower than normal and a second driver who is unable to pass or merely quite content to sit behind him. If you find yourself the No 2 vehicle in either of those situations you would be very wise and courteous to help the drivers behind you as much as possible. If you are unwillingly to slow down a little more, and pull well over to let faster traffic get by you and have a chance to pass the slow man, at least leave plenty of room between you and he so traffic can pass you separately.

If you do not do these things the faster traffic will try to get by you both anyway and may involve you in a nasty situation.

recreation

CURLING

First of all, may we of the Curling Club committee extend a warm welcome to any new curlers, either first year curlers or first year (and possibly the last) at One Wing.

Another summer has passed and the time has come for all you duffers to exchange your clubs for a broom which you can put to good use on October 11th, the starting date of the opening spiel. Regular league curling will commence October 17 with the mixed league beginning October 23rd.

Entry forms will be available at the Post Office and the Bank. These should be completed and submitted to Cpl D'Arcy at the pay accounts section as soon as possible. Applications may be submitted either individually or as a complete rink. Those entering individually will be placed on a rink at the position indicated on the entry form or by years of experience.

The fees this year will be the same as last. For the regular league, \$12.00 per person or \$48.00 per rink. If you wish to spare, the cost will be one-half. In order to play two games a week in the regular league, the number of rinks will be limited to 48.

The mixed league has been limited to 30 rinks and will curl every Sunday with the exception of the International and Inter-Wing bonspiels.

LADIES CURLING

The ladies curling league will be limited to 12 rinks. Fees will be the same as those of the regular league.

Entry forms may be obtained at the Ladies curling meeting which will be held at the Gold Club at 2000 hrs September 26. All curlers are asked to attend as a new President and Vice-President will be elected.

In the next issue we hope to have some bonspiel information for you, both inter-wing and International.

JIM CASS TOURNAMENT

On the 27 and 28 Aug PMQ's saw

eight teams take to the diamonds to do battle.

Games started at 0900 hrs with ARO edging the SrNCO's 3-2 while the officers beat the Teeangers 3-2. That set the stage for the rest of the tournament with all games being hotly contested.

In the semi finals ARO continued in the winners bracket with a 3-2 win over ASO. ASO then continued and beat out 109 KU to meet ARO in the finals.

The final game saw two tired teams square off in a final game. Both Houghton of ASO and McLean of ARO had pitched every game of the series.

The game was a real thriller for the multitude of fans that were on hand to witness the game of the tournament. Spectacular plays and superb pitching was the order of the game.

Only after the final out of the game was achieved was the game settled.

A vote of thanks is given to all players on their good sportsmanship and calibre of play.

The tournament was a great success and provided great spectator appeal.

Congratulations to ARO on a well earned victory.

BALL

With only the Air Div Championship and a Ladies Air Div Invitational Tournament to be played, ball has come to an end.

In the «A» Division ARO, ASO, CPL, 109K, In that order ended while the Officers, Airmen and SrNCO's landed in the «B» division.

In the «A» Division ARO ousted the Cpls while 109 KU upset ASO to meet ARO in the finals.

ARO achieved the triple crown on the station by winning the Jim Cass Trophy, the league, and the play-offs.

In the «B» Division the Airmen

beat the SrNCO's and then went down to defeat at the hands of the Officers.

So the award winners for this season are as follows:

«A» League Champions	ARO
Playoff Champions	ARO
Jim Cass Trophy	ARO
«B» League Champions	Officers
Most Valuable Player	Lac Houghton (ASO)
Most Sportsman, Like Player	Lac McLean (ARO)

Congratulations to everyone on a successful completion of a rather hectic season.

SKEET REVIEW

by Jim Raine

As most shooters know by now, our shooting times at the range have changed to Sunday afternoons from 1 to 5. Turnouts at the new times have been very good with a great many newcomers showing up to try their hand at the game. Last month our Club burned up over 3500 rounds of ammo and this month we are well on our way to matching this. On Sunday the 21st of September, we are having our Club Championship and we will be picking one and possibly two teams to represent our Station at the forthcoming Air Division Championships which we will be hosting here at 1 Wing sometime around the 3rd or 4th week in October. We expect a good turnout in order to have lots of people to pick from. Shooting will start at 12 o'clock for this occasion — each shooter will fire 100 rounds to qualify. There will be prizes on hand for both «A» and «B» class shooters — so don't worry about your scores as you will be shooting against someone of your own average. Lets hope for a good clear day and some good high scores.

We now have a good supply of birds and ammo on hand, thanks largely to our Wing Rec Officer F/L MacAllister. Mr MacAllister has bent

over backwards to help in as many ways as possible to assist our skeet club in order that we can shoot regularly. His assistance in procuring our last shipment of birds and ammo are beyond thanks. We also have our boys at 109 to thank for making the delivery from 4 Wing to here. Without them we would have been tied up for a couple of weeks. Again, many thanks to these personnel behind the scenes who help make our sport possible.

Now that the vacations are over for this year and Fall is just around the corner, many displaced hunters here at Marville start thinking about how badly off they are being stuck over here and missing out on all the good hunting back home. Well why not come out to the skeet range and at least get the feel of a gun again in your hands. I am sure that you will find there is nothing more relaxing after a hard week at the hangar than powdering a few clay pigeons. Maybe you can't eat them, but the satisfaction you will get from hitting a target that is moving 60 mph will be reward enough. Besides, later on this Fall we will be having a turkey shoot so why not sharpen up now so that you can take home a turkey or duck when the big shoot comes off. There are lots of people on hand who would be only to glad to give you some pointers and help you get used to this year-round sport. There is no reason for the ladies to hold back either, why not give it a try girls, this could be just the remedy you need to relax you after a weeks housework.

Thats all the news for this week, so see you at the range.

Good Shooting!

SUMMER SWIMMING PROGRAM

Our summer swimming program had a total registration of 369 dependents. To cope with this large registration, the program had to be run in two parts. This accounted for the short duration of the classes.

We owe the success of our summer swimming program to the very able assistance of our Swimming Director, Miss Penny Carpenter, Chief Instructor, Mrs. J. Anderson, and all the Junior Instructors.

We take this opportunity to thank all those dependents who took part and give our congratulations to the successful candidates who have now advanced to the higher level. To those who were not so successful we invite you to come out to our winter classes.

The Winter Swim Program will be a very extensive one with classes running after school and on Saturday mornings for the dependents. Adult classes for all levels will be run on Tues, Fri, Sat and Sun evenings. Mrs. Irene Platten will also be running her informal recreational swimming and instruction classes for the ladies on Monday afternoon's from 1300 hrs to 1500 hrs.

REMEMBER: THERE IS NO BETTER SPORT THEN TO SAVE A LIFE SO COME OUT AND JOIN IN OUR WINTER SWIMMING PROGRAM.

GOLF FINALE 1966

On Saturday, October 8th, the Ar-

rowhead Golf Club throws its final tournament. This wind-up competition is to be a real «big» one. There is the usual entry fee of \$1.00, but the prizes are excellent and numerous. After, what we trust will be a «battle royal» for all these prizes, we are holding our Presentations etc., in the evening at the Rec. Centre. There will be a Dance, luncheon and bar. Dress is to be suits or sports coats (ties optional).

As this may well be the last one in Arrowhead territory, lets make it the biggest and the best.

The Club Championship Final is to be played on Sunday September 18th at 1100 hrs. The fight for the supreme honours is between WO2 Frank Finner and Cpl Doug Hall. Galleryites are very welcome and some good golf, plus a hectic battle is in the offing. Good Luck to both men, and may be better man win.

BOWLING

MIXED LEAGUE BOWLING

Mixed League Bowling will be starting on Sunday 18 Sept. Anyone interested in entering a team, or any couple wishing to bowl in the mixed league, must enter by Friday 9 September. In order that a firm schedule can be prepared, **no further** team entries will be considered after this date.

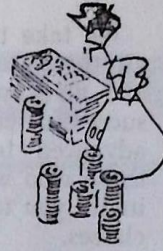
All interested captains or bowlers contact Rec Centre Orderly Room local 52 or Cpl Williams at local 157.

A paid statistician/secretary will also be required. Any person interested in filling this position, please notify team captain, or submit name to Cpl Williams at local 157.

MARVILLE AUTOSPORTS ASSOCIATION

The Marville Autosports Association will open the 1966/67 season by holding a general meeting on the 7 Sept at 2000 hrs. This meeting will take place in room 34 in the Ground Training Building next to CFN. The annual election will take place followed by a briefing on a rally to be held Sept 11. All personnel are welcome to attend.

the mart



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notices

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

Anyone wishing to place an add 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 Add: Remove your advertisement from the Bulletin Board, write *cancel* on the face, place in the Arrowhead Box. Thank you.

wanted articles

Wanted to rent a 2 or 3 bedroom trailer as soon possible. For duration of 1 Wing stay in France. Contact: Lac J.D. McKenzie, local 85, or 10, rue Charles Magnette, Virton, Belgium.

Temporary Accommodation — for two weeks, Sept 15 to 30. Furnished trailer, apartment or House. Contact: Padre MacLean, local 15 or PMQ B-25.

Good second hand wringer washer, american model. Contact: Lac Lupton, local 97.

for rent

Modern 2 bedroom furnished apartment in Virton. Living room, kitchen and bath. Central heating. Ideal for couple with 1 or 2 small children. \$90.00 per mo. Contact: F/L Chandler, local 254 or 12, rue de la Roche, Virton.

3 bedroom apartment, living room, kitchen and bathroom. Back yard, located in centre of Virton. Rent \$30.00 per month on condition of purchase of furniture. Contact: Lac Doyle, local 242.

Modern two bedroom apartment. \$65.00 per month. Contact: Lac Gross, local 117 or Rue St. George, Dampicourt, Belgium.

Very comfortable apartment located in Izel (near Florenville). Central heating with hot and cold running water on a large piece of land. Canadians for neighbours. Contact: M. Jeanty, Telephone (063) 601.91 or (061) 313.36. (146)

misc. articles for sale

Philco wringer washer, less than 1 yr old. Perfect condition. Price \$75.00. Contact: Lac Rushton, local 87 or 255 M.L.T.P.

Folding type play pen — \$8.00. Folding high chair — \$5.00. Hoovermatic washer — \$60.00. All in good condition. Contact: Cpl Guimont, local 85.

Mary Maxim sweaters, size 6 and 4 — \$5.00 each. Roof rack for small car — \$5.00. Dishes for 4 w/ various pots and pans — \$3.00. Contact: R. Cyr, local 211 or C-6 M.L.T.P.

Stroller — like new — \$8.00. Baby car seat — \$2.00. Contact: Sgt Lasnier, local 277 or PMQ B-68.

Trailer hitch — \$5.00. 4 jerry cans — \$1.00 each. 6 volt batter — \$5.00. Contact: Sgt Chapman, PMQ B-66.

Bed Chesterfield and 2 chairs. Excellent condition. Hoovermatic washer. Arthur martin Fridge, approx 10 cu ft. Contact: F/L Chandler, local 254 or 12, rue de la Roche, Virton.

Small Siemens refrigerator. \$30.00. Contact: F/L Maceven, local 102

1955 Motorcycle FN 250 cc twin. New tires and batter. Price: \$175.00. Contact: Lac Del Tingey, BB 36, Rm 4, or local 87.

Stamp collectors — Build your collection one penny each. Hundreds available. Discout to Scouts, cubs, Guides and Brownies. Contact: Lac A.B. Olson, PMQ D-11.

Girls winter coat size 4, girls plaid kilt skirt size 3X, all in good condition. Contact: Mrs O'Leary, PMQ D-13.

Dining room table and 4 chairs, dining room cabinet, 35 mm Pony Kodak camers, case, flash attachment and carrying case. 2 yellow sealed bean 6 volt headlamps. Contact: F/L Boivin, local 246 or 15, Rue du Cimetière, Saint-Mard.

2 camping gaz bottles - \$20.00, 1954 Opel Kapitän as is - \$15.00. Camping trailer sleeps 3 (home made) - \$150.00. Will swap for camera enlarger. Contact: Lac Bailey, local 195 or PMQ G-132.

Hoovermatic washer with spin dryer, new condition. Contact: FS Evans, local 186 or 328 - Third St. M.L.T.P.

Hoovermatic washer with heater, coleman camp stove. Contact: S/L Parkhouse, Prot. Chaplain, local 15 or PMQ A-24.

European baby carriage, excellent condition. Price \$25.00. Contact, Lac Harvey, local 203 or Rue Carpiër, Ethe, Belgium.

cars for sale

1963 Rambler Ambassador 990, V-8. Automatic trans, power steering, brakes. Price: \$1375. Contact: F O Walton, Air Div, local 133 or 29 Oselbach Strasse, Zweibrücken, week ends only.

1957 Fairlane 500 convertible. Radio, electric wipers, 1 yr old top. Price: \$144.00. Contact: Lac Watson, local 194.

1960 Taunus station wagon 17 M — rebuilt motor, good tires. Insurance valid Nov. '66. Price \$300.00. Contact : F/L Dmytriw, local 180.

1963 Simca 1000. Excellent condition. New motor, clutch, exhaust. Price \$450.00. Contact : S.L. Spence, local 274 or PMQ A-35.

1959 Opel Kapitän, very good condition. Price \$500.00. Insurance valid July '67. Contact : F.L. G.T. Plouffe, CE Section, local 146.

Wrecked 1962 Simca Monthlery. some salvageable parts. Contact : F/L Berortsen, local 182.

1960 Vespa 2-passenger car, available Aug. 30. Price \$80.00. Contact F/L MacEven, local 102.

1955 Pontiac V-8 automatic. Radio and roof rack. Also 1955 Pontiac std 6. Contact : Sgt Chapman, local 150 C.E. Section.

1954 Ford. rebuilt motor. Price \$100.00. Contact Lac Deschambault, local 155 or PMQ G-37.

1962 Volkswagen custom built camper, new motor, tires. Includes roof rack, stove radio heater toilet and extension. Export model. Contact : Lac Ken Hanna, local 227 or A-8 Maple Leaf Trailer Park.

1966 Corvail Monza 2 door hardtop. 4 speed transmission, radio, car under warranty, Price \$1895. Will consider Volkswagen Variant in trade. Contact : Lac Clegg local 169 or 105 M.L.T.P.

1961 Chevrolet Station Wagon, Black, 6 cylinder. 67765 miles. Contact : Canadian Embassy, Paris, Balzac 99-55, extension 101.

1961 Simca Monterey super rush engine. Contact : Lac Maheux, local 248 or PMQ G-52.

house trailers for sale

Willerby Caravan, fully furnished. No reasonable offer refused. Contact : FS Evans, local 186 or 328 Third St. M.L.T.P.

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

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

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

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

1961 Willerby two bedroom trailer. Contact : Lac Yorke, 314 M.L.T.P.

camping equipment for sale

1963 Sprite 400 trailer. Completely equipped. Contact : Cpl Proulx, local 168 or PMQ G-24.

1961 Sprite Musketeer holiday trailer. 14 ft. accomodates 5. Complete with propane lights, stove and fridge. Recently decorated. Contact : Sgt A. Hrdlicka, local 195 or PMQ G-91.



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AMSTERDAM (Holland)

Raclet tent — 1 bedroom, 2 camp cots, folding table, thermos jug, coleman cooler, gas lamp, pots and pans. Price : \$70.00. Contact : Cpl Litvin, local 112 or No. 204 M.L.T.P.

Raclet tent, sleeps 6 w/kitchen and front extension. Gas 2 burner stove and 70 hr bottle. Luggage trailer w/hitch and ball. Electrical connections. Price \$250.00. Contact : Cpl Anderson, local 277 or PMQ B-123.

1965 Sport camping trailer 12 ft. Completely equipped. Price \$1100.00. Contact : S/L Joy, local 83.

1964 Sprite 400 - 10 ft trailer. Good condition. Contact : Lac Bouchard local 22.

Sprite Alpine trailer 1965 model, complete with canopy electrophone gas, refrigerator gas bottle. Available Sept 17. Contact : S/L Parkhouse, local 15 or PMQ A-24.

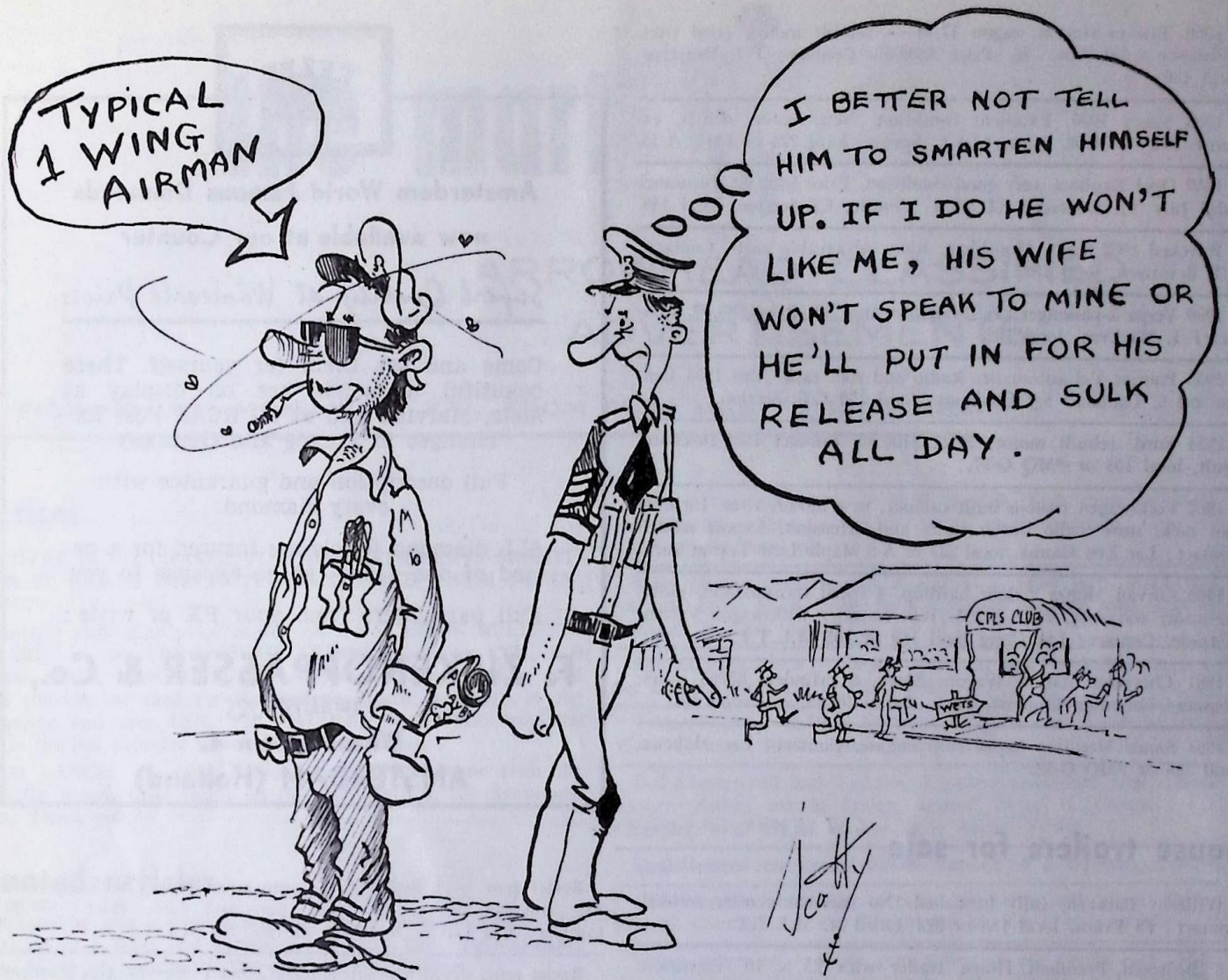
Happy camping trailer. Contact : Sgt Crump, local 159 or PMQ B-98.

13 ft camping trailer, gaz stove and oven. gaz fridge, sleeps 4 adults. May be seen at Central warehouse parking lot. Contact : Lac McGuin, local 150. or D-18, M.L.T.P.

1961 Picadore trailer complete with tent attachment. Sleeps 4 or 5, new tires, and breaks. Screens on windows. Combination gaz or electric fridge extra. Contact : S/L Seguin, local 40 or PMQ A-11.

10 ft Bluebird Rambler travel trailer. Contact : Sgt Martin, local 104 or PMQ B-125.

1963 Digue Sprite 14 ft camping trailer, good condition. 2 full sized double beds. Price \$800. Contact : Mr McAllister, local 160 or PMQ B-21.



on the lighter side

With a very attractive friend I was waiting for the light to change at a Hollywood corner. Feeling a tap on her shoulder, my friend turned and looked up at a handsome Marine. He smiled and asked in a soft Southern drawl, «Pardon me, but do you-all know Johnny Green?»

«No, I don't,» she replied.

His smile grew bigger and, with a twinkle in his eye, he asked, «Would you-all like to meet him?»

★

George called his home to talk to his wife. The phone rang and rang — and finally the little

woman answered it. «Oh, dear,» she moaned, «you got me out of the tub. Please call back in 20 minutes. I'm dripping wet, and I didn't even have a chance to grab a towel, trying to get to the phone.»

George said okay, and hung up. Then he dialed his phone number, hurriedly whispering instructions to one of his pals in the office.

The pal took the phone. Again the wife — who couldn't have had time to get back to the tub — answered with a rather annoyed «Yes?»

The pal said, «Is George oh —

...oh, look at you! and all wet, too!»

A loud scream at the other end of the line was cut off by an equally loud click.

★

A man met a friend he hadn't seen for a long time. «Why, George,» he said, «you've changed! What's making you look so old?»

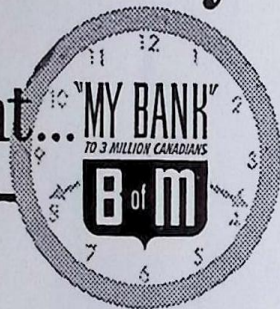
«Trying to keep young,» said George.

«Trying to keep young?» queried the man.

«Yes,» was the gloomy response, «nine of them.»

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MARVILLE BRANCH: PAT RIGBY, MANAGER



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Monday Sep. 19, 1900 hrs only

MISSION FOR A KILLER

« A » Frederick Stafford, Mylene Demongeot
SCOPE and COLOR

Tuesday Sep. 20, 1800 and 2030 hrs

Wednesday Sep. 21, 1800 and 2030 hrs

BUNNY LAKE IS MISSING

« X » Laurence Olivier, Carol Lynley, Keir Dullea
Adults only

Thursday Sep. 22, 1900 hrs only

TOPKAPI

Peter Ustinov, Melina Mercouri, Maximilian Schell
« U » TECHNICOLOR

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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^e

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

MERCEDES-BENZ

Friday Sep. 23, 1800 and 2030 hrs
Saturday Sep. 24, 1900 hrs only

GUNFIGHT AT COMANCHE CREEK

« U » Audie Murphy, Collen Miller, Ben Cooper
SCOPE and COLOR

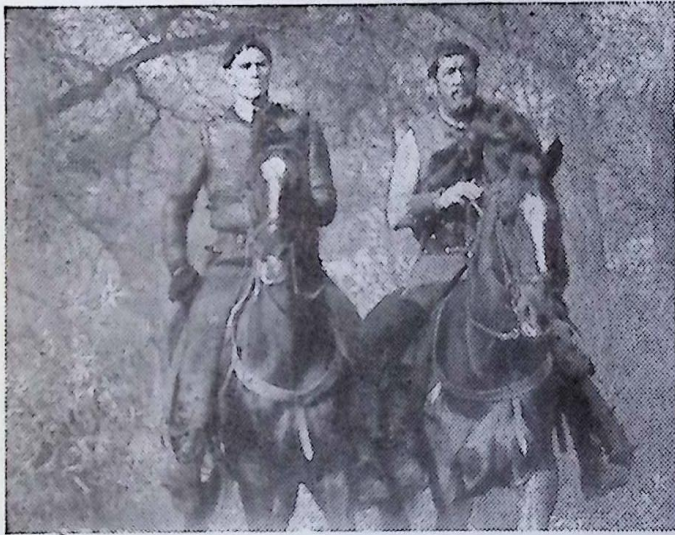
Saturday Sep. 24, 1345 hrs only
CHILDREN'S MATINEE « U »

CRACK IN THE WORLD

Sunday Sep. 25, 1800 and 2030 hrs
Monday Sep. 26, 1900 hrs only

THE WAR LORD

Charlton Heston, Richard Boone, Rosemary Forsyth
« A » SCOPE and COLOR



Tuesday Sep. 27, 1800 and 2030 hrs

THE GORDON

Peter Cushing, Barbara Shelley, Christopher Lee
« X » Adults only SCOPE and COLOR

Wednesday Sep. 28, 1800 and 2030 hrs
Thursday Sep. 29, 1900 hrs only

THE REWARD

Max Von Sydow, Yvette Mimieux, Efrem Zimbalist Jr
« A » SCOPE and COLOR

Friday Sep. 30, 1745 and 2030 hrs
Saturday Oct. 1, 1900 hrs only

CARRY ON CONSTABLE

« U » Sidney James, Hattie Jacques, Kenneth Connor,
LeLsie Phillips, Shirley Eaton, Charles Hawtrey

Saturday Oct. 1, 1345 hrs only
CHILDREN'S MATINEE « U »

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Part 1 : SECRET AGENT

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THEATRE

LADY L



DOCTOR
IN CLOVER



James Robertson Justice and Leslie Phillips find the charms of Fenella Fielding distracting in this scene from the new Rank Organisation comedy, DOCTOR IN CLOVER, which is produced by Betty E. Box and directed by Ralph Thomas.