

ADIEU TO



MARVILLE



editorial

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ADIEU TO THE ARROWHEAD (AT MARVILLE)

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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The next issue will be printed in LAHR —
Date to be announced later.

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.

After five years seven months of continuous publication we have come to the final edition of the Arrowhead at Marville.

We have included a good deal of material in this final issue which we hope you will find helpful during the relocation months ahead and also a brief history of 441, 439 and 109 squadrons. We also offer the last, (for this paper) of « Scotty's » delightful cartoons plus several of his past favorites — Scotty returns to Canada very soon.

At this time it would seem appropriate for us to give thanks to our many faithful readers and also to all the former Arrowhead staffers who have devoted a good deal of their spare time and effort throughout the publication's history at Marville, to present you with a station newspaper. Our particular thanks to our departing co-ordinator, Mrs. Proulx who has done such an excellent job in the Arrowhead office.

It is our understanding that, when we get settled in Lahr, there will be a new station paper published, the name of which will be decided on at that time, until then 'Au Revoir'.

GOVERNOR-GENERAL GEORGE P. VANIER

This week the world mourns the death of Canada's Governor General George P. Vanier. Governor-General Vanier died Sunday, March 5, 1967 at the age of 78, at his residence in Government House, Ottawa. Prime Minister Pearson told the Commons that the Governor General had indicated two days before his death failing health might force him to give up official duties. Death came suddenly and apparently from heart failure.

Mr. Vanier was Canada's second native born Governor-General and was appointed at the age of 71, on the recommendation of Mr. J. Diefenbaker on August 1, 1959. His term of office was twice extended and the last extension was for as long as he desired to remain in the position.

The body of the Late Mr. Vanier was taken to Parliament hill in Ottawa and was accompanied by a troop of twenty R.C.M.P. Officers. The closed coffin draped with the Red and White Maple Leaf flag was placed in the senate chamber for a formal, lying in state period. The funeral was held Wednesday, March 8, 1967.

Quebec City's Royal 22nd Regiment formed the Guard of Honour for the State funeral at the Basilica in Ottawa. Mr. Vanier helped form the regiment (the famous « Van Doos ») during the first world War. After the state funeral the body was taken to Quebec City by train. Following services in the Notre Dame Basilica, the body was placed in a crypt. A final resting place will be prepared in the Chapel of the Royal 22nd Regiment.

It seems appropriate at this time to quote a sentence from the late Governor-General's Centennial Christmas address. He said « I WANT TO BE KNOWN AS A CANADIAN, NOT ONLY AS A CITIZEN OF ONE OF THE PROVINCES ».

W.R.K.

Historical Summary of 441 (F) « Silver Fox » Squadron

April 1942 - December 1943
OPERATIONAL TRAINING

The Squadron was formed in the last days of April '42 at Sydney, N.S., and originally designated No. 125 (F) Sqn. Original role was coastal defence after Japan's entrance into the war and extension of the German U-boat campaign to the western shores of the Atlantic. F/L CW Trevena commanded during the first few weeks of training on Harvards and Hurricanes.

On 3 June 1942, S/L RW Norris succeeded as CO and No. 125 moved to Torbay Nfld. as fighter defence for the St. John's area. During their one year at Torbay, the Sqn was scrambled many times but no enemy was sighted. Two casualties were reported during this period and two pilots joined the caterpillar club.

In June '43, the Sqn returned to Sydney on exchange with 128 (F) Squadron and for the next five months continued its routine of defensive patrols and operational training.

January - May 1944

INTO ACTION

Accompanied by two other fighter Squadrons, 125 arrived in England near the end of January '44 and the next month was redesignated 441 (F) Squadron. Along with 442 and 443 the Sqn formed the new 144 Wing on Spitfires, led by W/C JE Johnson, DSO and Bar, DFC and Bar, (RAF).

S/L GU Hill, DFC and two Bars, took command of the Sqn and late in March was with them on its first operation over enemy held territory when it shot up the Luftwaffe airfield at Dreux, France. At the time 144 Wing and the Sqn were stationed at Holmsley South in Hampshire.

After a month of fighter sweeps and an air firing course 441 rejoined the Wing, now based at Funtingdon in Sussex, and in April fought its first air combat. With the Wing, the Sqn encountered a formation of six FW 190's and 441 accounted for two

but lost two pilots including S/L Hill who was shot down and taken prisoner.

S/L JD Browne commanded the Sqn when, in May, it carried out divebombing attacks on UN bases, bridges and radar stations before its pre-invasion move to Ford on the Sussex coast. Two more Focke-Wulfs were shot down in this period.

NORMANDY BATTLE

From D-Day to D plus 9 the Sqn kept watch on convoys and the beachhead and on June 10 a Wing formation which included 6 of 441's aircraft landed on a strip of the Norman beach and became the first British aircraft to land in France since June 1940. Five days later the Wing moved across the Channel to Croix sur Mer.

In the five weeks between 22 June and 27 July, 441 had added 37 Nazi fighters to its credit and damaged at least 3 more. Also early in July F/L Tommy Brannagan stepped up to command the Sqn when S/L Danny Browne had completed his tour.

On 14 July 144 Wing was disbanded, its squadrons being assigned to other Wings in 83 Group. 441 Sqn (the leading squadron in 144 Wing with 39 destroyed and 7 damaged) was attached to 125 Wing (RAF) at Longues. In the next fortnight seven more enemy aircraft were added to their score.

In the month of August with the lack of enemy aircraft the « Silver Fox » Squadron turned to a purely ground attack role and by the end of August the Squadron's score had grown to 155 « flammers », 136 « smokers » and 192 damaged. It was also during August that S/L Brannagan was taken prisoner. S/L RH Walker succeeded and the Wing took a move forward from Longues to Lingevres, near Tilly-sur-Seulles.



NIJMEGEN, ARNHEM, AND BOMBER ESCORT

In the move to Antwerp in September 1944, the airfield was within range of the enemy's guns and 441 was chiefly engaged on patrols over Nijmegen and Arnhem to protect the bridges which the Luftwaffe repeatedly tried to bomb. By the end of September 441 had added ten ME 109's to their credit and one of their pilots had had a brief engagement with an ME 262 during which the German jet fighter had been damaged.

On the long range sorties — two and a half hours was the average time — the Spitfire pilots of 441 frequently flew escort to Lancasters and Halifaxes in attacks on Bomber Commands priority target, the synthetic oil plants in the Ruhr. On many occasions the fighter pilots were able to see the « contrails » left by V. 2 rockets as they were fired against England.

WINTER IN THE ORKNEYS

The Squadron celebrated Christmas at Hawkinge, and then travelled north to spend the rest of the winter in isolation at Skeabrae in the Orkneys. 441's work during these three months in the far north resembled 125's activities at Torbay for Routine defensive patrols were flown over the great naval base at Scapa Flow, on

guard against raiders that did not come.

Apri - August 1945

THE END IN SIGHT

Without regret the Squadron left its bleak home in the north and returned to Hawkinge early in April 1945 to resume its role for the heavy bombers. After six escort jobs had been completed the bombed offensive ceased for lack of targets.

Just before VE Day 441 moved to Hunsdon where it joined its old comrade No. 442 Sqn. From Hunsdon they went to Digby, their overseas birthplace, and there at the end of May their Spit IX F's were traded for Mustangs III's. In July the two Canadian Mustang Squadrons again moved, this time to Moleworth in Huntingdonshire, where 441 was officially disbanded on August 1945.

THE SCORE

At home and overseas no. 125/441 suffered fourteen fatal casualties. Three pilots were taken prisoner, and four others returned safely after being reported missing. Grand total in enemy aircraft: destroyed in air combat 52; destroyed on the ground 4; damaged in air combat 8; damaged on the ground 4.

Nine members of the Squadron were decorated with the DFC and during the last months of the war the Squadron badge depicting a silver fox's mask with the motto «Stalk and Kill» was adopted.

March - May 1951

REACTIVATION

On 1 March 1951, 441 (F) «Silver Fox» Squadron was reformed at RCAF Station St. Hubert, Quebec, 5 miles from Montreal, on Vampire III jet aircraft. S/L AR MacKenzie, DFC, assumed command and the Squadron became part of Air Defence Group with its function listed as «air training in air interceptions as commanded by the Group Commander».

It was almost three weeks later when the first of the original 18 pilots posted arrived and training got under way.

Throughout the first three months the majority of the flying consisted of formation training, practice interceptions, and practice attacks on other aircraft. A few breaks in the routine came when the Squadron participated in a «Big Photo» exercise, a number

of searches and a parade for the visiting President of France, Vincent Auriol.

On the 21 May 1951, ten of 441's pilots began a Mobile Training Unit Course on the F86E Sabre in preparation for their conversion to that aircraft in June.

June - August 1951

CONVERSION TO SABRES

Early in June the Squadron moved to Dorval Que., to begin checking out on Sabres there while the runways at St. Hubert were being lengthened. It was also during June that Air Defence Group became a Command with A/V/M Dunlap as AOC.

The first two pilots to check out on the Sabre, soloed on the 16 June '51 and for the next two months 441 was busily engaged in converting the remainder and bringing them up to operational standard.

Four new pilots arrived near the end of August bringing the Squadron closer to its established strength. On the last day of the month 441 and 410, her sister Squadron at Dorval, were inspected by the Honourable Brooke Claxton, Canadian Minister Of National Defence, and Sir Arthur Henderson, Britain's Minister for Air.

September 1951 - February 1952

PREPARATION FOR ENGLAND

In September '51, S/L MacKenzie left for the USA where he was scheduled to make trans-Atlantic crossing with an American Sabre Wing to prepare the RCAF for its «Leapfrog» operations of flying Canadian Sabres the next year. It was also on this date that 441 returned to their home base of St. Huberts.

In the middle of September, 11 Sabres from 441 left for Uplands on a ten day Mobility exercise where 4 aircraft joined the Mustangs from 416 Sqn and the Vampires from 413 Sqn in a Battle of Britain fly-past over Ottawa. Towards the end of the exercise the pilots got their first opportunity to fire the Sabres guns.

Six more pilots joined the «Silver Foxes» in September bringing the Squadron to full strength.

During the month of October the arrival of HRH Princess Elizabeth and the Duke of Edinburgh saw many of 441's officers and men taking part in parades for the Royal couple. Four Sabres from the Squadron took part in an airshow at Trenton, Ontario

when the Distinguished Visitors inspected the base.

On the 9 Oct '51, 441 began ferrying Sabre aircraft to Norfolk, Virginia, where they were being readied for shipment to England aboard HMCS Magnificent. By the end of October more than 25 aircraft had been ferried by the Squadron.

November saw the pilots of 441 ferrying most of the Sabres for the other squadrons, who were then converting, from the Canadair plant at Montreal. The Squadron received a T-33 jet trainer for instrument training purposes. On the 23 November 1951 the Squadron suffered its first casualty. F/O Harry Driscoll, the armament Officer, was killed when a Beechcraft crashed a few miles from Montreal.

The remainder of the period saw the Squadron continue its advanced training before arresting their flying in Canada on 11 January '52.

February 1952 - June 1952

WITH 1 FIGHTER WING

Arrival at North Luffenham on the 20 February '52 brought 441 and 410 together again as part of 1 Fighter Wing. A week later the Squadron was again airborne with its acquainting themselves with the East Anglia countryside.

During the three months that followed advanced operational training flights, including Wing shows, air-firing, and night flying were carried out. In April the Wing received a visit from A/M WA Curtis, Chief of the Air Staff, and 441 participated in a Flying display for him.

In May and June a few flights left for over night trips to Munich, Wunsdorf, and other places in Germany which helped to break the routine of everyday Squadron life.

On the 15 June 439 (F) Sqn, the last Sqn to join the Wing, arrived after completing the first trans-Atlantic flight by a Canadian Fighter Squadron.

July -December 1952

FURTHER TRAINING IN ENGLAND

July saw 441 leave for Belgium for three days where they participated in the NATO Air Display over Melsbroek airport just outside Brussels. The Squadron flew a twelve plane formation over the aerodrome while another aircraft, piloted by F/L Dean

Kelly, did a solo aerobatic show.

The next five months saw the Squadron actively engaged in many large scale exercises including exercise « Ardent » described as being the largest peacetime exercise to be held in England.

S/L AR MacKenzie left for a tour in Korea with the USAF on the 6 November and F/L ED Kelly temporarily took over command of the Squadron. S/L MacKenzie was reported missing in air combat over Korea on the 5 December.

January - March 1953

THE SECOND YEAR

With the second year in England the Squadron continued on its advanced operational flying program. On the 1 February '53, S/L WTH Gill, DFC took command of the Squadron from the temporary OC F/L Dean Kelly.

The remainder of the period found the « Silver Foxes » engaged in routine work.

Early in 1953 the squadron took part in the Coronation flypast for Queen Elizabeth the second and shortly afterwards in the Queen's review at R.A.F. Odiham.

During the summer of 1953, 441 along with its sister squadron at 1 (F) Wing, 410, took part in intensive air firing against towed drogues and gliders. The scores rose gradually to a quite respectable level due to keen team work on the part of all personnel.

S/L D.R. Cuthbertson, AFC, took command of the squadron in February 1954 and in November of 1954 the Silver Foxes made the move to the continent. As the airfield at Marville, France, was not yet complete, the initial shift was to Zweibrücken, West Germany. 441 shared squadron facilities with 434 (F) Squadron and a few crowded months were spent at Zweibrücken. In March 1955 the first 441 Sabres laded at Marville and one month later the squadron completed the move to its present home.

During the spring of 1955 the F86's received their drab camouflage paint to fit them for European operations. As the summer progressed the RCAF G.C.I. site at Metz, code-named « Yellow Jack », came into operation and quickly established itself as the best in Europe. In the fall of 1955, after

intensive cine work, the squadron deployed to Rabat in French Morocco for air firing. 441 achieved the highest trophy shoot score for Air Division in that year (34.88 %).

In December 1955, 441 stood Zulu for the first time, a high state alert program which quickly became an accepted part of 1 Air Division life. For the first Zulu operations, the squadron deployed to 3 (F) Wing but by May of 1956 the high alert was taken at Marville, making the entire operation much more effective and, of course, simpler to organize.

At Rabat in August of 1956, 441 was again the highest scoring squadron. On their return to France, late in August, the F86 MK V was replaced by the new production F86 MK VI. This aircraft quickly established itself as the finest day fighter on the European continent. R.C.A.F. pilots in this Canadian built and powered aircraft were to rule the skies of Central Europe for many years to come. Indeed, the West German Air Force was so impressed with the MK VI that all the day fighter wings of the new Luftwaffe were equipped with the Canadian aircraft.

The fall of 1956 saw a change in OCs, S/L Fisher taking temporary command from S/L Cuthbertson.

At Christmas time another change of command took place, S/L Hill taking the reins from S/L Fisher.

In September 1957, 441 made its first deployment to the new RCAF Air Weapons Unit at Decimomannu, Sardinia. The squadron made the trip nonstop, skirting the westernmost tip of Switzerland, crossing the Alps, then across the Mediterranean parallel to the Island of Corsica and finally to the southernmost tip of the Italian Island of Sardinia.

On its next visit to Decci, 441 again set a high for the trophy shoot of that year (28.5 %). The deployment to Sardinia was repeated many times in the years between 1957 and 1963 and 441 was generally among the top squadrons.

S/L Hugh MacLaughlan, DFC, took command of 441 in October, 1958, becoming its fifth post war officer commanding.

For a period of nearly four years, 441 was the 1 (F) Wing deployment squadron. This « honour » involved spending several weeks under canvas at Rocroi, France, another RCAF airfield. It was a truism that it started

raining the morning of 441s departure for Rocroi and stopped just about the time that the squadron returned.

In June 1961 W/C DAB Smiley DFC took command of 441 Squadron, replacing W/C Hugh MacLaughlan.

The Guynemeyer Trophy Shoot is an « Air Cent » wide, annual air firing competition in which the RCAF has been particularly successful. In five out of six competitions the Canadian pilots have emerged victorious and 441 has been represented on several of these teams. F/L Ron McGarva led the team to victory for two consecutive years and F/O CA Winegarden established an all time high record in the 1962 shoot, receiving the Prince Bernhard medal for his professional attitude and ability.

During the years between 1960 and 1963, changing tactical requirements and the obsolescence of the F86 have led to many changes in Air Division policy. In 1960, organized air fighting came to a much mourned end and flying hours have been reduced on several occasions. Despite these restrictions 441 pilots have continued to maintain a very high standard in all phases of operations. Perhaps the only way in which a squadron's ability can be assessed in peacetime is in air firing results, where you can actually « count the bullet holes in the flag ».

In the fall of 1962, due to intensive cine practice and a very high standard of co-operation between ground and aircrew, the squadron attained the highest air firing average in 1 Air Division history. When the final flag was down, 441 had achieved an overall average of 37.2 %, surpassing by a considerable amount any previous RCAF score.

During the Sabre phase-out in the spring of 1963 the Squadron increased its Zulu commitment to 12 aircraft, more than ever before. Despite the gradually declining number of squadron aircrew, the usual combat ready strength was maintained. The aging F86 also presented many new problems to the groundcrew but every morning at least 80 % serviceability was reported and usually it was much higher.

W/C Smiley turned over command of the squadron to S/L EL Arnold in June 1963 who in turn handed over to S/L Les Price on 26 Aug 63. The « Checkerboards » made their last deployment, to Skrydstrup in Den-

mark, in July of 1963, shortly before the end of their existence as a «day fighter» squadron.

441 REACTIVATED

The month of Dec 63 saw the beginning of the reforming of 441 Sqn flying the CF-104 Starfighter aircraft. On the 3rd of Dec 63 F/L (now S/L) S.R. MacDonald arrived by Yukon from Trenton. On 13 Dec 63 the other five of the squadron nucleus arrived.

On the 20 Jan 64, 441 was officially reactivated as 441 Reconnaissance/Attack Squadron when W/C RM Edwards AFC, CD, accepted the «Silver Fox» from S/L Arnold the ex OC of 441. In February W/C Edwards flew the first squadron sortie in aircraft 12354.

March 64 saw the Squadron live up

to its name, Reconnaissance. The first photo pod was installed on 12854 and W/C Edwards took the first photographs 3 Mar 64. The remainder of 64 was spent with the squadron learning its new roll of high speed low altitude reconnaissance.

The year 1965 brought the Squadron up to strength with 18 pilots. In Sept 65 W/C J.F. Dunlop DFC CD took command of 441 Squadron replacing W/C Edwards. The remainder of the year found the «Silver Foxes» engaged in routine work.

In 1966 the Squadron complement was again increased by six which brought the total to 23 pilots.

1967 brought three more new pilots which brought the squadron up to its present strength.

flown back to England and the Squadron was disbanded in Aug 45.

439 Sqn was re-activated in 1951 as the first Sabre Sqn at Rockcliffe. One year was spent there organizing and preparing for a move overseas. In May 52, a ferry operation dubbed «Leap Frog 1» saw 439 Sqn flying Canadian built Mark 11 Sabres to North Tuffenham, England, which was to be its home for the next three years.

1955 saw a change in location and aircraft for 439. The move was to Marville, France, and Mark V Sabres. One year later the Mark V's were replaced by Mark VI's which served until deactivation in 63. During this period, in fulfilling its NATO commitments in the air superiority role, the Sqn had many full scale exercises, standby alerts, and deployments.

A major chapter in the history of 439 came to a close in November 63 when the Sqn and the Sabre VI's were deactivated. The Sabre had served with distinction for 11 years with 439.

The Sqn was not in retirement for long, however. In March '64, 439 inherited both a brand new role and a brand new aircraft. Equipped with CF-104 Starfighters, 439 was now to become a Reconnaissance Sqn. Working in conjunction with other NATO forces, 439 Sqn flies in the photo-reconnaissance role against targets within the SACEUR's theatre of operations.

Another page in the history of the Squadron is about to be made. 439 is preparing to move to a new home in Lahr, Germany. There, it is hoped that 439 will remain in recce for many years to come and gain distinction throughout NATO as being «the best recce Squadron».

439 Squadron History



27th of March 1944, the Sqn flew its first sortie over enemy territory, flying out of Hurn, England.

From D Day through to the end of the War, 439 saw much action and relocated many times. From Hurn the Sqn moved to Fantheuil on the beachhead. Then after two short stays in Amiens and Brussels, the Sqn finished out the war in Eindhoven.

Most of the sorties flown by 439 were rail interdiction with some army support and armed recce missions. At the war's end 439 Squadron had flown 4,200 hours, dropped 1,800 tons of bombs and fired 270,000 rounds of ammunition. An impressive combat record was attained with 12 DFC's being awarded. The Typhoons were

439 Squadron was the overseas successor to 123 (Amy Cooperation Training) Squadron which arrived at Bouinmouth England from Rockcliffe in Nov '43. The Sqn was officially designated 439 Sqn in December of that year. Operational training took place at Ayr Scotland, employing Hurricanes and Typhoons. On the

109 KU History 1966

109 KU has seen two significant events during the year. First its importance as a unit was reflected in the upgrading of the establishment for Officer Commanding to the rank of Wing Commander. On 8 Jul 66, W/C CS Olsen assumed command of the Unit and S/L D Spence who had until that time been Acting O/C became Deputy O/C and Unit Oper-

ations Officer. Then, in the late autumn, a large part of the Unit's operations were taken over by Hercules aircraft on weekly rotation from 436 and 437 Squadrons in Canada. On 1 Nov 66 four B-170 Bristol Freighters, the only ones in operation in the R.C.A.F., and four Dakotas were taken off Unit strength. The Bristols, after a fitting retirement ceremony on 27 Nov 66



with A/M Sharp, Vice-Chief of the Defence Staff in attendance, were flown to Weston-super-Mare, England for disposal. The four Dakotas were flown to Scottish Aviation Limited at Prestwick, Scotland for similar action. Earlier in the year the Unit lost another Dakota, the long-nosed «Pinocchio», used for radar prediction work at 4 Wing. It was flown back across the Atlantic to Trenton in late October. This has left 109 KU with eight Dakotas, one of which is on detachment with SHAPE in Paris. Of the seven at Marville, one is held in «Stored reserve» so that the Unit never has more than six aircraft available for operations out of 1 Wing. Three of the Unit's Dakotas are VIP-configured and one of these is normally retained by the Paris detachment.

In conjunction with the reduction in number of aircraft the Unit strength has fallen from approximately 185 men and 40 officers to roughly 110 men and 20 officers.

During the year 109 KU has flown a total of 10,686 passengers and 2,066,803 pounds of cargo, baggage and mail and logged a grand total of 9,334 hours in the process. It is interesting to note from the statistical returns for Nov 66 and Dec 66 that the monthly average for freight, baggage and mail carried only fell to 120,106 pounds from the rest of the year's

monthly average of 172,658 pounds. In other words, the Unit has continued to airlift 70 % of the original amount of freight per month despite the loss of the four Bristols and four Dakotas which represent well over half its original total hauling capacity.

Among the distinguished passengers flown by 109 KU during the year

have been the Honourable Mr. Winters, Minister of Trade and Commerce, the Honourable Lionel Chevrier, Canadian High Commissioner to the United Kingdom, the Honourable Paul Martin, Minister of External Affairs and ambassadors Ignatieff and Bauer.

F/L F.S. Carpenter

DALE HOLMES GOES TO CANADA

A Grade 12 student at 1 Wing Senior school, was chosen above all other students in the Air Division to represent teenagers at the Centennial project being held in Canada during August.

Miss Dale Holmes, the daughter of Sgt and Mrs. N.F. Holmes is anxiously anticipating her pending trip to the Centennial project 'Rendez-vous '67'.

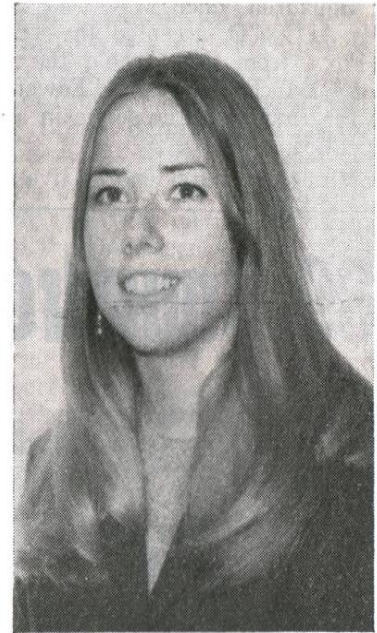
Of the many Centennial projects being promoted in Canada, Rendez-vous '67' sponsored by the Canadian Red Cross Society will involve teenagers from all parts of the world. Canada will have 264 young Canadians representing every province. They have been chosen on the same basis as the existing seat distribution in the House of Commons. All Costs involved will be paid by CFHQ and the Canadian Red Cross Society.

In selecting the Air Division delegate, each school submitted a nominee to the Superintendent's Office, Metz. Letters of recommendation accompanied each candidate's name and following a personal interview by the elementary and high school inspection, J. Wilson and M. Zaharia, the choice was announced.

The Holmes family have been at 1 Wing since August, 1962. Dale's ambition is to graduate from Grade 13, spend one year at the Strasbourg University, and then return to Canada to continue her education at either the University of Toronto or Waterloo University.

The focal point of Rende-vous 67 will be Carleton University Ottawa where the delegates will convene for one week in mid-August. Miss Holmes will arrive three weeks in advance of the actual conference date. It is planned to accommodate these delegates in the homes of Canadian students, so that one week will be spent in a rural setting and another in an urban situation. From this arrangement it is hoped that the visiting delegates will obtain a better conception of Canada. Following the conference, trips to Expo, upper Canada Village and Niagara Falls will add an enriching conclusion to the study week.

The Staff and Students at 1 Wing Senior School are proud of Dale and wish her the best for a most rewarding Rendez-vous 67. On behalf of the Arrowhead staff and the rest of 1 Wing «Congratulations, Dale, and Bon Voyage».



*Dale Holmes
Grade 12*

*Air Division Winner for
'Rendez-vous' 67*

The Grand Cavalcade



The Grand Cavalcade of Florenville. What does it Represent? For This, the last issue of the Arrowhead at Marville, I will try to explain it to you.

«Careme» or Lent as we call it, is celebrated in different ways in most countries in Europe, although not losing any religious significance at all. Most countries have their «Fasching» or «Mardi Gras» preceding Lent.

Seventeen years ago the Merchants Association of Florenville started a Mid Lent parade with floats and music bands. Over the years the parade has become a big event for this very scenic and friendly little town, and has become known as the «Grand Cavalcade».

With an everyday population of approximately 2,500 people, it has upwards of 15,000 people come to see the «Grand Cavalcade». Each year the floats in the parade are all entered by different groups in the town, for example the Merchants association, Judo club, young peoples groups, schools, football club, etc.

Although the floats are all from Florenville, the music bands come from many different localities in France as well as Belgium. One of the big attractions in the parade is the Marville Pipe Band. Ever since the pipe band was formed at Marville, they have been asked each year to come and join the parade and have always been well received. The people of Florenville are very sad that this will possibly be the last appearance of the Marville Pipe Band.

In 1965, the Canadians living in Florenville were invited to enter a float in the parade and our theme was a Canadian Barbecue with patio, lawn chairs, fireplace and two portable barbecues. We had purchased 500 hot dogs and after they had been cooked on the barbecues, we passed them out to the children along the parade route.

Last year our float represented an Indian Village, with a teepee, totem pole, Indians and frontiersmen.

This year for our final entry in the parade, we are saying «AU REVOIR» to our good friends in Florenville and vicinity, and we are also celebrating

Canada's 100th birthday. Our float has a large two layer birthday cake topped by 13 candles for the 13 years we and other Canadian families have lived happily in Florenville. Also on the float we have a replica of Canada's Expo symbol. Along the sides of the float we have written Au Revoir 1954-1967.

To symbolize Canada's looth birthday, we have 1500 cupcakes, iced and individually wrapped to hand out to the people along the parade route. These cupcakes are a symbolic piece of Canada's looth birthday cake and we, as Canadians, are proud and honoured to be able to participate in this parade and share our country's celebration.

Also we had a car decorated with pictures of Canada and we handed out over 2000 pamphlets advertising Canada's Centennial and Expo '67.

For this little touch of Canada in Belgium, we have many, many people to thank to list them all would not be possible, but to everyone who has helped us to build our float and who has contributed in any way to it we would like to thank you very much.

To commemorate the friendship between the people of Florenville and the Canadians living here for the past 13 years, a new square is to be built and named «PLACE CANADIENNE». This square will have at its entrance a memorial donated by the Canadians. As the square will not be completed for some time this memorial will be placed in a prominent

temporary place, and moved to the «Place Canadienne» on its completion.

The memorial is to be made from local stone and will measure approximately six feet by three feet and six inches deep. The superficial work will be of wrought iron and include a maple leaf under which the dates 1954-1967 plus three extended square bars with moulded CF104 models and pennants at the top.

The presentation of this memorial will take place on the 19th of March at its temporary location after which, a presentation will be made to each Canadian family living in the Florenville area.

When we leave Florenville we will not be saying goodbye, but Au Revoir. For each of us here now and the other families who were here before us, have many fond and cherished memories as well as many true and lasting friendships, which will be with us wherever we may go.

Not Goodbye to these wonderful people, but AU REVOIR NOS CHERS AMIS. Farewell for now our dear friends.

FAREWELL TO SCOTTY

On behalf of not only the Arrowhead Staff, but the entire station we would like to take this opportunity to wish Scotty, our cartoonist (Cpl D. Scott of the Military Police) a fond 'adieu'.

Over the years Scotty's cartoons have livened up many issues of the Arrowhead. He will be sadly missed when we journey to Lahr. However, the best of luck in Canada, Scotty!

Not only a great cartoonist but an excellent painter Scotty has pointed out to us many humours moments at Marville. «We all wish you well at your new station, «Scotty».

on the continent

AMSTERDAM LONDON

by Sid Stephen

Well the Big Move approacheth... does your supervisor answer your requests for a weeks leave with a cold stare... or maybe the bank balance won't send you on a final leave trip and send your car back to Canada at the same time? Read on... perhaps this will solve both your problems.

Last year my wife and I took the train on a Thursday morning at Florenville, and arrived in Amsterdam Holland at about 1 PM. We rode from the Railway Station to our Hotel on the Tram, booked in and spent the afternoon touring some of Amsterdam's fine museums and Art Galleries before returning to our hotel for an excellent meal. The next morning we took a tour through the canals and harbours on a glass-topped boat, bought some souvenirs and flowers and then at 6 PM we took the train back to Florenville. We had a great time, no driving, no searching for a Hotel, and best of all the price for the return trip ticket, one night in a good hotel, dinner and breakfast at the hotel and a ticket good for unlimited rides on the busses and trams cost us \$11.00 each. Sounds impossible? I thought so too...

The trip was made possible by the co operation between the Belgian Railways and the Netherlands Railways, plus a few small hotels in Amsterdam which would normally be empty during the winter. This year the excursion costs \$12.00 or 600 BF, this includes return fare to Amsterdam from any station in Belgium, a reserved hotel accomodation in a really clean, friendly hotel, two meals and the trolley pass. Reservations must be made at least three days ahead of the date you leave at the Railway

station. But hurry... the offer is good only until 15 March 67.

On inquiring at the Florenville Railway station this year, I found a further trip had been planned. Would you believe a weekend in London England for \$24.00?

For this one you have a choice of two plans, any weekend from now until 23 of April 67, with the following exceptions: 17, 24, 31 of March, and 7 April. The first tour costs 1200 Belge Francs, and includes: return fare 2nd class to London from any Railway station in Belgium, including the trip by boat... sorry, Tri - Service makes that SHIP... from Ostende to Dover, two nights in a small hotel in London, with breakfast in the hotel on two mornings and lunch on the ship. Under the second plan, you pay \$34.00 or 1700 Belge Francs and get a larger hotel, and two extra meals served at the hotel. When you consider that 2nd class return fare Montmedy - London - Montmedy would set you back \$32.00 normally, you realize what a fine saving this plan offers.

A word to those who turn white at the thought of going anywhere on a European train... I have done considerable travel on them, and if you really want to enjoy your self they are a great way to get around. Changing trains sometimes is a problem, due to the split second timing they run on, but if you step lively you have «no sweat». The 2nd class is not really much different than first class, and much more interesting in terms of the people you meet. And finally if you don't like the cigarette smoke, you can always open a window!

For further details on these tours, call in at the travel office located in the Rec Center, and see Cpl Boyce. Or if you want to talk to someone who has «been there», see Cpl. Sid Stephen at Loc 155 (Fire Hall). I am a confirmed «Europe on \$5.00 a Day'er» and I've never seen a travel bargain like this in my three years over here. See you in Piccidilly!

MADURODAM

If you are wondering where to take the children for a portion of their Easter vacation this month, investigate the possibilities of a trip to Holland. Particularly interesting at this time of year is the miniature village at Madurodam and the flower festival at Keukenhof.

The miniature village of Madurodam opens to the public on March 23. It was originally opened by Princess Beatrix, mayor of Madurodam, on July 2, 1952. The village was a gift to the country, by Mr. and Mrs. Maduro de Willemstad a Curacao, in honour of their son George Maduro, a war hero who died in Dachau in 1945. The Military Cross of the Order of William was presented to their son for his valliant courage during the '5 days' of combat on Holland territory during 1940.

The village of Madurodam is called the smallest town in the world and anyone who has visited there will know that although the buildings and accoutrements are 'tiny size' it covers a large area. The village is built entirely to scale in every detail with buildings lining the boulevards, traffic on the autobahns, trains whistling as they come to the station, boats docking at the harbors, the churches, stores and shops where every visitor, even the tiniest, is Gulliver in Lilliput.

Madurodam displays for children and adults the picturesque history and present of a Dutch village. You can also watch the traditional arrival of the Golden coach at the Binnenhof where it opens the sessions of the General Estates.

Madurodam will be opening March 23 at 9:30 to 10 pm; from July 1st to August 31, 9:30 to 11 pm; September 19 to Oct 1, 9:30 to 6 pm. The ticket office and cafe-restaurant are closed for one half hour prior to opening and the entry fee is approximately

45¢ for adults and 15¢ for children. There are special rates for groups.

Also in Holland of interest this spring is the beautiful floral exhibition at Keukenhof which will open March 22 to Mid-May every day from 8 in the morning until one-half hour after sunset.

The brilliant display of narcisses, daffodils, tulips and many other flowers are at their crowning best at this time of the year. This festival of colours may be seen at Lisse (route nationale 8, Harrem-Leiden.) The price of admission to the gardens is approximately 28¢ for children and 70¢ for adults.

EASTER TOUR

If you are wondering just what to do with your Easter vacation why not take advantage of 'Special Easter Tour' now being promoted by the travel bureau on the mezzanine floor of the stat on recreation center? The tour which will cover three countries is planned for 10½ days at a cost of \$132. The tour is designed especially for those limited in time. They are co-ordinated with the Canadian school vacation and the USAREUR vacation time.

The trip has been planned to enable participants to spend Easter in Rome. It leaves Germany in the evening, continuing through Switzerland, across the Italian border on to Genoa, for dinner and the first overnight stop. In the interest of good tour planning the overnight drive is scheduled so that all the points of interest en route, including the breath-taking alpine country, will be seen during the daylight hours.

The circuit includes roundtrip transportation in sleeperette buses with reclining seats. Accommodation in double rooms without bath at selected hotels. All meals beginning with breakfast on the second day and terminating with breakfast on the last day. Sightseeing tours and excursions as indicated, including all entrance fees, fares and charges. Service of experienced english speaking tour conductor throughout the tour. Local guide charges, all service charges, taxes and official gratuities.

The tour leaves 3 Wing at 18.45 hrs on Thursday 23 of March and the first and second day includes Frankfurt, Stuttgart, Zurich, St. Gotthard Pass, Lugano, Milano and Genoa.

The third day, Saturday you will depart from Genoa after breakfast for Pisa, where the bus will stop at the Miraculous Equare for a visit to the leaning tower, where Galileo conducted his famous experiments of gravity, the Baptistery famous for its accoustic qualities, and the Cathedral. After lunch you will proceed to Leghorn and if desired a stop at the Army PX will be made. The tour will continue along the coastal road to Grosseto for a stop and arrive at Rome at about 7 p.m. Dinner and overnight at a hotel. After dinner and optional drive «Rome by Night» can be made at an extra charge of \$2.50.

Easter Sunday, the morning will feature an opportunity to attend Easter High Mass at St. Peter's Basilica. The afternoon is devoted to an extensive sightseeing tour of the «Eternal City» with stopoffs at the Colosseum, Roman Forum, the Capitol, Palace of Justice, Castle St. Angelo and St. Peter's Church. In the evening an opportunity to visit a Roman night spot.

Due to Monday being a holiday a circuit trip will be made from Rome to Naples, Pompei, Sorrento, Capri and return to Rome the next day.

The seventh day of the tour will offer an audience with the Holy Father for all interested tour participants. After lunch you will depart Rome for Florence where the eighth day will be spent. Following this the tour will travel through Bologna, Padua on to Venice. The tenth day Cortina, the Brenner Pass and Innsbruck with the circuit concluding with Garmisch, Munich, Stuttgart and Frankfurt.

Items not included are drinks and beverages, laundry, all services mentioned as optional, single rooms and rooms with bath, (these are available at an additional charge of \$1 per person for single room and \$1 per person for bath), optional gratuities, personal and/or baggage insurance, opera and theater tickets (these can be requested through the tour conductor).

Further information on this tour may be obtained at the Travel Bureau located on the mezzanine floor of the station recreation center.

THINGS THAT GLOW IN THE NIGHT

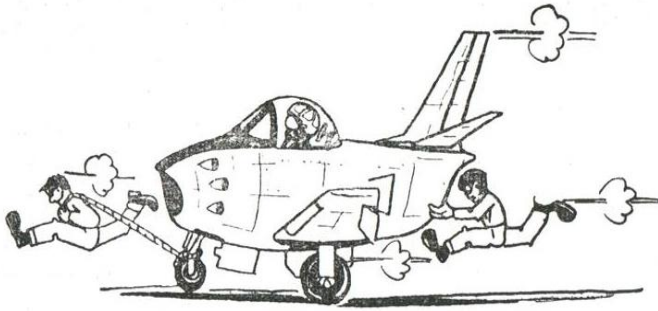
The latest from the dentifrice makers is a toothpaste that glows in the dark.

It could be a real boon to pedestrians. If you happen to be walking along the road at night and a car approaches, all you have to do is give a wide smile and the motorist can see you glowing in the dark. Mind you, that set of teeth grinning at him out of the night could scare him off the road. Depends, probably, on the teeth involved.

These glow-in-the-night teeth have some other splendid possibilities. Just think, for instance, if you remove your denture at night, how handy it would be to spot your teeth in the darkness.

But perhaps the New Scientist has the best idea. That paper says: «Illicit lovers, kept apart by stern parents, will be able, once they've brushed their teeth, to stand, one at the darkened window, the other in the bushes, and exchange hot messages of love in Morse code simply by opening and closing their lips.»

(Financial Post)



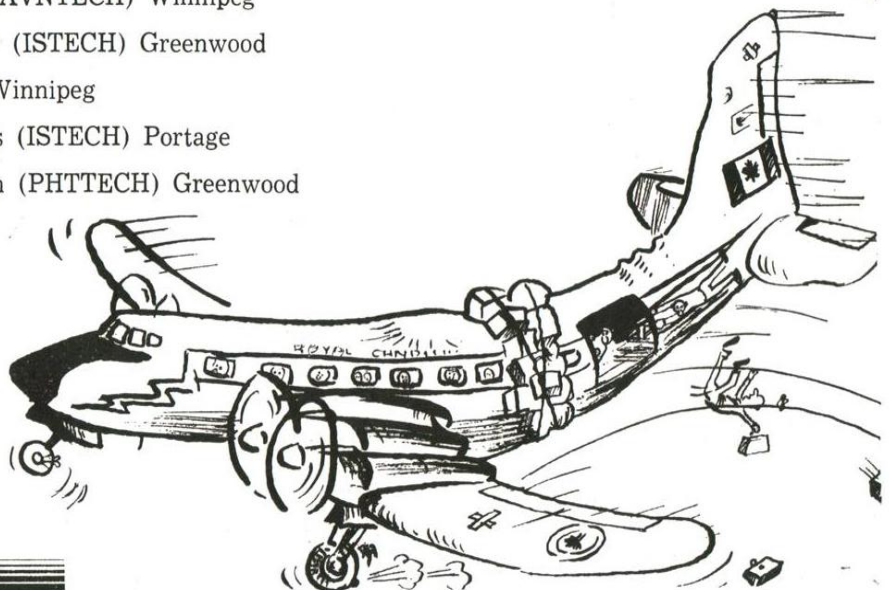
arriving

at one wing and Lehr

- Mar 28 — Sgt and Mrs. N. Coyle (AFTECH) CFB Edmonton
- Mar 31 — Cpl and Mrs. C.H. Yakel (CSTECH) Winnipeg
 Cpl Bews D.E. (ATC) CFB Goose Bay
 F/O J.M. Heron (Med/Nurs) Goose Bay
 Cpl and Mrs. M.A. Lithgow (CSTECH) Gimli
 LAC H. Epp (PHTTECH) Moose Jaw
 Sgt and Mrs. J.G. Inglis (RHTTECH) 408 Sgn Rivers
- Apr 4 — Cpl and Mrs. P.D. White (IETECH) Uplands
 LAC P. Saulnier (SSTECH) St. Hubert
- Apr 11 — Cpl and Mrs. A.J. Cadorette (INTOP) Cold Lake
- Apr 14 — Cpl and Mrs. P. Morroz (SSTECH) Uplands
 Cpl and Mrs. K.E.J. Beaumont (MP) LaMacaza
- Apr 18 — Cpl and Mrs. B.L. Bray (IETECH) Cold Lake
 Cpl and Mrs. J.C. Steel (IETECH) Cold Lake
 Cpl and Mrs. J.A.G. Sayers (ISTECH) Cold Lake
- Apr 25 — Cpl and Mrs G.C. Parkinson (ISTECH) Cold Lake
 Cpl and Mrs. A.D. Tarrant (ISTECH) Cold Lake
 Cpl and Mrs. R.C. Hathaway (SSTECH) Edmonton
 Cpl and Mrs. W. Conkin (ISTECH) Cold Lake
- Apr 28 — Cpl E.P. Ball (SSTECH) Comox
- May 30 — Cpl and Mrs. J.S. Ferguson (AETECH) Winnipeg
 Cpl and Mrs. G.W. Jones (AETECH) Winnipeg
 Sgt and Mrs. N.A. Pickles (AVNTECH) Winnipeg
- Jun 2 — Cpl and Mrs. R.C. Bannister (ISTECH) Greenwood
- Jun 13 — Cpl G.E. Burke (ISTECH) Winnipeg
- Jun 20 — LAC and Mrs. W.T.S. Dawes (ISTECH) Portage
- Jun 30 — Cpl and Mrs. J.J.G. Chagnon (PHTTECH) Greenwood

*The above tranfers are subject
to change at any time*

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



Roman Catholic Chapel Announcements

MASS SCHEDULE FOR WINTER

MONTHS BEGINNING SEP. 66

Sunday Masses :

Wing Chapel — 0900 hrs — Low Mass
 1100 hrs — Low Mass
 PMQ's — 0900 hrs — Low Mass
 1130 hrs — Low Mass

Weekday Masses :

1130 hrs - Mon. Tues. Wed. Thurs. Fri.
 1700 hrs - Saturday

CONFESSION

Wing Chapel — Before All Masses
 Saturday — 4 to 5 P.M.
 7 to 8 P.M.
 PMQ Area — Before All Masses

BAPTISMS and MARRIAGES — By Appointment.

1st Friday — Starting October 1966 in PMQ Rec. Centre.
 Confessions 3:30 to 4:00 P.M.
 Mass 4:00 P.M.

CWL — (PMQ) — 2nd Tues. of month at 8:00 P.M.
 Teachers Lounge PMQ School.

St. Joseph's Ladies (Trailer Courts) — 3rd Monday of month at 8:00 P.M. at Wing Chapel (RC)

St. Theresa's Auxiliary — 2nd Wednesday of each month.

ONLY ON SUNDAY

Some open letters from Pastor R.E. Zollinhofer in the newsletter of the Collingdale, Pa., Church of the Nazarene :

Dear Mr. Bayer : You manufacture aspirin that relieves suffering and cold and fevers. The mixture used in your tablet makes it possible for a person to get out of bed and fight off headaches, muscle spasms and bad nerves. I have noticed that these tablets work wonders on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays and especially well on Saturdays. But people who take them on Sunday get no relief. They cannot get rid of their aches and pains. They are not able to attend church or Sunday school. Is it possible for you to examine your tablet and put an ingredient in it that will work Sundays?

Dear Mr. Firestone : Does the guarantee, « You go or we pay the tow, » prevail on Sunday? Or is that for weekdays only? Or perhaps snow treads will not grip on Sundays? Is the rubber too soft, too weak or too tired on Sundays? You see, I have folk tell me they can't get to church or Sunday school on Sundays because the roads are clogged with snow or are too slippery. But when I call on Mondays after a fresh snow or ice storm and ask them what they are going to do about getting to work, they have already gone — in the car — using your snow treads.

Dear Henry Ford III : If you ever manufacture a car that starts easily on Sund... (Readers Digest Jan 1964)



Protestant Chapel Activities

SCHEDULE OF CHAPEL ACTIVITIES

DIVINE WORSHIP & SUNDAY SCHOOL

1050 — Base — Divine Worship. Base Sunday School for Children 5 years and older will meet with Chapel Congregation in the Base Chapel. After the singing of the second Hymn they will proceed to their classes in Base Primary School, Bldg. No. 15.

The 3 and 4 years old children will proceed directly to their classroom Bldg. 15 at 1050 hrs. Nursery Service for those under 3 will continue to be available in Bldg. 15 during the hours of service.

1000 — PMQs — Divine Worship at PMQ Rec Centre following which there is Sunday School for children 5 years and older. Nursery available in small school at 1000 hrs.

0915 — St. Mard — Sunday School followed by Divine Worship in the Protestant Church, Rue du Temple, St. Mard.

Holy Communion — As Announced.

Holy Baptism — By Appointment.

Choir Practice

Senior — 1930 hrs Thursday, Base Chapel.

Junior Choir — Base Chapel, 1800 hrs — Thursday.
 PMQ — School 1545 hrs Tuesday.

LADIES GUILDS

Base — 2000 hrs last Tuesday of each month in the Teachers' Lounge of the Base School.

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

St. Mard-Virton — 2000 hrs first Wednesday of each month. Place to be announced.

SCHEDULE OF HOLY COMMUNION & EASTER SERVICES

Sun 5 Mar — 0900 hrs — St. Mars — Divine Service and Holy Communion (Anglican).

1000 hrs — PMQ Rec Hall — Divine Service and Holy Communion (United).

Sun 19 Mar (Palm Sunday) — 1050 hrs — Base Chapel — Divine Service and Holy Communion (Anglican).

Thurs 23 Mar (Maundy Thurs) — 2000 hrs — Maundy Thursday Service and Holy Communion (United).

Fri 24 Mar (Easter Friday) — 1100 hrs — Divine Service.

Sun 26 Mar — Easter Sunday

0800 hrs — Base Chapel — (Holy Communion Anglican).

0900 hrs — St. Mard — Divine Service and Holy Communion (United).

1000 hrs — PMQ Rec Hall — Divine Service and Holy Communion (Anglican).

1050 hrs — Base Chapel — Divine Service and Holy Communion (United).



feminine fancies

CHANEL - MINI-SKIRTS

Why the mini-skirt and why the sudden trend to Italy and the United States becoming world leader in fashion?

Designer Mlle. Coco Chanel, world famous couturier disclosed in a news conference carried by AP recently that, in her opinion, «Wearing a skirt at mid-thigh is not flattering, adolescents are being imitated. We're living in an era of 'ye-ye'. It's stupid».

Mlle. Chanel, who has spent more than 50 of her 83 years in the world of high fashion, said Paris is losing its title as fashion capital of the world.

«Never, until now, have I ever heard anyone dare ask if the fashion trends were coming from Italy or the

United States», she said at the news conference.

The styles of today are unflattering, infantile and ridiculous and it's the fault of men, according to the famous designer.

«If they don't like women, they shouldn't design clothes for them,» she said. «They only make them look ridiculous.» More serious than that, Mlle Chanel implied, «Women are dressing more and more like men. It's destroying love». And it could also be pointed out that with the current trends to men wearing their hair shoulder length the situation does appear to be a bit confusing at times.

Keeping Mlle. Chanel's view in mind this could indicate she is planning to put the hem-line back at least to the knees for her collection in the fall, but then, in the world of other designers the 'sky' or the 'thigh' seems to be the limit.

pletely overwhelming.

The numerous tables and racks are alive with spring shades. They range from red - orange, yellow - orange, green - green, yellow - green, purple-mauve, far too numerous to mention.

Monsieur Oudart, who has been in the fashion business for many years, leaves no doubt in your mind as to his knowledge of the current fashion trends. He explained that every year a certain amount of classic colours are put on the market, but also two or three new colours are added to his rainbow.

When asked how these new colours were discovered Monsieur Oudart answered, «Every year we must go the to Rivera, last June we found a piece of paper changed by conditions and it was particularly pretty. We must than work with dyes until this exact colour is duplicated.» He then demonstrated by showing a piece of blue paper which resembled a Players cigarette package. The dyes were then mixed until the exact duplicate was turned into an entirely new shade of blue. He then held the piece of paper close to the material and the shades were exact. Monsieur Oudart also explained they have taken new colours from oyster Shells, an unusual leaf on a tree and many other interesting bits and pieces, only someone trained to look for colour could notice.

Following the duplication of the exact colour Monsieur Oudart goes to Paris where the material is made into the latest fashion where he can more accurately judge if it will be a success. Only after many hours of consideration is the colour and fabric established and more produced.

As many Canadian women who have been to Oudart Freres in downtown Sedan know, the quality of his

WOOL FACTORY AT SEDAN DISPLAYS SPRING COLOURS

How do you describe a colour that is completely new? A colour that is unlike any colour you have ever seen before? In the highly competitive world of fashion the manufactures of material are constantly trying to develop a shade that is entirely original.

Oudart Freres of Sedan have developed many new hues for their 1968 collection, but the most outstanding of all is «Prelat». Prelat is not purple, it is not mauve, it is not rose. It could be a combination of the three, but not quite. The only words to describe it is 'a lustrous soft, but vivid, velvet colour' unlike any you have ever seen before.

Alain Oudart, an energetic man, who beams with pride when demonstrating his new spring colours, ex-

plained that in the fashion industry he must always work one year in advance.

«Prelat is in the mode for 1968» explained Mr. Oudart. When asked to describe just what colour IS prelat, he shuttered when it was compared to purple. «Prelat is NOT purple! Prelat is Prelat!» Mr. Oudart commented that the colour comes originally from Rome and is worn by the Prelate an official at the Vatican.

Many women from Marville who have travelled to the wool factory at Sedan will remember their bewilderment upon entering the show room an seeing so many different colours and fabrics to select from. If you experienced difficulty during the dark winter shades the new spring colours now on display will be com-

product is excellent. Most of the more expensive fabrics have a built in lustre that will last the life-time of the garment. Although the wool seems to be almost like velvet to the touch it's durability is unquestionable. Monsieur Oudart, who speaks english very well, will go to great lengths to insure that his customer is very satisfied with their choice of fabric.

« I want to be sure that the quality will be completely satisfactory », explained Monsieur Oudart.

Prices vary at Oudart's. There are some beautiful but sturdy fabrics for as little as \$2, enough to make a size 16 shirt. However, the better quality runs approximately \$3 to \$4 a meter. It must be remembered that a meter is not only longer than a yard, but European measurements also usually are 59-60 inches wide. To make a full-length coat, shift-dress and full jacket, size 16, from the top quality material will cost approximately \$16. This material is adequately heavy to wear during the entire winter season in Europe.

Also definitely in the fashion for this year will be the multi-coloured five panelled skirts with each panel just a shade lighter or darker than the adjoining one. Featured in the combine' this year are pistas green through to pale yellow, purples to roses, and the spectrums of yellow and orange.

Many women from Marville hesitate to go to the Oudart wool warehouse at Sedan because it is difficult to find. The best idea is to take someone with you who knows where it is, but if you intend venturing out alone here are the directions.

« Entering Sedan on Route National No. 64 travel along until you come to Place Nassau, turn left on the Avenue de Verdun and continue until you reach Bd De Lattre de Tassigny, which changes into Boulevard Fabert after crossing the river. Stay on Bd Fabert, which follows a dried river bed until you come to a steet with residence on the right and a large green building on the left. This building is Oudart's. There are two

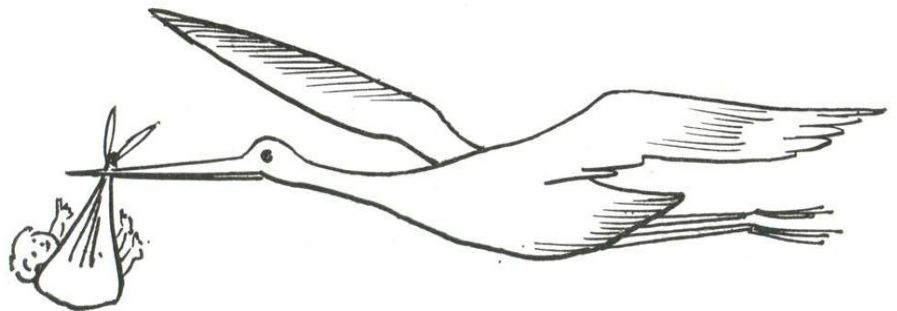
« enter » gates at each side of the building. One or the other should be open. Once you have entered a mass of various doors you will be in the warehouse. The warehouse is open every day except Sunday, but it is often closed at noon hour. There are a limited supply of maps with, the route outlined, available at the Rec Center. Monsieur Oudart is also in-

terested in conducting a tour of his spinning mill if any ladies from Marville would be interested. There is a tentative trip in the offing from here for perhaps April, however, in the meanwhile Monsieur Oudart announces that he has a large quantity of material which will be available at \$1.80 a metre.

New Arrivals:



Well Baby Clinic is held the first Thursday of every month in the Nurse's Office - PMQ Office Between the hrs of 10:00 and 12:00. Keep a monthly record of your baby's health and weight. Starts NOW!



- Feb 2 — Cpl and Mrs. A. Nicol, a daughter Joanna Marie
- Feb 12 — Cpl and Mrs. G.A. Cooper, a son David Michael
- Feb 13 — F/O and Mrs. G.A. Cooper, a son David Michael
- Feb 20 — LAC and Mrs. G. Pope, a son George Arthur
- Feb 21 — F/O and Mrs. T. Forget, a daughter Francine Joanne
- Feb 24 — F/O and Mrs. L. Lalonde, a daughter Susan Anne
- Feb 2 — Cpl and Mrs D.L. Simpson, a son GregoryJames
- Mar 1 — Cpl and Mrs. H. Poitras, a son Kevin Dean



Recipe of the Hour

GLAZE WITH BEER HAM BAKED

Here's a menu for Easter that is perfect for buffet serving. It features a canned ham, sliced before it's heated and spread with a zestful beer glaze.

- 5 lb canned fully cooked ham
- 1/2 cup brown sugar
- 1 tsp prepared mustard
- 1/4 cup beer
- 1 tsp packaged herbs

Remove the gelatine from the ham and place in a saucepan. Slice the ham then tie with a soft string to retain its original shape. Place a large sheet of heavy duty foil wrap on a shallow pan and place ham in centre of foil. Fold foil around sides of ham so it forms a tray. Combine sugar and seasonings with beer, and spread all over the ham. Let stand about 6 hours at room temperature. Place in oven (400 degrees F) about half-hour prior to serving and bake just long enough to lightly brown top of ham.

BEER SAUCE

Heat the gelatine removed from ham. To 3/4 cup of this liquid add 1 tablespoon vinegar, 1/2 teaspoon prepared mustard and 1 tablespoon brown sugar mixed with 1 teaspoon cornstarch. Cook, stirring constantly until thickened. Add about 1/4 cup beer, stirring to combine. Sauce should have a delicate beer flavor.

PLEASEING PORK CHOPS

When purchasing pork chops allow 2 per person and insure that they are not too thin and the bone is at the side rather than the middle. Ask the butcher to slice each pork chop so that is a small pocket in the chop. Fill this pocket with a bread stuffing made with: bread crumbs, salt, pepper, minced onion and enough melted butter to make the stuffing damp.

Apply a taste of curry powder and barbecue spice to each side of the Pork Chop and wrap in foil wrap. To prevent the chop from sticking to the foil rub butter or margarine on the foil. Place in the oven and allow to bake slowly for about two hours, during the last 20 minutes uncover chop to allow to brown. Serve at once with hot spiced apple sauce.

DID YOU KNOW?

Canadian shirtmakers since 1884 have been coming out with some really sharp-looking garments. They are so distinctive, I understand even the girls are now shopping in the men's department. There is a new one now called Village Traditional. It's like a good, old-fashioned gingham in light blue and white, fashioned with a fairly broad button-down collar. It is \$8.95 (Canadian) and completely washable at home. Another is a very muted plaid with white background, the plaid striped in grey and yellow and it comes to \$7.95 (Can).

The HOME SEWER can have so many gadgets today to make her finished product look really professional, that more and more women are taking up the art.

There is a roll-up yardstick, which looks like a roll of scotch tape. Give it a gentle snap and it rolls out to stay rigid and flat while you are using it. Another snap and it pops back into its small roll. For this item you pay \$1.19 (Can).

Then there is an eyelet and snapper plier kit for \$2.89 (Can). Those sewing for children will find that using this kit will be much more convenient than bothering with buttonholes and sewing on buttons. There are no parts to change, the pliers punch the holes as it sets in the eyelets. Then you just squeeze the handles when you want to attach snappers. Both eyelets and the snappers are guaranteed washable.

Then there is another gimmick called the «sewstrate». It is said to make experts out of amateurs, when it comes to straight seams, darts, pleats, decorating and tucking. There is an automatic width gauge, which will fit any machine and you just set it to the measurement you wish and stitch along the grooves. It has proven so satisfactory and so safe that it is even recommended for the blind who sew. I haven't the Canadian price for this part, but it is 7 DM at any Singer Shop in Germany.

«Teflon» has been mentioned in this column from time to time, and for those of you who use and care for Teflon kitchen utensils, it is interesting to note that there is now a booklet available to give you all the directions. It seems that too many expect Teflon to act like aluminum or cast iron. It just doesn't take very high heats.

Use it at normal cooking temperatures and you should have no trouble. Don't use soap or scouring pads. Rather, try the plastic pads. And, if it becomes stained use hot water, baking soda and bleach. The booklet is free for the asking at — «Better Living, Bax 6000, Montreal, Que. Send for it today — it is worth while.

Travelling — try using a yellow felt marking pen to

map out your route before hand. The yellow does not cover up the route numbers, and makes it very easy to follow. Have you a magnifying glass — slip this in with your map, it certainly helps to read the small or fine print.

Did you know that a teaspoon of olive oil helps the olives to stay fresh and unspoiled in an opened bottle. You still must keep the olives refrigerated, but no more of that white scum on top of the bottle.

A Company which is well known for its research into the care of silver has brought out a lasting protection against tarnish. It is a multi-purpose paste polish and cleaner, attractively packaged with its own synthetic sponge applicator. A seven ounce jar is \$1.98 and you will be able to pick it up at most jewelry stores and department stores — in Canada.

Many of you who have quantities of silver have little time to pamper it so this simple three-step process to clean, protect all types of silver, provides a welcome solution to the problem.

First, the silver is washed with the dampened sponge and a small amount of the paste to remove all traces of tarnish. If the silver is badly marked, a soft, dry cloth should be used to apply the paste full strength. Then the item is rinsed in clear, warm water and dried to a rich lustre with a cloth.

The cleaner is recommended to keep hollow-ware as well as flatware at its shining best.

For those of you who enjoy making bread and rolls, there is a new process called «**Coolrise Bread**». You let your bread or rolls rise in the refrigerator. Thus you make your bread today and bake in tomorrow. The recipe is on the back of the yeast package. But in case you have not the recipe — look for it at the end of this article. While on the subject of bread and rolls, you can still bake, even, if yeast is not available at the station store, just purchase your yeast on the economy the french word is **Levain**, and in german you ask for **Hefe**. It costs about 2-3¢ for enough yeast to make 4 loaves of bread. Use exactly as you would any other yeast. For example. In a large warm bowl, dissolve 2 tablespoons sugar in ½ cup luke warm water or milk. Add the Levain or Hefe. Let rise for 15 minutes. By the way, this Levain or Hefe is light brown in color and looks like the old type Fleischmanns yeast cakes. You may purchase yeast at any local cake shop.

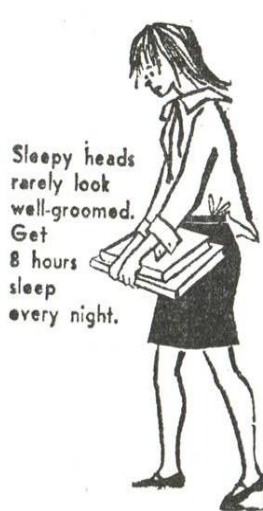
COOLRISE BREAD

Dissolve 2 packages of Fleischmann's yeast in 1 cup warm water, in a large warm bowl. Add 1 ¾ cup warm milk, 2 tbsp sugar, 1 tbs salt and 3 tbsp softened mar-

gerine. Stir in 2 cups unsifted flour. Beat with a rotary beater until smooth (about 1 min.) Add 1 cup flour, beat vigorously with wooden spoon until smooth (about 150 strokes) Gradually stir in enough additional flour (about 2 ½ to 3 cups) to make a soft dough. Turn into lightly floured board; knead until smooth and elastic. Cover dough with towel; let rest 20 minutes. Divide into 2 equal parts. Shape into loaves. Place seam side down in greased 8 x 4 x 2 pans. Brush surfaces of dough with oil; then cover with saran wrap. Place pans in refrigerator, for 2 to 24 hours. When ready to bake, remove from refrigerator, uncover carefully, let stand at room temperature — uncovered for 10 minutes. Puncture any gas bubbles that may have formed with metal skewer or toothpick. Bake at 400° F for 30-40 minutes, or until done. For **success** with this recipe — follow steps carefully.

D.M. Proulx

SNEAKERS — by Jeanne and Mary





Opération Manless

As the move from Marville to Lahr grew from uncertainty to near reality, the consequences of such an operation, as they would affect women and children left at Marville, became of immediate importance. With husbands away and no ready means of transportation, some people might suddenly find themselves in difficult situations, with no idea where to turn for help.

At their last meetings, the Catholic Womens' League and the Protestant Chapel Guild discussed these consequences, and the members voted to set up a joint committee of those who would be willing to come to aid of anyone requesting it — by supplying transportation, tending children and helping in any way that was necessary. It was decided that the groups of the PMQ's, Trailer Park, and Economy would operate independently, each attending to the needs of it's own area.

The idea of « Operation Manless » as one member referred to it — is that no one need feel that she is alone and helpless if any trouble arises, and her husband is away. In most cases neighbours are always ready to lend a hand, but it was felt that a list of names such as was proposed, would give a sense of security, even though the need never arose to use it.

Please keep this list handy for the next few months, and let us hear from you if we can help!

Name	Address
Lamorteau	
Mrs. Grace Lang	14, rue des Sauveur
Mrs. Barbara Guppy	3, Grand-Rue
Mrs. Shirley de Gryse	8, rue du Jarneau
Mrs. Noella Vezina	4, rue de Virton
Dampicourt	
Mrs. Jeanine Renault	70, rue de Virton
Mrs. Lucy Pelletier	111, rue Mathon, Apt. 1
Virton	
Mrs. Carole Boudreau	28, Faubourg d'Arival
Mrs. Simone Pitzel	16, rue Saint-Roch
Mrs Sandy Wilson	9, rue de la Roche
St. Mard	
Mrs. Jeanine Fournier	Rue Morel
Ethe	
Mrs Pierrette Lampron	37, rue Haute
Florenville	
Mrs. Mary Handspiker	2, Reine Astrid

	PMQ	Cars	Tel.	Baby Sitting
Joan Dooling	A 13	V	V	
Jolande Seguin	A 11	V	V	
Flo van Oene	C 12			V
Fran Leigh	B 22	V		
Phyllis Menton	B 26	V		
Shirley Delaney	B 37			If available V
Judith Anjowski	B 62			V
Margo Masson	B 67	V		
Pat Redding	B 112			V
Pauline Fowler	B 116	V		
Margaret Aylward	B 131	V		
Jean Menard	E 15	V		V
Mona Rose	G 53			On weekends only V
Gisela Milton	G 56			V
Jean Gillingham	A 36	V	V	
Betty Castellano	A 23	V	V	
Irma Smalley	E 11			
Jean Harper	B 142			
Jan Ostrander	B 36			
Doreen Moodie	F 38			
Jean Kamachi	A 14		V	
Marg Weir	A 32	V	V	
Jean Parkhouse	A 24	V	V	
Esther Erikson	F 34			
Pat MacLean	B 25	V		
Jacqueline Christie	H 1	V	V	
Evelyn Besse	B 93	V		
Cathona Ross	F 31			
Judy McCrady	D 36			

Name	Address	Available for
Branda Campsall	42, Faubourg d'Arival, Virton	Baby Sitting
Martha Prevost	155, Avenue Bouvier, St. Mard	Baby Sitting & Car
Barbara Easton	23, rue Haute	Baby Sitting & Car
Nancy Armstrong	21, rue des Combattants, Virton	Baby Sitting & Car
Sheila Miller	75, rue de Harnoncourt, St. Mard	Baby Sitting
Leslie Beirnes	7, rue Charles Magnette, Virton	Car
Elizabeth Breithrentz	30, Grand-Rue, Chenois	Baby Sitting
Jean Wolter	18, rue Haute, Ethe	Baby Sitting
June Fehr	9, rue Haute Ruelle, Virton	Baby Sitting & Car

The following ladies have given permission for use of their phones.

Name	Address	Available for
Elizabeth Castledine	Rue de la Colline, Lamorteau	57678 (Lamorteau)
Dorothy Sawchuk	27 A, rue de Virton	58229 (Lamorteau)
Gwen Porter	20, Quartier de Champs (rue de Virton)	58163 (Dampicourt)
Karen Clements	Chez Champe, rue de Dampicourt	58369 (Dampicourt)
Mollie Gardiner	70 D, rue de Virton	58167 (Dampicourt)
Marilyn Dunford	23, rue de Virton	58269 (Lamorteau)

Odd Points of Interest

by F/O E. Roberts

For those not familiar with Germany or the way of life there, here are a few random hints and pieces of information which may be of help:

1. Should you have a breakdown or run out of gas on the autobahn, go to the nearest ten metre post (these posts are 10 metre apart), on the post near the top there is a small black triangle, the direction in which the triangle points is the direction to the nearest autobahn telephone.

2. The ARAL gas stations publish a small booklet which may be purchased at little cost which gives in six languages the name of every part of an automobile and much other information, such a booklet is indispensable if you encounter mechanical difficulties in Europe.

3. Michelin Map number 87 covers the area from Saarbrücken in the North to Basel in the South, the Lahr area is covered by this map.

4. It is most advisable when leaving autobahn to maintain your speed until you can get off the main highway onto the autobahn «lead off», the average exit «lead off» is of sufficient length to allow proper breaking before the actual turn off. It is extremely dangerous to slow down while on the main highway, serious rear end accidents are caused this way.

5. When an accident occurs on the autobahn it frequently results in many other accidents caused by fast moving cars colliding with the rear ends of others — the following tip may save your life:

If you see that the road ahead of you is blocked because of an accident, stop your car some 10 car lengths or more from the blockage, flash your break lights and put on your tail lights, put your car in first gear and be ready to move in a hurry, watch the car approaching you from behind and be ready to sound your horn, if the car behind does not show signs of slowing down you are not in a position to warn him with horn and move out of the way, if the worse happens, you will not be squashed between cars. Move forward only when you have a buffer zone of two or three cars between you and approaching vehicles. Autobahn hypnosis often cause people to be unaware that the vehicles ahead are no longer moving.

6. HOUSE HUNTING

The following German terms may be of some assistance:

Dwelling house	}	Wohnung
Apartment		
First Floor		Erste Etage
Second Floor		Zweite Etage
Third Floor		Dritte Etage
Fourth Floor		Vierte Etage
Furnished		Mobeliert
Unfurnished		Unmobeliert
Hot Water		Heisses Wasser
Cold Water		Kaltes Wasser
Bath		Badenzimmer
Shower		Dusche
Kitchen		Küche
Living Room		Wohnzimmer
Bedroom		Schlafzimmer
Central Heating		Central Heizung

Oil Heating	Oel Heizung
Garage	Garage
PMQs	Dienstwohnung
Elevator	Fahrstuhl
What is the rent?	Was kostet die miete?
Will you please write that down?	Schieben sie das bitte auf?

It is normal when entering a German restaurant of medium or small size in rural communities, to say Guten Morgen (good morning), Guten Tag (good day) or Guten Abend (good evening) as the case may be, this is said to the occupants in general and nobody in particular. The same is said on leaving. When the waiter comes, the words «Speisse Kart Bitte» will ensure that you get then menu.

It will be seen that the menu is normally broken down into two divisions — food and drink, these two sections are further broken down approx as follows:

FOOD

Kalte Speise	Cold Foods
Rindfleisch	Beef
Schweinefleisch	Pork
Kalbsfleisch	Calf — veal
Fisch	Fish

Under these headings are given the various dishes.

DRINKS

This is normally divided into three parts:

- Non alcoholic drinks.
- Alcoholic drinks such as Schapps, gin, etc.
- Wines (In the Lahr area, generally the longest group in the drink section).

8. As in France, it is normal to shake hands on meeting and departing, even if you meet the same people every day the procedure should be followed.

9. In most restaurants, there is a table set aside for the regular customers which the casual visitors is expected to leave free; this table can be recognized by a small sign or large ashtray on which the word «Stammtisch» is written. The words for Thank You are Danke Schoen to which the person thanked replies Bitte Schoen.

10. The following German words are common as part of local town names in the Lahr area and have the following meanings:

Bach — Stream or creek and comes at the end of the name eg. Kulbach, Seelbach, Wittelbach. This does not necessarily give the name of the streams however it does indicate that the town or village has a stream running near or through it.

Tal — Valley, and also is shown at the end of the name; this is quite often the name of the valley as well as the town eg. the valley leading east from the Rhine valley at Lahr is known as the Schuttetal or Schutter valley there is also a town of this name in the valley. Heim — used at the end of a town name, derived from the word «home».

Berg — used at the end of a name indicates a mountain or hill.

Ober — used at the beginning of the name indicates over or higher eg. Oberbiederach is higher than Biederach which is higher than Unterbiederach.

Burg — used at the end of the name indicates that there was a castle or fortress there when the town was named.

Wald — wood or forest.

on the Guiding Front

«A» COMPANY GUIDES

On Feb. 20th Co A invited the Senior Brownies from the three packs in P.M.Q.'s and the Trailer Park Guides to join with them for their celebration of Thinking Day. Parents of the Guides were also invited.

After the march on of colors in horseshoe formation Capt. Kirkman with the assistance of District Commissioner Mrs Jubb enrolled the following six girls Lorelei Durdin, Heather MacDiarmid, Anne Parkhouse, Bonnie Smalley, Dawn Pearson, and Debbie Unsworth. Brown Owl Mrs Unsworth was invited to pin her daughter's (Debbie) tender-foot pin on.

The following badges were presented; artist and hostess to Cynthia White, hostess and fire brigade to Linda Enoksen and Jennifer Besse, fire brigade to Susan Castellano, Elizabeth Ham, Lelia Masson, Cindy Mac Diarmid, Cathy Pearson, Susan Johnston, Janice Potts, Dana and Doreen Spence.

Debbie Pounder acting as narrator proceeded to ask questions about the World Guide Movement and what Thinking Day means to Guides, the Guides supplying the information. Each Patrol then told us how various countries celebrate Thinking Day and a little information on these countries. We learned that it is the tradition in New Zealand for Guides and Rangers to get up before dawn and climb to the top of the nearest mountain or hill to hold a Thinking Day service as the sun rises and to remember their sister Guides around the World; in Luxembourg the country being so small it is possible for Guides of every company in the country to gather in the capital for a special meeting, often inviting sister Guides from Belgium, Holland, France, and Germany to join in; even in that northern country of Iceland we find they have their own special ceremony where ten Guides each stand in a circle holding a candle as the candles are lit the Guides repeat the Law and when all are alight all

say together «Every Guide is a good friend and a sister to every Guide.»

Trailer Park Guides joined in by giving us some information on Norway. We then collected our Thinking Day Pennies while singing the Swiss Chalet song, «High up high on the mountain.» Cynthia White then re-

quested the District Commissioner to accept these pennies on our behalf for the World Friendship Fund.

While the hostesses, Shelly Heath, Cathy Pearson, Cynthia Tiley, Mary Catherine McLellan and Cindy Mac Diarmid were preparing refreshments for our guests the balance of the Guides played games and then invited the Brownies to join them in campfire circle to sing songs which were led by Ranger Donna Kirkman. Several skits were put on by the Patrols. Refreshments were served to Brownies and Guides ending with Brownie and Guide Taps.

STATION FUND NEWS

Now that the word is out on our move to Lahr, it is possible that many of you may be a bit curious as to what is going to happen to our NPF facilities **here** at Marville. Such things might come to mind as «Where are we going to get our groceries?» — «Will there be any clothing in the PX for ourselves and our children?» — «Where will we get our hair done?», etc. These things are extremely important — BUT — there is no need to worry. Business as usual is the «word» in:

The Grocery Store — regular orders will continue to be placed with our suppliers, and plenty of food will continue to be available until the last few families are moved.

The Station Store (PX) — many summer lines are gradually arriving at Central Warehouse from Canada, U.S.A. and England. I think you will be pleased to see the famous «St. Michael» products from Marks and Spencer, England, which will soon appear on our shelves! «Lady Bird» children's wear is on the way plus many, many other products. Orders are being sent out continually for such things as perfumes, toiletries, drugs, cosmetics, etc. A large order has been placed for SOLO products for the ladies' hair. In fact, all the things you need to live comfortably are still being brought in.

The Garage — our contract with the gentleman who has been operating our Garage will expire 31 March. However, the sales area will remain open for such things as oil, tires, batteries, car parts and accessories. The repair section will be closed as will the tire installation shop, but supplies will continue to be stocked.

The Laundry — as you are likely already aware, the 1 Wing Laundry plant has turned off its machinery.

However, we have arranged to have your laundry and dry cleaning done by Pierrette, Metz, on a contract basis. You may continue to take your laundry to the regular spot at the local plant — the only difference being that it will be sent to the contractor for cleaning. Your cleaned clothing will then be returned to the local plant to await pickup.

The Barber Shop and Hairdressing Salon — will continue to operate for some time to come unless it becomes impossible to maintain sufficient staff.

The PMQ Store — will continue as normal until the last possible moment.

As you can see, things will remain as close to normal as possible. However, your Wing Services staff will necessarily be reduced as someone must go to our new location to plan for new facilities. Those remaining will be «a bit pushed» and could possibly forget the old item. Therefore — don't hesitate to use the «Suggestion Boxes» provided to remind us if we should «slip up». Remember! Station Fund is YOUR BUSINESS — help us to help you.



C.F.N. MARVILLE

A Station within the Canadian Forces' Network (95.1 FM).



Daily Programme Schedule

MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0715 CBC NEWS
- 0730 MAPLE LEAF BREAKFAST CLUB
- 0830 MAX FERGUSON SHOW
- 0900 DR. PAUL
- 0915 CANADIAN WOMEN COMMENTATORS AN FOR CONSUMERS
- 0930 AIR DIVISION KIDS' SHOW
- 0945 PLAYROOM
- 1000 MUSIC ON THE SUNNY SIDE
- 1015 NEIGHBOURLY NEWS FROM ACROSS CANADA
- 1030 CROSS CANADA PLAYHOUSE
- 1100 MARIE TELLIER ADVOCAT
- 1130 MELODY ON THE MOVE
- 1200 MARVILLE NOTEBOOK
- 1230 CBC NEWS & NOON HOUR SHOW FROM METZ
- 1300 MUSICAL INTERLUDE
- 1310 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 D.N.D. SCHOOL BROADCASTS
- 1430 VARIETY
- 1500 TRANS CANADA MATINEE
- 1600 TEEN SHOW
- 1700 GORDIE TAPP SHOW
- 1730 NASHVILLE TEN
- 1800 CBC NEWS FOLLOWED CENTENNIAL PROGRAM
- 1832 SUPPER SERENADE
- 1845 SWAP SHOP
- 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
- 1930 SPORTS REVIEW OF THE WEEK
- 2000 EASY DOES IT
- 2100 R.P.M.
- 2130 ADVENTURE THEATRE
- 2200 MARVILLE AT TEN

- 2230 CBC NEWS, FEATURES & SPORTS
- 2300 MIDNIGHT MOODS
- 2400 THE WORLD AT SIX
- 0030 SIGN OFF

TUESDAY

- 1730 GLOBE TROTTER'S BALL
- 1800 CBC NEWS AND ASSIGNMENT
- 1930 MAKE ME LAUGH
- 2000 FRONT ROWCENTRE
- 2100 CHRISTIAN FRONTIERS
- 2130 MUSIC ROOM
- 2300 QUIET HOUR

WEDNESDAY

- 1730 CFN HIT PARADE
- 1930 COMEDY ENCORES OR QUIZICALLY YOURS
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 MARVILLE AT TEN
- 2300 COUNTRY AND WESTERN ROUNDUP

THURSDAY

- 1730 BANDSTAND
- 1930 OPUS 1
- 2030 VENTURES
- 2130 THE PLAYHOUSE
- 2200 MARVILLE AT TEN
- 2300 DRIFTING AND DREAMING

FRIDAY

- 1015 CHEZ NOUS
- 1730 POPS OF THE PAST
- 1930 COMEDY ENCORES
- 2000 ED SULLIVAN
- 2100 WESTERN WAGON
- 2130 THEATRE 5
- 2200 MARVILLE AT TEN
- 2300 THE NIGHT OWL SHOW (until 0300 Sat.)
- 0300 SIGN OFF

SATURDAY

- 0900 CBC NEWS & SPORTS MARVILLE
- 0930 SATURDAY STAR

- 1000 YOUNG WORLD
- 1100 THE ACTION SET
- 1200 TOPS IN POPS
- 1300 MUSICAL INTERLUDE
- 1310 CBC NEWS AND SPORTS
- 1330 SATURDAY SAFARI
- 1700 MUSIC — COUNTRY STYLE
- 1800 ON THE REBOUND
- 1900 CBC NEWS & SPORTS
- 1915 ON THE REBOUND
- 2100 SATURDAY SIXTY
- 2200 DANCE DATE IN CANADA
- 2300 CBC NEWS
- 2310 WEEK-END WORLD OF MUSIC

SUNDAY

- 0900 CBC NEWS AND SPORTS
- 0930 CHURCH OF THE AIR
- 1000 WORLD OF ENTERTAINMENT
- 1030 30 MINUTES WITH ERIC JUPP
- 1100 MAKE WAY FOR MUSIC
- 1130 MORMAN TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 MAPLE LEAF HOUR
- 1400 OR ADVENTURES
- 1430 CBC NEWS
- 1445 HOUR OF ST. FRANCIS
- 1500 MUSIC FOR A SUNDAY AFTERNOON
- 1600 PARTNERS IN DEFENCE
- 1630 CANADIAN HIT PARADE
- 1700 JAZZ WITH JOHN
- 1800 CBC SHOWCASE
- 1900 CBC NEWS AND SPORTS
- 1915 MUSIC FROM HOLLAND
- 1930 CROSS COUNTRY CHECKUP
- 2200 FRONT PAGE CHALLENGE
- 2230 CBC NEWS AND SPORTS
- 2300 MEMORIES
- 2400 THE WORLD AT SIX
- 0030 SIGN OFF

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

SUBJECT TO ALTERATIONS TO BE ANNOUNCED



R. Reeves
Scoutmaster
3rd Marville

scouting

HERE AND THERE

I have full permission from the 1st Maple Leaf District Executive, to inform you that Scouting at 1 Wing will come to almost a standstill, during the next few weeks, for lack of Leaders.

These Leaders have a job of, to say the least, prime importance. They are military men first, Scouters second. As such, they play a key role in the Move and most of them will be required at Lahr.

I have just attended a Leaders Meeting, where the various situations were discussed, keeping in mind the main topic: Your Boy. We have weighed the pros and cons of continuing Scouting on the Wing.

Most of the Leaders felt, as your boy does, that Scouting should definitely be carried on at Marville, regardless of the Move. The Leaders, however wished to point out that they wouldn't be available at all times and that a limited programme should be carried through the spring and summer months, when the Leaders are around. So be it.

You will find that your boy will be given his transfer certificate. This is to close the Pack or Troop formally and to ensure that your boy gets his records, in case the Leader should disappear in the shuffle. I pointed out above that this does not mean that your boy cannot participate in Cubbing or Scouting any longer. It merely means that the paperwork is closed. Your son will continue to enjoy (irregular) meetings, when the Leader is at Marville and willing to carry out a meeting (and we are certainly willing).

During the spring and summer

months, Scout activities will consist mainly in Star work for Cubs and advancement work for Scouts. No Badge work. There will be no support of the Group Committee in regards to transportation, finances etc. In other words, if your boy goes camping, he will have to use his own equipment, carry his own tent etc.

When the 1st Maple Leaf District forms up again in Lahr, next September, it will be a much bigger District. The Metz people will have moved in with us and we sincerely hope for a Scout Hall.

WELL DONE

At the Leaders meeting described above, which took place on March 2nd, the District Commissioner, Skip Ennis, presented a Warrant of Appointment and 10 Year Service Medal to Scouter **DON KIRKMAN**. Don has actually been in the Movement for 14 years, so the medal is a bit late. The warrant is given at the end of 3 years, so it is very late. At any rate, the Long Service Medal represents «Ten Years of Long and Efficient Service in the Boy Scouts of Canada». Here is a man who has devoted his time and energy to further the cause of Scouting. **As a boy, he was a King's Scout and became Scoutmaster several times. A man must believe in Scouting to do this. Congratulations, Don.**

NEW EMBLEM

Every registered member of the District, whether Club, Scout or Leader, has been given a **Centennial Membership Flash**. This denotes that he was in Scouting in 1967. He may wear this flash **through the rest of his Scouting career**. A word of warning: The flash **MUST NOT** be traded at any time for a badge. There is never a likelihood of getting another one.

The flash is worn in the following manner: For Scouts, on the flap of the **RIGHT** pocket, directly under the

'Boy Scout - Canada' strip; for Wolf Cubs, also under the 'Boy Scouts - Canada' strip, on the right breast.

The round badge, which was issued earlier in the year marking the centennial of Canada, will have to be taken down at the end of 1967. Once more, the Centennial Membership Flash stays on the uniform for the duration of the membership in the Movement. Better sew it on tight.

REVIEW OF ACTIVITIES

Partly for historical record and also to show you that the 1st Maple Leaf District has been active, we are writing the paragraphs below. I will limit myself to the period between November 1965 and February 1967, when the present District Executive has had a major role to play.

We started the Scouting year 1965 with a general lack of Leaders in all sections. Through Scouters meetings, which we pledged to carry out every month, we obtained sufficient Leaders to staff all Packs and Troops. In February 1966, we had a total of more than 30 active Leaders, with a registration of 64 Scouts and 196 Cubs. Boy Scout Week was observed by all Groups in the form of a Church Parade on the Wing and **Father and Son Banquets** for each Group.

Mr Fred J. Finlay, the Chief Executive of the Boy Scouts of Canada visited this District on Feb 26-27. He brought us in the picture, with regards to the various changes in Scouting, in particular the Five Star Scheme, which was brand new and showed us prospects for an older boy section, since called the Venturers.

In March 1966, plans were laid out for a Bicycle Rodeo and a Scout Camporee. Both were very successful. The Camporee was held in May at Abbaye d'Orval, the Bike Rodeo was held at PMQ in April. Bike Rodeo won by Virton Group, Camporee by the Trailer Park Group.

In the first week of July, the Cubs had their summer camp. The Virton Cubs went to Pétange, Luxembourg

and the Cubs of PMQ and the Base went to Vianden, also in Luxembourg. PMQ-Base got washed out and had to come home early. On July 16-17, an international camp was held at Schifflange, Luxembourg. I was leading the Canadian Detachment, which consisted of another Leader and six hand-picked Scouts. That's all we could take, due to space.

The District Commissioner joined us on the second day. The Camp was celebrating the 40th anniversary of the Troop in Schifflange, the Tigres Rouges. They are members of the F.N.E.L. (Fédération Nationale des Eclaireurs du Luxembourg), one of two Scout associations in the Grand Duchy.

In late July, we witnessed the presentation of Queen's Scout Badges by AVM Lane. This ceremony took place at Chateau Mercy, in Metz. It was attended by Scout Leaders, Rovers and Parents of the Scouts from 1 Wing. Also in late July, the Rovers took a sight-seeing trip to Venice, Italy.

Camp Polaris, the Scout Camp, was attended by 27 boys, 6 Leaders and took place at Abbaye d'Orval. Loads of fun, especially the Holy Dido Ceremony. You don't know what it is? Ask a boy who was there. Skip Ennis, the DC, was the Camp Chief. Camp Polaris took place August 20-27.

In September 1966, it was time to start all over and again, a shortage of Leaders, most of them gone back to Canada. When registrations were taken, we had just about the same number of Scouts; but not so, Cubs. They were so numerous in PMQ that a new Pack had to be created, named Beaver Pack, after a while.

Everything functioned rather smoothly, until the rumors of the Move started. Of course, before Christmas, we thought we'd move tomorrow, so the various sections started a gradual slowdown in their activities.

When the 3rd Marville got an invitation to attend a Court of Honour and Christmas Party at Verdun, the Americans had already started to pull out, but Troop 131, Boy Scouts of America was going to have their Christmas Party anyway and we are happy that we turned up, since it was different altogether. Their Court of Honour is designed to give out proficiency Badges and to invest boys in the Movement and the two Scouts

and myself that went down, along with Scouter Hill, our driver, will never forget the Investitures by candlelight, where each boy repeated the Scout Oath.

We thought we could return the invitation, so Troop 131 was asked to journey to Marville for a combined Canadian-American swim. The date was subsequently given to be February 3rd 1967.

The boys came, if only 12; most of the Troop having now disbanded and gone Stateside or to Zweibrücken, their new home. They had a good swim and were taken to the Arrowhead Arena for cocoa but... the Cub and Scout skating party was being held the same night, and the bravest of the American Scouts, not merely wanting to watch, started to do some skating. That did the trick. Nine of them got on the ice, some of them never having seen ice before, much less skated! They did great. There were lots of friendships made, a few badges traded. All in the spirit of Scouting.

Finally, in mid-February, the final word came: tie all knots; in other words, slow down. The Cubs had not competed for the District trophy, the GUNG-HO plaque. Because of this, a Cuboree was held in mid-January so that the Cubs might have a final 'smash'. It was held on the Wing on

January 21st and was an immense success.

There was a bit of money left in Pack and Troop funds, so it was decided at District level to give the boys an outing or something of that nature. The Cubs of the 3rd Marville went to Vianden, Luxembourg for a successful day's outing and the 3rd Marville Scouts went to Luxembourg City, by train, first class. We saw a bit of the City, purchased a few souvenirs and stopped for 'frites' and 'cola' in a restaurant.

FINALLY

Scouting articles appeal only to a special class of people: those interested in the Scout Movement. We have tried to create a sort of District Newsletter. It seems to have been well received, since the start in August of 1965 and almost every month thereafter. I must thank you for your kind comments over the past issues and your support of some of the material published in these articles. We have tried to keep you well informed of Scouting matters, both at home and overseas. Scouting is an ever changing world; the people and the methods vary. The objectives are always the same: to train boys to be self reliant.

SUPPORT SCOUTING

SIMPLE LANGUAGE CAN GET MESSAGE ACROSS TO READER

There once was a New York plumber who found out that hydrochloric acid would clear stopped drains. He wrote to Washington about his discovery.

The letter was received by an official who promptly replied: «The bureau is very appreciative of your interest shown in this matter, but hydrochloric acid is incompatible with metallic permanency.»

The plumber wrote that he was glad the acid was officially approved.

The original official took the problem to his superior who immediately wrote a letter stating, «While it is recognized by competent authorities that hydrochloric acid is efficacious in the removal of colloidal sludge, it has an extremely deleterious effect on the circumference of metallic conduits.»

The plumber wrote again to say how glad he was that they approved of his using hydrochloric acid.

Now the chief of the office was called in. He wrote the New York plumber, «Don't use hydrochloric acid. It rots hell out of the pipes.»

The moral is simple: write so that people know what you're saying.

(AFNB Galley Guide)

Winter Wonderland 1967

The Marville Figure Skating Club put on a two performance show the weekend of March 4 and 5. The show titled, « Winter Wonderland » was the best performed, costumed and organized show that yours truly has seen for many a year in amateur or semi-pro performance. The people that missed out will, I am sure, be kicking themselves when they hear about it from their friends. The show was well attended at both performances and it is estimated that approximately 1200 people enjoyed themselves.

Saturday's performance got underway with the presentation of the « Winter Wonderland » Queen and her princesses all of whom were escorted on to the ice by their fathers. The Queen, the lovely Miss Pat Lundy, was crowned by Mrs Christie, who was accompanied by her husband G/C Christie. The four princesses were presented to the C.O. and his wife, they were: Miss Callie Johnston, Miss Penny Johnston, Miss Leslie Lieper and Miss Diane Hugh. After the presentation and crowning G/C and Mrs Christie were escorted to their box by the Club President Mr. Norman Harvey where they were joined by the Queen and her princesses.

The show then moved into its own by reflecting in the first number the « Centennial Year ». A large birthday cake was placed at centre ice and then the senior boys class were individually presented, each dressed in the costumes of the provinces and territory they represented. After assembling around the cake, « O Canada » was played. When the anthem was finished, Miss Michele Crook lit the large single candle depicting 100 years, while Happy Birthday was sung by the crowd.

« Peter Pan » was the second scene enacted by the small beginners, starring Carol Ann Gummer as the Little Fairy, and these three to five year olds did a marvelous job of acting and skating.

The show now moved to a Pacific Island scene, with palm trees, flowing grass skirts on cute little hula girls accompanied by a male trio, who kept the spectators smiling joyously to

their act in the « Pineapple Princess ».

« The Teddy Bears Picnic » came on the scene next and within seconds pandemonium broke loose as little beginner boys, dressed as small bears, romped around pushing, shoving, tripping, racing and playing ball until finally as all good things must come to an end the little bears had to fold up their picnic and go home. Suddenly as they departed they saw, who else, « Goldilocks » Now, to obtain the services of such a delectable person to perform was not easy, but at great expense and personal sacrifice within the Club, Goldilocks did a very fine comic solo, portrayed by Larry Romard.

« Hollow Dolly » kept the show on the move performed by the beginner girls. Store boxed dolls suddenly came to life and joined their friends on the ice for a picturesque display. The pairs number that followed was skated by two Senior girls, Janet Spirito as Raggedy Andy and Susan Elms as Raggedy Ann. Both girls did a wonderful job through a series of skating movements that take more than a little practice in timing and skill.

Next came one of the large numbers, « Pagoda Fantasy » with the junior girls in fine oriental costumes going through skating and hand movements that took a great deal of skill and concentration on everyones part. « The Oriental Trio » consisting of the Castellano sisters, Jane, Susan and Diane did a lovely and colourful act going through a number of skating movements to a fine completion of a difficult number.

The third part of this act was beautifully done by the « Oriental Princess », Miss Janet Spirito, who did a solo with much grace, form and ability through difficult movements which were made to appear quite simple. Janet, after finishing her solo, appeared to be looking for someone to skate with; why of course, « Puff the Magic Dragon. » After encouraging Puff to come and skate the multi-legged monster had a bit of trouble co-ordinating its leg movements, but finally got the proper feet going in the proper direction, at the proper time. Things went so well that Puff

even tried to get tricky with one foot stands, turns, etc, when suddenly an over zealous camera fan wanted a closer shot and came on the ice. This shook up Puff, who fumed and snorted and suddenly lunged for the candid shutter-bug, chasing her until she fell to the ice. Puff was only calmed down by Janet and the announcer, but this actually shook the dragon apart and he lost his tail in a sharp turn, finally the tail was re-attached and Puff skated merrily away to the glee and laughter of children and adults alike. Thanks to the head — Moe Julien and the tail — Wayne Fiel and the unco-ordinated middle(!)

At this point there was a short intermission and then the show got into the second half with, « Soldiers on Parade ». This was a precision drill in colourful tunics performed by the Senior Boys. The movements apparently easy to us of the military, is a little more difficult on ice and was done extremely well.

« The Military Pair », Wane Fiel and Karen Durdin started from their Sentry boxes and put on a dazzling display of skating including lifts, one arm swings and finishing off the act with a spectacular neck spin. Mr Fiel, an experienced performer gave his partner all the confidence in the world and they turned in an excellent performance.

« Wooden Shoes » was the next number on the program, with the junior girls and boys and their dutch designed costumes added to an already colourful performance. The movements were well practiced and the finished product was wonderful. A « Dutch Girl » pairs was done by Janice Fry and Carol Bourdon. These two young ladies put on a terrific display of skating and had their act down pat.

The Senior girls came out now to add a modern touch in « Skate A-Go-Go » This was a number combining the swim, jerk and other dances. It was quite a switch, go-go glasses and all, and was well performed. « Comedy » hit the scene again, two disguised 1 Wing Fire Fighters with the new integrated type fire wagon. Actually the firemen, Moe Julien and Larry Romard did a first class job of bringing back many actions of slap-stick comedy.

The Navy got into the show at this point with « Ship Ahoy » using the junior girls as the finest looking sail-

ors ever seen doing fine movement to precision.

A pair number of Lee Newport and Lawrence Martin as the Sailors did a terrific job of figure skating movements.

Mr. Wayne Fiel, the chief instructor, did his solo number at this time, «007». Wayne showed superb style in many sparkling spins and jumps. This was the same style which helped him to win and retain the Dr. Green trophy, as singles champion for 4 years in the Peace River District of Alberta and the Pairs championship for three years. We are very fortunate in having Wayne here as an instructor, he has certainly taught our children a great deal in a short time.

Now as the show moved into the final stages, came the futuristic number «Blast-Off.» The announcer gave the count down 5-4-3-2-1 Zap! And out came Moon Maid, Miss Karen Durdin, to do a solo, moving through many skating movements, smoothly and gracefully, finishing her number in the centre of the «Stars» Intermediate girls who did a precision group number as one. The skill of the girls and the beautiful costumes made the act a terrific success. Suddenly replacing the «Stars» were the «Space Men», a group of senior boys doing their act for a space skate.

The show was finalized to a glorious ending by «Dance Date», with Mrs Jean Anderson and Mr. Wayne Fiel, doing a lovely smooth, synchronized dance pairs. Watching this pair, it was easy to see why the girls and boys did so well, because it was the reflection of Jean and Wayne's teaching that showed the flare and confidence that rubbed off on the children.

The grand finale was a picture of colour from the beautiful costumes, which had taken up so much of many a mother's time, and even some that didn't have children in the show. To the Costume convenor, Mrs Jean Read, the Skating Club owes a debt of gratitude.

It was a terrific show, and the repeat performance on Sunday was even better.

To all the instructors, Mrs Anderson, Mrs Muise, Mrs Fortin, Mrs Chestnut, the Senior girls and of course Mr. Fiel, our sincere thanks for a job well done.

To our announcer, Mr. Bill Papson, who stepped in and took over as a replacement at the last minute, our sincere thanks.

Music was set up by Claude Violetter, and our praise for a splendid job The spot light was operated by John Spirito and was where it was supposed to be, a wonderful job John. To the prop man — Mr Pond, the prop makers, decorators and all who helped with various and numerous

small problems that contributed so largely to the success of the show — our THANKS.

People working together — in this manner — for the enjoyment of giving pleasure to others, especially in the midst of our present situation, proves that at some future time — another wonderful show could be presented — if the facilities are available.

Bud Durdin

AU REVOIR TO DR LETOURNEAU

After three years with us here at 1 Wing, (day and night) F/L E. Letourneau is going back home. During his stay here Dr. Letourneau has probably seen and spoken to most people on the base and is very well known.

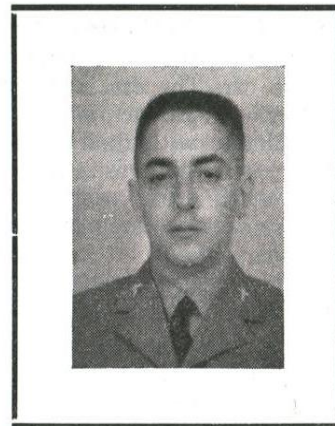
When he began work at the hospital here in June 1964, Dr. Letourneau had arrived from the University of Manitoba where he graduated in Medicine and completed a year of intership. Since his arrival here he has acquired a wife (also from Winnipeg) and a son.

Dr. Letourneau is a dedicated, inquisitive man continually on the lookout for new and better methods to put patients back on the road to recovery as quickly as possible. To further his dedicated career he is returning to four more years of studies in Internal Medicine, again in Winnipeg.

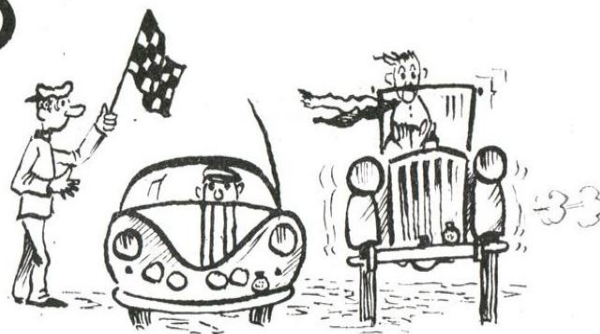
When speaking of Dr. Letourneau, S/L H.L. Sequin, SMO said, «To you Ernest and to your wife we wish the best of luck in civilian life and we thank you for a job well done. Your patients will miss you and the staff will miss you. We hope you have enjoyed it here and when you admire all the things you acquired while in Europe, I hope you think of us. — By the way, don't give up on your 5BX, you will make it yet.»

The Arrowhead in saying «Au Revoir», would like to add, «Had we known you were such an excellent photographer we most certainly would have contacted you concerning this sooner. However, in view of your new studies we will all be looking forward to changes in those 'Aspirin Pictorial Commercials' now popular on TV at home.

Seriously, the Arrowhead on behalf of the entire station, wish Dr. Letourneau extreme good fortune in his new career.



AUTOMOBILES & AUTOSPORTS



Pat O'Leary

Bob McKiel

OUR GOOD FREINNDS THE DUMMYS

Nader — Nader — Nader — No this isn't the came of a new car, this name is a household name if you own and drive a car. The car industry al ways had on eye to safety when producing their cars — example — American Moters with their double master cylinder for the brakes — but it wasn't untill Nader produced his report on unsafe cars — that the public voiced their opinion, forcing the car industry to give full concentration on car safety.

The whole subject got a big shot in the arm after the hammering the American Car Industry took from a recent senate investigation committee. After the investigation the U.S. government issued a list of 17 safety measures which must be included in every vehicle bought by them. Now the Americans are among worlds most safety conscious people.

Next time you notice another motorist eyeing you — pay no attention. He is probably a road safety engineer. Because to the road safety boys, you are practically identical to a special breed of dummy they have developed with internal organs almost the same as those of humans. These dummies live the life of Riley, riding around on sleds, swings and roundabouts, while engineers study the effects on them of sudden deceleration and directional changes. The information gained from these dummies, is then used in designing your new car — to ensure that in an accident, the car aborbs the shock of impact instead of you. This is only one aspect of a huge feild that safety engineers are investigating to make motoring safer.

In Europe here, Mercedes set the pace. In 1951 they developed the « triple box » principle of car construction — an idea they incorporated in their cars in 1959. Basically, it is a simple idea, The car is designed in three zones, or boxes. The centre box, where the passenger sits, is built immensely strong, whereas the srength of the front and rear boxes gets progressively less towards both ends of the car. So in a head-on, or rear — end crash, those zones act as shock asorbers, gradually soaking up punishment under increasing resistance, while passengers are cushioned in an area of maximum safety.

In Britain, the Rover company was among the first

with the pioneering spirit. Not only did it do valuable work, it offered the results of its work to all other manufactures. Now Ford, Vauxhall and Roots are joining forces to undertake an elaborate — and expensive — program of smashing cars.

At all motor research industry establishments the world over, they are playing an exciting game of car crashes. But each care-fully staged accident has a deadly serious purpose behind it. For instance it is known that if a completey rigid car hits an immovable object even at only 30 m.p.h. the instantaneous deceleration — from 30 m.p.h. tostandstill — will probably kill the occupant. But if the car is designed so that the front crumples like a concertina, spreading the deceleration time over just one second the occupants' lives can be saved.

Much of this background imformation is already known because of the knowledge gleaned by researchers all over the world and is shared with anyone who wants it. In fact these safety engineers can even quote you an injury potential for any given vehicle. They can also tell you what should be done to turn it into a safe one.

Why, then, aren't such measures incorporated in the design? The answer is one of cost. Built in safety costs money, and most customers will not pay for it, if they can help it. Offered two cars, identical except one is safer and more expensive, the customer will probably choose the cheaper one. Take seat belts, for instance. Its has been proved that belts are the finest single safety measure a motorist can take. Cheap too, yet apart from Air Div here, less than 15 % per cent of cars here in Europe have them. And half (including us), of those are never used.

Another big question in this business of making the roads safer is — should the major effort — and a huge pile of money — be thrown into better driving training, stricter testing and campaigns to promote better road behaviour? Or would better results be obtained from redesigning cars, their controls and our roads so that the drivers job is made as simple as possible? When the safety engineers have worked that one out, the Government will have to take a stand, because unless we have safety measures rammed down our throats, we apparently refuse to accept them. Even when it is a question of looking after our own necks, we prefer to leave it to some-one else, or Dummy's.

DUMMY RUN FOR LEARNERS

The trouble with having a few silly traffic laws is that drivers soon lose respect for all of them — even the good ones. For instance, have you noticed how many drivers ignore halt signs these days? and jump traffic lights? It seems we are not alone with these problems.

Germany has them too — and recent statistics show that they are causing hundreds of accidents. In fact it has got so bad there that one driving school has devised a crash course for learning drivers. On its enclosed test track it has set up dummy cars, mounted on over head rails, at all intersections controlled by halt signs, or traffic lights. If a pupil ignores the signals, tries to jump them, or does anything that he should not — the dummy car catapults across the road and smashes into him.

The dummy is made of soft rubber, so any damage caused is only psychological. But the shock to impatient pupils, who don't know that the car is real, is reckoned to last for life.

DRIVEN CRAZY

The young lady stalled right in the middle of the busiest street in town. Behind her, a man honked his horn impatiently. Finally, she got out of her car and walked back. «I'm sorry», she said, «but I can't start my car. If you will go and start it for me, I'll stay here and lean on your horn».

CRASH PROGRAMME

The sports roadster skidded around a corner, jumped up in the air, knocked over a lamp post, bumped into three cars, hit a stone wall and came to rest. A girl climbed out of the wreckage. «Darling,» she exclaimed rapturously. «That's what I call a kiss.

Sit back and relax, and read these words kindly sent in by Stu Moodie.

THE RULES

by Stu Moodie

*The rules for driving are explicit
Yet the accident rate is terrific
Humans being what they are
Insist they know best how to drive a car
What they never seem to learn
That conditions vary with each turn
It's not of the corner that I speak
But of the wheels that are on the seat
It is not known what makes a driver
Who has a family and is a provider
Forget common sense when he has to choose
The course he will take or the speed to use*

*Then there is that grinding crash
When two cars meet that are going fast
They bend, tear, groan and creak
And spew the passengers from their seats
The oil and the gas spread on the road
Mixed with the blood of the human load
Some will be injured and be saved
Others will go to an early grave
One of the drivers will have been right
His failure to take evasive action
He might have avoided the other in his plight
Cost him his life, but on what satisfaction*

WHEN YOUR CAR BREAKS DOWN GET A GIRL TO SEE YOU HOME

If you really want to make sure you are ready for any motoring emergency, be sure to pack — a woman passenger. For everyday things carried or worn by wives and girlfriends can be used to give first-aid to an ailing car. Take electrical troubles, the most common causes of breakdowns. A blown fuse can be temporarily replaced with a hairpin, or a piece of silver paper, usually a fuse blows because a frayed wire is shorting against bare metal. The wire must be insulated before it starts a fire. No insulating tape? A few coats of nail varnish will do the trick. If a wire has broken and the ends can be joined together, use a pair of nail scissors to strip the wire. When the ends cannot be joined but the wire is an essential one, borrow a wire from an inessential part, like an auxiliary lamp, interior light or oil warning light.

For this you will need a screwdriver. A nail file makes a handy substitute. It can also be useful for opening up and cleaning jammed contact-breaker points or plug gaps. Cooling problems come next. If you have no plastic insulating tape to repair a slip rad hose, ask your lady passenger if she has a plastic hood which you can wrap around the leak. Then borrow some darning cotton to bind over the repair, if she hasn't any cotton, tape or a belt will do just as well. Before you start for home take the rad cap off to save building up too much pressure, and drive slowly. If you have lost water remember the water you carry in the windshield wiper washer bottle.

If your fan belt breaks, ask for the loan of a nylon stocking — averting your eyes while it is supplied. Wrap the stocking around the pulleys tightly, and tie off with a reef knot. It should get you home. Ever had your wipers fail, when you need them the most? Disconnect the wiper motor and loop a piece of string around both wipers, bringing the string into the car through the side vents. Get your girl to pull the two ends backwards and forwards — and the wipers will work for you again, until you arrive at a garage to get them repaired. Another trouble that plagues motorists is a broken throttle return spring. Remember anything that pulls the throttle back against the pressure of your foot will help. A strong elastic band will do the same job as a spring. All you

have to do is ask the little lady to have a look in that handbag... or suggest that desperate problems call for desperate remedies.

THANK YOU

On this station, as on many others throughout the service, there are many people who volunteer their services during their leisure time. This helps the morale and welfare of the people belonging to a service community, and without them this old world would be a sad place indeed. Some of these people are not known, for the time and help they give, such is the case of the candy strippers, a group of young people from 1 wing who give their time to bring some sunshine into the lives of the children in the sick ward here at the base hospital. They are helpful in the many duties they perform there, and certainly appreciated by the hospital staff, and of course by the children who always look forward to their visits.

You are certainly a credit to your generation and myself and parents of 1 wing THANK YOU, keep up the good work.

CAN YOU PASS THE OVERTAKING TEST ?

Once while driving in Germany I was in a stream of traffic when, a few cars behind me, a driver flashed his lights, pulled out into the centre of the road and started to overtake us all. About a quarter of a mile ahead, a driver in the opposite stream also pulled out, also flashing his headlights — and steamed ahead. I do not know whether they were both pigheaded or whether each was under the illusion that flashing his lights gave him a right to the centre of the road, or whether each thought the others flashing lights were beckoning him on. For they were still flashing when they hit head-on.

A bad error of judgment, certainly, but one you would never make? Do not be too sure. As I explained in my last article, a driver exercises his judgment, on average six times every mile. Each decision, simple though it may appear at the time, could be fatal. You may get away with little blunders for years. Then, one day, when someone else picks the same time and place for his boob, or even fails to allow for yours, the scene is set for another entry in the accident statistics list.

In these days of overall speed limits, the art of overtaking is vitally important to every driver. It is about the trickiest manoeuvre a driver has to face, calling for driving skill, some knowledge of his own and other people's cars, a delicate sense of acceleration and keen judgement. Yet many drivers ignore the fact that 15 % per cent of all serious accidents happen while overtaking. They do not even realise that clean, smooth overtaking not only makes life much less nerve-jangling for themselves but can save a lot of pain amongst other motorists. Their progress is shown by stoplight flashes as they bob out of, and are forced back into the line of traffic. And when finally, they do attempt to overtake, the move is badly timed and made from impatience. Yet careful practice and a knowledge of the basic technique pays off with less wear on both car and driver.

FIRST STEP

The first and most important step is to give yourself room. Never travel too close to the car in front whether you are traveling at 25 m.p.h. or 60 m.p.h. If you are driving properly you need not worry about some one jumping into the gap in front of you from behind. For as soon as it is safe to pass, you will be the one who does it. If you drive in close formation, you have no room to see properly ahead or to start to accelerate when the time is right to make your move.

GOOD VIEW

Placed well back — and that means around two car lengths at 25 m.p.h. Eight at 60 m.p.h. You can get a good view of the road conditions ahead without moving out into the middle of the road. Apart from keeping you out of danger this helps following drivers too.

Next step is to assess all the information about the road pattern ahead of and behind you. Main things to watch for from behind are the foolish driver who approaches the line quickly and hopes to use his built-up speed to pass the lot in one swoop — or the driver in a higher powered car who plans to jump the line at the first faint chance. Pick out these, then sum up the situation ahead. Anything coming? If so, how quickly? This can be a nasty question to face, particularly at night, but you must answer it, and fairly accurately. The type of vehicle alone will help if you can spot it. Will the road be open long enough for you to pass? Could anything be hidden behind a bend, bow or dip in the road? Are there any junctions or corners from which a car could turn into your path? In towns you must also be beware of suicidal pedestrians.

When all these items have been ticked off in your head and you know you have enough clear road — and enough time — to pass cleanly, you have to do at least three things in quick succession.

RIGHT GEAR

First check your rear mirror again. All clear? Then signal your intention to pull out and start accelerating. If you have been traveling fairly slowly, you may want to change down. The gear you select should be the one which will allow you to complete your manoeuvre before having to change up again — otherwise you are subject to unnecessary delay in a hazardous position. A touch on the horn can also be used to warn the driver ahead that he is about to be overtaken. If he accelerates, drop back again.

SUICIDE SPOT

Better than a race, with you sitting in the suicide spot. You are not losing anything anyway, because you keep your speed up. If a car going at 60 m.p.h., and you overtake at 70 m.p.h. You need sufficient time to pass correctly without cutting in immediately after you have passed.

If, at the same time, another car approaching at 70 m.p.h., it doesn't take much of a miscalculation for you to end up as the meat in a metal sandwich. But smart anticipation, smooth acceleration and the right choice of gear will ensure that you are never on the danger list line — on the wrong side of the road — a second longer than is necessary. And that after all, should be the aim of all drivers.

ARE YOU GUILTY OF ANY THESE ERRORS ?

The speed limit says 70, so I can do 70, can't I ?

I can make it across those traffic lights. I think there's a pause between them turning red and the others turning green.

There's room for three in the front if we all squeeze together.

There's that funny noise again. Ah, well — ignore it. It will disappear, like it always has.

I've got right of way here and I'm keeping it.

Don't be silly — I can't throw a nearly new tyre away just because it has that little slit in the side wall.

If that guy doesn't dip his headlights, I'm going to blind him with mine.

Those steamed-up windows will soon clear — who wants to open a window in this weather ?

I'm only going down to the shops, I don't need a safety belt.

These brakes need adjusting. Must try and get them done at my next service.

If you cut me off buddy, I'll make you wish you had stuck to walking.

I'm cold/hungry/tired and it's been a long trip I've earned a drink before I press on.

I've just got to get there by 10 o'clock — no matter what.

I know this car needs some attention, but why waste money ? I'm getting rid of it soon.

If he's signalling me to overtake, the road must be clear.

I can overtake here all right. No one is going to come round that bend that fast.

Funny smell in the car. Better check it when I get home.

Ah, ah ! Your model is identical to mine. Lets have a race.

As long as I signal. I can change lanes when I like.

No one is going to pass me on this trip, specially you with your lower powered/smaller/older-lumps of rust.

Forget the halt sign, I've slowed down — and there's nothing coming.

She's my wife/fiancee/girl-friend, she's entitled to cuddle up close, isn't she ?

Can't be bothered to stop. I can check the map or light a cigarette easily while I'm driving.

If you want to add to the list, please feel free to do so. It's not difficult. But remember to add the little things that have made your passengers raise an eyebrow

at you in the past. And do not forget the times when you were certain you were right, but were on the receiving end of a blast, from somebody's horn, just the same.

KIDDING

Then of course, if you can still put your hand on your heart and swear you have never been guilty, you are one of two types. You are either one of those motorists so intent upon their own driving that they have no consideration left over for the traffic building up behind him on the highway — or your kidding yourself. There is no such person as a perfect-at-all times driver, so in this last edition, I will only say, whether you will be driving in Canada or Germany, admit those mistakes — and try to eliminate them. Happy Motoring, and good luck in the future.

Paddy

MARVILLE AUTOSPORTS ASSOCIATION « AU REVOIR »

A car club devoted solely to the pursuit of autosports has been active in Marville most of the time since the Sabres left England and relocated in Marville. In that time the name was changed from the Arrowhead Car Club, to the Marville Car Club, to its present title, the Marville Autosports Association. Through the years this wing has seen everything from airport races to gymkhanas, slaloms, and rallies. With the coming of the transports to Marville the races had to be dropped, but the club has continued with the other type of events. The ability to survive through the years stems directly from the organizing ability of a number of members of the club. I would like to single out one fellow, but to avoid favouritism, I'll mention a few fellows who have made my job easier in the last couple of seasons. There's Bill Thompson, Joe Hayward, Bill Merchel, Curt Brown, Lauren Orpwood, Sid Stephen, Don Arkell, Bob Smith and many more. And to all of you who have supported our club, « Thank You ».

'Driver Makes Comparison — Ford Truck'. « It was like driving a car after leaving a truck », stated New Zealander Cris Amon having just won the 24 Hour Daytona Continental in a new Ferrari P4. Cris was making the comparison between the Ferrari and the Ford GT he co-drove to first place at Le Mans last year. Ferrari took 1st, 2nd, and 3rd. Makes me want to trade in my scale Model GT 40 !

On the local scene, the gymkhana on the 5 of Feb was a rousing success ! It was necessary to combine a number of classes and the resulting battles were between the MiniCoopers and the Cortina GT's in Class A and between the Mini 850s and the Volkswagen 1300 in Class 'C'. Sid Stephen won his first gymkhana by heating out Noel Martin in a Mini Cooper and Bill Thompson in a Cortina 'GT'. In class C the winner was Cris Anderson, beating Romy Huska by only 2/10 of a second. Anderson was driving a Mini and Huska a Volks 1300. Huska said he would catch Anderson next time. In Class D, a combination of Classes D and E, Fred Smith driving a Mus-

tang took first, followed by Don Arkell and Ron Herman for second and third.

In our Valentine's Rally held on the 12th of Feb, even the weather was favourable! Don Arkell the organizer, also made sure that the competitors were not too bored by taking them over some interesting roads. All but a few failed to finish, although a fellow driving a green Mini Traveller had to nurse it most of the way. Another couple had their brakes seize but still managed to get home. So, perseverance and intelligent interpretation of the instructions finally paid off for Bill Merchel and Fred Sjoquist as they won their first rally of the 1966, '67 season. They were driving a Volvo 544. Second place went to Ian Hetherington and Noel Martin in a Porsche 911 and third to Romy Huska and Ann Haeberlin in a Volks 1300.

On the 26 of Feb the club held its last all out competition prior to the station re-locating. This was a rally organized by Ian Hetherington, Al Gullon and Noel Martin. These fellows did a good job and came up with another fun rally. Each organizer has his own little 'quirk' which he throws in hoping to catch the unwary! Well it worked! In this case you had to make a right turn just after you left CP No. 3 to bring you out to highway No. 45. Well the first four cars through the CP turned correctly but the next four or five went straight ahead and turned at the second right after the CP. I was one that got caught! Zap! 300 points for not following the route correctly. Anyway, for the winners, Barry Payn and Jacques Nadeau, a fine effort. This was only their third time out. Billand Dolly Thompson lucked in on second place and for the third place winners, Barbara Petit and Wayne Feil, also congrats, as this was only their second effort.

By the time this reaches the presses, our final activity will be over, as we are planning a fun rally, a gymkhana, and a social evening all on the 4th of March. We expect our best turnout of the season and it will be lots of fun. So to everyone at their new units, good sportsmanship and good luck...

Now, to all of you readers who have purchased a small European car, the following is re-printed by kind permission of the Editor of Road and Track, Mr James T. Crow.

'Big Eggs VS Little Eggs', Or Any Point May Be proved By Ignoring The Facts. Every so often something happens that renews our faith and convincingly demonstrates that there is, after all, some hope for democracy, the world, and our civilization in general. A recent example came about as a result of a series of demonstrations held in Connecticut where small cars and large american cars were crashed into each other. These demonstrations, conducted at the request of the Connecticut Police Commissioner, J. Mulcahy, were intended to prove that small cars were «dangerous». According to TIME Magazine, Mulcahy said, among other things, «We want to create buyer resistance to small cars and to arouse... public awareness of the dangers of riding in small cars».

It has been shown many times, by ignoring all the facts except those that support the one point you want to prove, to build a case for almost any belief, no matter how ridiculous. This was demonstrated by Commissioner Mulcahy and an organization known as «Motor Vehicle

Research Co», as they crashed small and large cars and ignored everything except the fact that the smaller cars suffered more physical damage, in their attempt to convince the world that small cars are unsafe.

The first reports we saw on the tests were disheartening. Local Connecticut papers sent to us by readers and an article in the New York Times indicated that some newspaper reporters were blindly misled. It appeared that Commissioner Mulcahy's contention was going to be accepted and that large number of headline readers were going to receive misleading impressions even if they were not actually fed erroneous conclusions.

Then it suddenly began to appear that the staged tests were going to be given a more careful and thoughtful examination than the Connecticut Commissioner or the early newspaper reports had indicated. The story was covered by, for instance, TIME and NEWSWEEK and both refused to be misled by the sensational demonstrations. Time reported, «The driver of small car is less apt to have an accident. In an accident the driver of a big car is better off, but he may do in more victims».

And Newsweek did an even better job, saying, «No automobile engineer doubts that in single combat, a small car will lose to a big car. But Newtonian physics is a two-way street. Heavier objects are harder to stop and maneuver, and slower to respond than smaller objects. And there is more to hit on a larger car».

The punch line to the Connecticut joke came in Texas, where a Rambler dealer made the Mulcahy «proof» wholly ridiculous by staging some crash tests of his own. But the Texan did it in the usual impressive Texas way by matching various American sedans against an even bigger vehicle, a 20,000 lb. truck!

No less dramatic or noisy than the Connecticut tests, the American sedans came off poor seconds to the ten ton truck. And the spectators had a good laugh to think that anyone would attempt to prove that the cars involved were «unsafe» just because the truck suffered no more damage than scuffed paint.

Some of the conclusions arrived at after the tests were: «Such things as condition of the highway, mechanical condition of the vehicles, traffic control, speed and driver skill are of more consequence in highway safety than the weight of the vehicle.»

Which makes more sense than all the staged tests and spurious tests in all the world. And we find it delightful, simply delightful, that Mulcahy and his «tests» were put down so convincingly. Sort of gives you faith in the democratic way of doing things, doesn't it? The Connecticut Commissioner and his like are free to come to their own conclusions, however misled, and can attempt to convince others of their own misguided concepts.

And other men like the Texas Rambler dealer, also are entirely free to point out that Mulcahy unmistakably made a bit an ass of himself!

In closing out my last Arrowhead entry, I'm wondering how many people are looking for the answer to the question «How fast is too fast» presented in previous issue on the Automobile page. Well, a quick visit to the local garage will provide the answer. There they have an assortment of night driving lights, which will provide all the illumination you will ever require for night driving. Ask Fred Sjoquist! Or Paddy Hopkirk!

R. Mckiel

'UNDER 21'

CAREERS

CAREER OF PHYSICIST

by Paul Lorrain, past president,
Canadian Association of Physicists

The field of physics is vast, covering the fundamental aspects of the structure of matter, universe, energy, electricity, and waves of all types. Although physicists are primarily interested in basic mechanism of nature many are directly interested in applying their knowledge to producing practical devices. For example, physicists were among the first to work on nuclear energy, solar energy, radar, transistors, electronic computers, satellites, etc.

There is no doubt that the future of physics is brilliant; not only does it now play an important role in the development in our civilization, but appears to be increasing rapidly in importance. For several years now I have been plotting a curve which shows the number of physicists in North America for every second year since the beginning of the century. The result is striking indeed; doubling regularly every 10 years since the 1900s. The curve is remarkably smooth, despite tremendous upheavals which our society has suffered during that time. Since there are presently 20,000, one can safely predict that another 20,000 will be required during the next decade.

Physicists like to explore fields either little known or even totally unknown. Theoretical physicists limit their work to mathematical and theoretical aspects of problems, while experimental physicists also design experiments, obtain experimental data, interpret these in many cases jointly with theoretical physicists, and therefore play complementary roles. Roughly nine out of ten perform experiments.

Physics is not an easy subject and young men and women should probably not choose it as a career unless they rank in the upper quarter of their classes. There is very little routine in the physicist's work and he must keep on studying until the end of his career. He must therefore have a profound taste for intellectual work as well as the capacity to absorb new knowledge.

A physicist must also be fluent in mathematics, since physics is essentially quantitative and invariably expressed in the form of mathematical equations. However, the basic qualification is a deep interest in the phenomena of nature.

A physicist almost invariably forms part of quite a large organization grouping several or many of his colleagues. For example, he can work in large government laboratories such as the National Research Council in Ottawa, Atomic Energy of Canada Limited in Chalk River, or Defence Research Board in Ottawa and Quebec. He can also work as a meteorologist with the Department of Transport. Industry employs more and more, usually for work which lends itself to fairly immediate applic-

ations; also geophysical exploration, aeronautics, electronics, radar, radiation monitoring in hospitals, etc. Finally, many physicists are employed in teaching at high schools and universities. In the latter case, they are expected to spend a good fraction of their time on research.

Present starting salaries range from about \$5,500 to \$7,000 per year for a person holding the honors B.Sc. degree, and from \$8,000 to \$9,000 for the doctorate degree.

Larger Canadian universities offer fairly similar courses leading to bachelor's, master's and doctor's degrees in physics. It takes four years after high school to complete work towards the bachelor's degree, a minimum of one more year for a master's degree, and a minimum of two more years for the doctorate degree. Expenditure involved is not as large as would appear at first sight because essentially all students receive scholarships after the bachelor level.

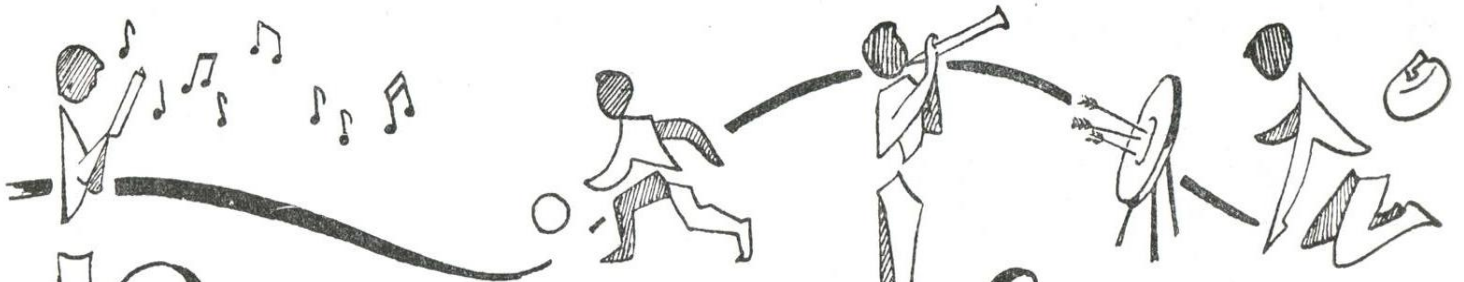
Most physicists across Canada are members of the Canadian Association of Physicists, which was founded 20 years ago to promote physics in Canada. Aside from holding annual meetings for all membership, the association sponsors a number of educational activities, such as the annual high school prize examination held every spring, lecture tours, summer seminars in theoretical physics, etc.

SIR ! PLEASE BE CAREFULL WITH THAT WEAPON



NO — THE CO ISN'T PERFORMING A MAJOR OPERATION ON WO2 «MOXIE» McMAHON (LEFT) AND SGT NORM LEAK, EVEN THOUGH IT MAY LOOK THAT WAY. OUR TWO BRAVE AND TRUSTING AIRMEN WERE HAVING THEIR «UNTIL LAHR IS OFFICIAL MUSTACHES» REMOVED (PAINLESSLY OR OTHERWISE) BY WOULD-BE BARBER G/C R.G. CHRISTIE DURING A RECENT FUNCTION AT THE 1 WING SERGEANTS MESS.

FOOTNOTE. BOTH SURVIVED THE ORDEAL.



Recreation Section

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

HI ARROW HOCKEY FANS

We have come to the end of another hockey season and I presume the end of Canadian type hockey here at Marville.

As most of you fans know, we had planned a wind-up series against Paris, but unfortunately due to transportation difficulties the Paris team could not make it. The team manager, F/O Fader, along with the coach F/L MacDonnell were planning on making presentation of players awards at the proposed last game of the season with our Commanding Officer G/C Christie doing the honours. Of course due to game cancellation this was not possible and I am sure you fans are as disappointed as we are that this presentation could not be made. However, the management decided to have a farewell supper for the players and their wives in order to extend to them our sincere appreciation for a very successful season and many hours of good entertainment. On Saturday evening, the 25th Feb, in a beautiful little restaurant outside of Virton, a wonderful steak dinner with all the trimmings was enjoyed by all. The long awaited player awards were presented to the outstanding members of the team by S/L Joy on behalf of the C.O. The awards were as follows:

High Scoring	— John Steele
M.V.P.	— Gerry Norum
Most Gentlemanly Player	— Hal Harder

A great many of you fans, like myself, would like to give special recognition to all the boys on the team. On your behalf I will take this opportunity to say «Fellows, I think you are all stars and each of you did a bang-up job. Congratulations and many thanks from each and everyone of us here and our friends who have returned to Canada».

Now fans, as most of you know it takes a lot of hard work by many people to organize and run a hockey team. The players and coach and team manager have asked me to pass on a special word of thanks to the many people who have helped make this year possible. Last, but by no means least, what would hockey night

at Marville be without Mr. Hockey himself, Bob Duff! In my opinion, the finest announcer in the business and I don't know of any hockey fan in the area that wouldn't agree with me. To you and your staff Bob, many thanks for your help and hours of good entertainment over CFN. In closing I personally want to wish all of you fans hockey at your new base in Lahr.

Although my family and I will be returning to Canada in September, we will long remember hockey nights at the Arrowhead Arena and the many friends who made our stay so enjoyable. Good luck, good hockey and best wishes.

Sgt. Jim Johnson

BADMINTON

The Marville Badminton Club hosted a social get-together with Metz recently and to coin an old phrase in Badminton «the affair was a 'smashing' success».

Approximately ten players from Metz were able to attend and the Marville team turned out in its usual strength. In view of the fact the theme of play was 'a social get-together' no scores were kept.

When thanking the Metz Club for attending, Club President John Konopetski said, «Next year with Metz and Marville both at Lahr we will all be one happy family.»

Ernie Germine spoke on behalf of the Metz Club. He thanked Marville for the day's play and indicated to several of the Marville's stronger players he and several other contemplated receiving lessons from Marville when they begin play at Lahr.

Although the theme of the afternoon was casual, members of the Marville team were reminded to practise for the forthcoming Air Division Badminton Championship which will be held at 3 Wing the weekend of March 18-19.

Since this is the last issue of the Arrowhead for Marville we will re-cap the Air Division Badminton Tournament. The competing units will be Air Div HQ, 1 Wing, and 4 Wing. The competition will consist of mens singles, ladies singles, mens doubles, ladies doubles and mixed doubles.

It has been stipulated that a competitor may enter in two events only and as players are unknown at the host unit, entries should be forwarded seeded.

The tournament is open to all Canadian Service personnel, DND employees employed on the unit, and Dependants 17 1/2 years of age. The International Badminton Federation Rules will govern all matches and the following points shall constitute a game: 15 points for all except ladies singles and 11 points for ladies singles.

Annual Air Division Trophies will be presented to the winners of each event along with the team championship trophy. These trophies may be held at the winners unit for one year. In addition, all winners and runner-up will receive a trophy for their personnel possession. The consolation event winners will also receive a trophy.

SQUARE DANCE



Graduating class — Pictured here are the last square dancers to be graduated in 1 Wing. Left to right top are: Jim Young, Joe Crebo, Bud Langdon, Bruce Jubb, Don Kirkman, Doug Whalen, John Unswarth. Left to right, front row are: Mae Langdon, Hazel Crebo, Huguette Young, Darleen Jubb, Marilyn Kirkman, Margaret Oberholzer, Neil Oberholzer, Pearl Whalen, Joyce Unsworth, Lynne Bunce.

On Saturday, February 4th, the Marville Square Dance Club held a Graduation Dance, for 15 new members in the Station Recreation Center. After many months of instruction and patience by Club Caller Neil Oberholzer, the Students had achieved their goal — namely to be graduated square dancers. On behalf of the graduates, John Unsworth presented a gift in appreciation to Neil and his wife Margaret.

The Grand March got the evening officially under way, with the Club Executive escorting the Guests of Honour. It was our pleasure to have G/C and Mrs. Christie, W/C and Mrs. Castellano, S/L and Mrs. Parkhouse, F/L and Mrs. McLean, and W01 and Mrs. Oslander.

As well as our own Club Caller Neil Oberholzer, we had Guest Caller Mac MacIntyre and Taw Freda of Bitburg, and Shorty Beaune and Taw Phill of No. 3 Wing.

Receiving Diplomas and Club Badges were Bud and Mae Langdon, Joe and Hazel Crebo, Doug and Pearl Whalen, John and Joyce Unsworth, Don and Marilyn Kirkman, Jim and Huguette Young, Bruce and Darleen Jubb, and miss Lynne Bunce. In a brief but novel ceremony, the Graduates pledged themselves to furthering the principles of Square Dancing — Fun, Friendliness and Good Fellowship.

Invitations had been extended to other Clubs, and dancers from Bitburg, Spangdahlem, No. 3 Wing, Metz and Verdun attended, increasing our numbers as well as the fun. All together we had a total of 10 squares on the floor.

The success of the evening was due in no small part to the colourful decorations and excellent refreshments, which the senior members obviously spent many hours preparing. The evening seemed to pass much too quickly, but I'm sure that all who participated had an extremely enjoyable time and will long remember the occasion.

Travel Bureau - Hours of operation after 20 March 67, Every Monday from 10-12 AM ONLY, Agent will handle all transactions plan ahead to ensure your booking can be made.

The Recreation Centre has notified the Arrowhead that a parachute club is in the offing when we are settled in Lahr. Anyone interested contact, Cpl J. Easton or Cpl G. Bowman.

SKEET REVIEW or (Farewell to Arms)

by Chuck Dunham

On Sunday, the 5th March, the qualifying rounds were fired by club members to see who would represent the «A» and «B» Division in the final shoot to be held at 1 Wing Marville, namely the Quarterly Air Division Skeet Competition on the 11th and 12th of March.

F/L Ken Towers clinched top gun by coming up with a 99 x 100 and W/C Bob Edwards fired a 97 x 100. The remainder of the shooters scores were not available to the writer but if they were anything like the writer's, then we are in trouble. Nevertheless, we shall be represented and striving to recapture the «A» Division Trophy from 4 Wing, and also trying to retain the «B» Division prize. Wish us well please, as we need it.

As this is the final issue of the Arrowhead, it would be nice to mention some of the 1 Wing shooters who have left our happy home and to wish them all good shooting. I, unfortunately, joined the club last summer and can only think of people like, Jim Cassidy, Dale Clark and Jim Raine. I vainly attempted to obtain other names but ran into problems as other club members were away on TD and so in the rush to meet the printing deadline, all we can do is to wish them all, whoever they are and wherever they maybe, good shooting. Our thanks to one and all and may we see you again on the skeet range.

the mart



ARROWHEAD CLASSIFIED ADVERTISEMENTS

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

notices

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

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

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

THE BULLETIN BOARD *WILL BE CONTINUED* for the convenience of those wishing to advise. Please follow the directions above.

wanted

Sports car, Austin Healey 3000 or Triumph TR 4. Contact: Sgt K.W. Sheer, local 187.

1 pr boys skates, size 12. Contact: Cpl Watters, local 273 R 2.

Camping Trailer, sleeps 4 or 5 persons. Contact: Gendarme Levasseur, 1 Wing Guard House.

Hairdresser now open in the Virton Ethe area. Contact: Mrs N. Boucher, 63, Grand-Rue, Ethe. 0900 to 1600 on Mon. Thurs. Sat.

Apartment sized washer and dryer. Contact: FS A. Wall, local 88.

12 foot trailer in good condition, reasonably priced, to sleep four. Contact: Captain Cook, local 38.

1600 W Transformer, Hoovermatic washing machine, ironing board. Contact: Cpl JRG Boudreau, local 88.

1 high chair. Contact: Mr. Eugene Marquis, Sr. School, local 78 or 48, Ave Bouvier, Virton.

12 foot camping trailer, prefer Sprite, must be in good condition. Contact: WO2 Fisher at 140 or PMQ F28.

apartments wanted

A 2 or 3 bedroom apartment is urgently required for rent from April 1st. Contact: Sgt Husband at local 242 or PMQ B 107.

for rent

Three bedroom unfurnished apartment, private entrance and bath. Rent - \$50.00 per month. Located in Jametz on main road to Verdun. Contact: Cpl Johnston, local 169 - M.S.E. Section.

2 Bedroom suite, living room, kitchen, private bath. Auto. washer, new furniture, central heating. Rent including utilities — \$85.00 per mo. Contact: Cpl Hickling, 18, Rue d'Arlon, Ethe, Belgium.

camping trailers for sale

One wheel baggage trailer, all metal construction, wired, with hitch will fit Volks 1500. Best offer, Cpl Scott 300-2 or PMQ D 23.

Fiberglass Camping Trailer — including furniture, three different sizes. Contact: Cpl Ouellette, local 197, rue du Pont, Lamorteau.

WENO camping trailer (tent type) sleeps four. Large extension, gas stove. In good condition. Contact: F/L Coulter, local 264 or PMQ C-26.

Camping tent trailer Model Arabelle, made by Lys Co. Sleeps four Kitchen extension. Price \$350.00. Contact: A. Paquet, local 233 or PMQ C-52.

Happy camping trailer, includes gaz stove w/legs, extra mattress, 2 water bottles, cooler, spare tire, camping table, alladin tent heater. Contact: Sgt Crump, local 159 or PMQ B98.

Happy trailer, good condition, ideal for family of five, includes foam mattresses heater c/w bottle and 2 cupboards easily pulled with small car. Contact: Sgt Durdin, local 88 or PMQ 35.

15ft Bluebird camping trailer, sleeps 5. Contact: Sgt Cook at local 240 or PMQ B52.

cars for sale

1958 Ford Fairlane 500, 4 door sedan, 6 cylinder, automatic transmission, power steering. \$325 or best offer. Contact: Cpl Hawkins, local 29 or may be seen at D15 MLTP anytime.

1963 Simca 1300, \$450 or best offer. Contact: Cpl D.L. Arkell, local 186 or 206 MLTP.

1955 Ford with 56 engine. Located in post office parking lot, any reasonable offer. Cpl Marcil, local 118.

1958 Opel, red. Contact: Cpl J.W. Dugag, local 118.

1959 Ford Galaxie, V8 Automatic, 352 cu in engine in excellent shape, transmission has 30,000 miles. Contact : Cpl Livingston, local 248 or 2, rue de la Chamberlaine, Virton, Belgium.

1956 Renault Fregate, best offer. Contact : Cpl Garner, local 94 or call at A 10 MLTP.

1960 Ford Frontenac six cylinder sedan, in good shape, first \$300 buys. Contact : Lac Haviland, local 242.

1961 Simca, good general condition, returned motor, new tires. Contact : 12, rue de la Station, St. Mard, Phone 577.46.

1960 Peugeot 403 Good Condition \$300. Contact : Cpl J. Freeman, local 273 or 312 3rd Street, MLTP.

1955 Chevrolet, good running order. Contact : Cpl Fontaine, local 132.

1963 Peugeot in excellent condition \$950. Contact : R. Hill, local 78.

1957 Ford, good tyres, radio, heater, safety checked. Contact : Cpl O'Leary, phone 168 MSE.

1962 Austin Cambridge A60 Sedan. Good Condition. Contact : Cpl E. Camsel, local 195, 42, Faubourg d'Arival, Virton.

1959 Simca Aronde station wagon, rebuilt motor, body in very good shape. A good car for \$250. Would also trade for 1955-1962 American car. Contact : L. Tougas, Sr. School, local 78.

1961 Austin Cambridge A 55, c/w roof rack, good condition, insured until July 1967. Contact : Cpl Ray, CE Section local 149 or PMQ B144.

1966 Volkswagen (purchased last October) 7500 kilometres, only 3 1/2 months old. \$1050. Save yourself \$400. Contact : Eugene C. Marquis, Sr. School, local 78 or 48 Ave Bouvier, Virton.

1963 Austin Healey Sprite MK11, red with white removable hard top soft top for summer, tonneau cover, cigarette lighter and other extras, good condition, \$950. Contact : Cpl RD Richards local 199, 2 HGR or BB 19 Rm 7.

1961 Peugeot 403 with hater, floor mats, 5 good tires and a roof rack. \$525. Contact : Col Kelly GW, local 199 or PMQ E42, available after Feb 6th.

1959 Opel Caravan. Contact : Cpl Maynard, local 108 or PMQ D53.

1957 Buick Special — V8 Automatic, custom tube radio, roof rack, insurance until June. Contact : Lac Irwin, local 27-2, 126, rue de Montmedy, Dampicourt, Belgium.

misc. for sale

Girls Canadian Bike, suitable for 8 to 10 year old, like new ; also brownies tie, belt and beret. Contact : PMQ G 26.

1 Twin Buggy — Grey in colour, large wheels, also 1 220 Volt G.E. Mixmaster on stand — like new. Contact : Lac B. Stephenson, 13, Avenue Bouvier (2nd Floor), Virton, or local 30.

1 large Arthur Martin fridge, good condition, \$50. Contact : Cpl Lee, local 159.

European style Baby Crib, in very good condition, complete with mattress, \$10. Contact : Cpl Fergusson, local 203 or 28, rue de Virton, Ethe, Belgium.

General Electric « Filter Flo » Automatic washer, good condition, reasonable price. Contact : local 275 or PMQ C 46.

13.9 Cu Ft Refrigerator — excellent condition, 2 yrs old, Price, \$100 or nearest offer. Contact : Cpl Skelly, local 203 or PMQ G 77.

Hoovermatic washer. Contact : Cpl Marcil, local 118 or PMQ D 128.

Household furniture for sale. Contact : Cpl Fontaine, local 132.

Child's twin doll carriage, Child's scooter, Girls bicycle (suitable for 5 to 6 year old. Contact : Cpl Garner, local 94 or A 10 MLTP.

1 camping gas bottle. Contact : Cpl J. Hooton, local 200 or 28, rue de Eperires, Florenville.

Garrard Lab 80 auto transcription turntable, complete with base and accessories. Contact : Cpl G. Merrithew, local 187 or C3 MLTP.

One large 70 hr, and one small camping gaz bottles \$6. Contact : Cpl Scott 300-2 or PMQ D23.

1 Akai Model 1700 - \$100, Including Microphones. Contact : Sp/4 James Hadcroft, Room 308 HQ Co. Maginot Casern, Verdun, France, Telephone Verdun Mil 8181.

European square play pen, in good condition. Contact : Cpl Marvey, local 203 or T33 Flight.

Renault engine 850 cc. Good condition. Contact : Jim McIntosh, PMQ - F-18.

Transmission for 1965 Volkswagen, also tires, starter and generator. Motor and transmission for 1961 Austin Healy, also other parts including wire wheels, instruments, etc. Contact : Lac Crouse, Trailer No. 2, Cafe du Parc, Montmedy. Local166.

1964 Ducretet Thompson T.V. Excellent condition. Contact : Cpl LeBlanc, local 163 or 6, rue Dr. Jeanty, Virton.

Boys skates, size 1. Contact : Sgt Martin, local 104 or PMQ B-125.

New style Guide uniform, with hat, belt, scarf. Size 12. Price \$8.00. Contact : Mrs Crawley, 329 - 3rd St. M.L.T.P. or at the Gas Counter, Station Store.

Large size doll carriage, good condition. Contact : Cpl E. Campsall, local 195 or 42, Faubourg d'Arival, Virton, Belgium.

Arthur Martin Fridge (Table high model) - \$50.00. Baby Bottle sterilizer, complete with bottles and nipples. Contact : Sgt A.B. Biegler, local 180 - 2.

Electric Baby bottle warmer - \$10.00, Baby Bassinet w/stand - \$10.00, 2 pc. Blue lace maternity dress, size 12 - \$6.00, Brown 2 pc. Maternity dress, size 12 - \$6.00, Black Alaska Diamond earring for pierced ears - \$7.00. Contact : Mrs M. Wehling, 2 Quartier de la Gare, Chenois, Belgium.

Philco Wringer washing machine. American type, like new. Contact : F/O Hupp, local 84 or PMQ C-21.

Viogtlander Ultramatic 35MM Single lens reflex camera complete with wide angle, telephoto and portrait lenses plus skilight filter, electronic flash unit and carrying bag. Contact : F/L Boivin - local 246.

1 boys 8 speed racer bicycle - like new condition. Contact : Bob McCurdie PMQ B43 or Sgt McCurdie, local 50.

Large doll carriage - good condition. Contact : Cpl E. Campsall, local 195 or 42, Faubourg d'Arival, Virton.

Over the Years at 1 Wing



Well Sarge, I don't think there is any truth to the rumour that all the Airmen are eating at the Arab shack!



KEEP HIM OUT OF SIGHT UNTIL AFTER THE CEREMONY!

Over the years' we had our problems.



Even the Postal Corp Survived

SIR! IF CAN'T BEAT THEM, JIM THEM.



Never mind the HO! HO! HO! RED NOSE, get out and walk around your sleigh.

Even Santa had to go through the routine.

on the lighter side

A little boy, taken to the ballet for the first time, watched curiously as the dancers coverted about on their toes.

«Mummy,» he whispered loudly, «why don't they just get taller girls?»

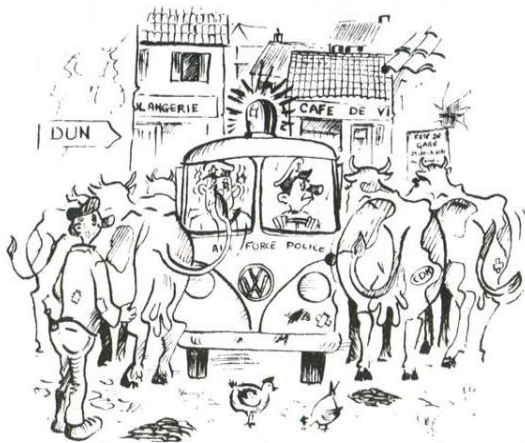


Our scenic drive on the PMQ Bus.



There's another who's died of starvation before being served.

We had our speedy serve snack bar.



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



There were traffic hazards which were new to Canadians.

Art Linkletter, interviewing a ten-year-old on television, asked what her first act would be if she were elected President of the United States. The youngster gazed at him in stunned horror for a split second, then replied, «Have the voters' heads examined!»

★

A young mother says that after putting her two children to bed one night she changed into a droopy blouse and an old pair of slacks and proceeded to wash her hair. All during the shampoo she could hear the

children growing wilder and noisier. Finishing as hurriedly as possible, she wrapped a large towel around her head, stormed into their room and put them back to bed with a stern warning to stay there.

As she left, she heard her two-year-old say to his sister in a trembling voice: «Who was that?»

★

We just heard about a little boy said to his teacher, «I ain't got no pencil.»

She corrected him at once: «It's 'I don't have a pencil.' 'You don't have a pencil.' 'We don't have any pencils.' 'They don't have any pencils.' Is that clear?»

«No,» said the bewildered child. «What happened to all them pencils?»

★

Before Thanksgiving a Minnesota first-grade teacher asked her pupils to tell her what they had to thankful for. «I am thankful,» said one small boy, «that I am not a turkey.»

★



The Royal Air Forces Cinema Corporation, Manager and Staff of the Station Theatre, through the courtesy of the Arrowhead Tribune, wish to take this opportunity of sending their best wishes to all personnel of 1 Wing. Wherever their destination on taking leave of Marville.

The Astra has always tried, throughout the many years it has been on the Station, to maintain a good standard of family entertainment for all during every day of the week throughout the year.

We look forward to meeting many friends, old and new, when we are re-established at our new location and will once more endeavour to carry out to the best of our ability, our motto — «Service for the Services.»

Sunday March 19th at 1800 and 2030 hrs

CITY UNDER THE SEA

Scope and Color

« U » Vincent Price, Tab Hunter, David Tomlinson

Monday March 20th at 1900 hrs only

Tuesday March 21st at 1800 and 2030 hrs

RUN WITH THE WIND

Adults Only

« X » Sean Caffrey, Francesca Annis, Shawn Phillips

Wednesday March 22nd at 1800 and 2030 hrs

GOAL !

Scope and Color

« U » Excerpts from the World Cup Football Series 1966

Thursday March 23rd at 1500 and 2000 hrs

On stage

THE GORDIE TAPP SHOW

Friday March 24th at 1800 and 2030 hrs

Saturday March 25th at 1900 hrs only

HOW TO STEAL A MILLION

Scope and Color

« U » Peter O'Toole, Audrey Hepburn, Hugh Griffith

Saturday March 25th at 1345 hrs only Childrens Matinee

« U »

THE FLOOD

Sunday March 26th at 1800 and 2030 hrs

Monday March 27th at 1900 hrs only

PETER PAN

« U »

Technicolor

Walt Disney's

Tuesday March 28th at 1800 and 2030 hrs

THE NEW INTERNS

Adults Only

« X » Michael Callan, Stephanie Powers, Dean Jones

Wednesday March 29th at 1800 and 2030 hrs

Thursday March 30th at 1900 hrs only

TRUE GLORY

« U »

War Documentary

Friday March 31st at 1800 and 2030 hrs

Saturday April 1st at 1900 hrs only

BROKEN SABRE

« U »

Technicolor

Chuck Connors and Kamala Devi

Saturday April 1st at 1345 hrs only Childrens Matinee

« U »

PUBLIC PIGEON No. 1

Patrons please note that effective Monday April 3rd performances will be at 1900 hrs ONLY Monday thru Thursday. It is anticipated that Friday and Saturday performance times will remain the same but Sunday will be reduced to one performance at 1900 hrs in the near future.

COMING SHORTLY

THE TRAP

SOUTHWEST TO SONORA



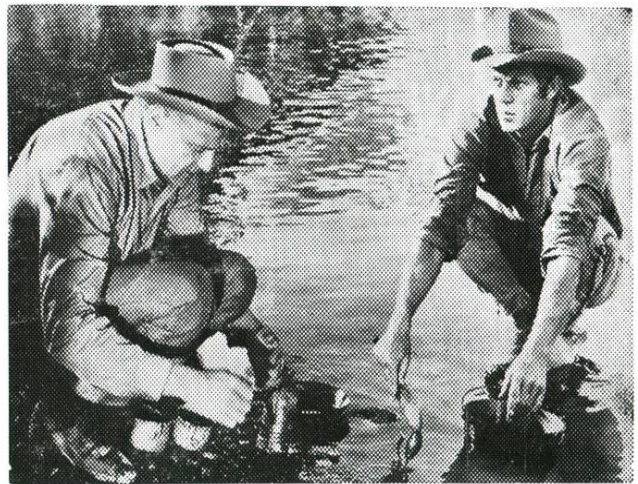
Marlon Brando finds refuge at the hovel of a goat-herd in this scene from the new Universal production, "SOUTHWEST TO SONORA". The film tells of a buffalo hunter who sets out to recover his Appaloosa stallion which had been stolen from him by Mexican bandits. The film was produced by Alan Miller and directed by Sidney J. Furie. It is distributed in the U.K. by the Rank Organisation.

BEAU GESTE



Doug McClure turns desperately to fire at the advancing Tuaregs in this exciting scene from the new Universal production, "BEAU GESTE". This famous story of the French Foreign Legion also stars Guy Stockwell, Telly Savalas and Leslie Nielsen. It is distributed in the U.K. by the Rank Organisation.

NEVADA SMITH



Time is Money

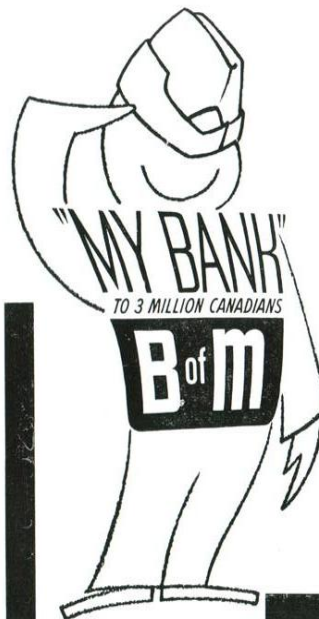
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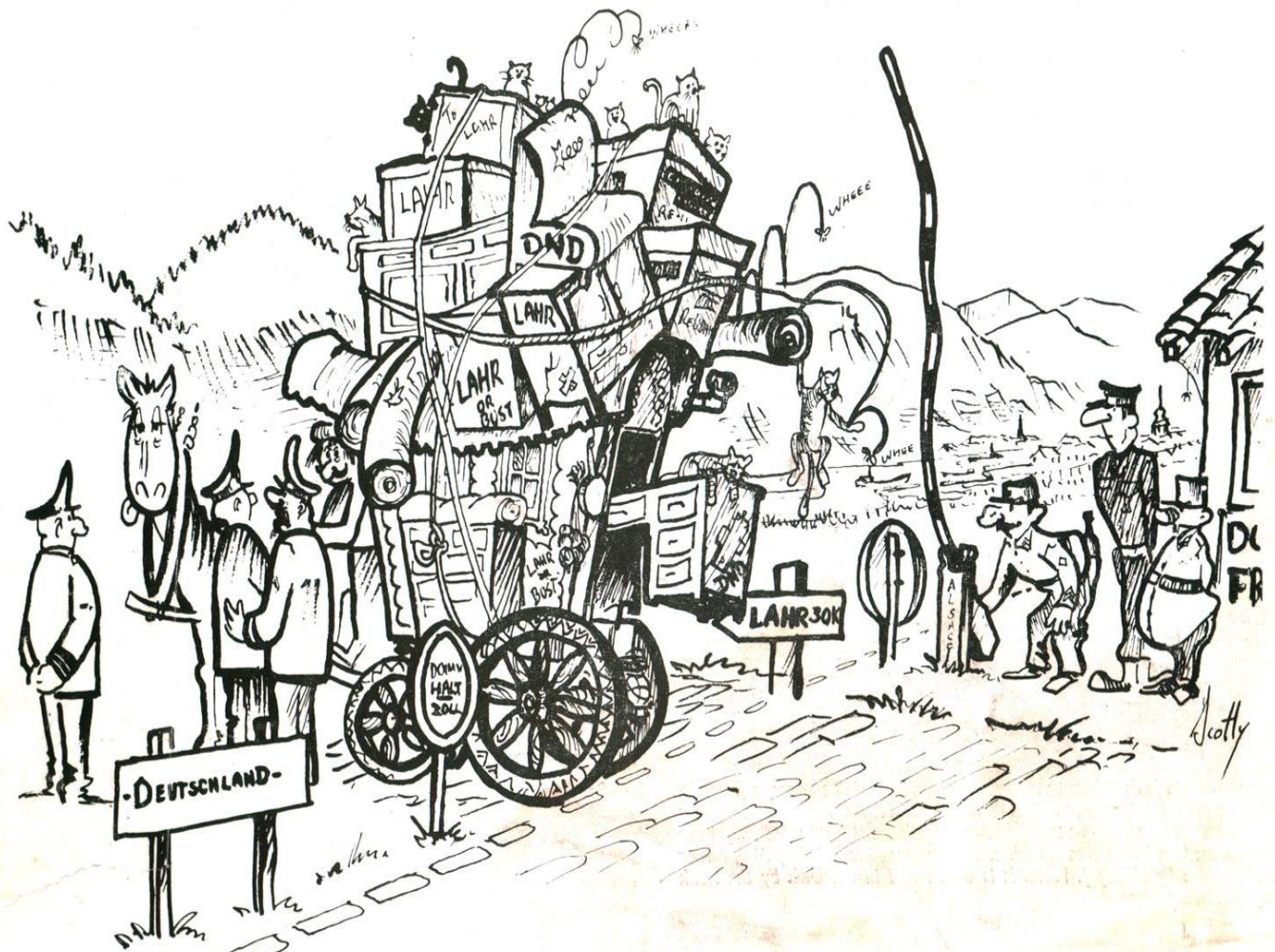
Canada's First Bank



Marville Branch:

Pat Rigby

MANAGER



HERR, CHIEF, HE CLAIMS HE'S MOVING THE CANADIAN TO LAHR.



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FROGS LEGS AND MAPLE SYRUP IS
GOING TO FAR.