

# R.C.A.F. in Europe... Good News on Tax Bills...

## Good News on Tax Bills

Probably the best news Acton taxpayers have received in a long time was the announcement of the 1965 tax rate last week. With a reduced mill rate for the second year in a row, we can look with some satisfaction at most neighboring towns announce higher mill rates.

When taxes go up it is not hard to find plenty of boards and commissions to blame and so it is only just that when taxes come down some mention should also be made of the factors which contribute to this pleasant situation.

For many years school boards have borne the brunt of the blame of increased taxes. This year it is these same school boards which get a large amount of the credit for the reduction.

The prime reason the schools do not this year requisition such a large amount from council is because of their whopping surpluses in 1964. These surpluses arose primarily because Provincial grants were greater than anticipated when the 1964 rate was struck.

Operational costs at the school are of course up in 1965 but the surplus has had the result that less money is required from Council this year. Next year, unless there is a similar surplus in 1965 and this is certainly not anticipated, will most probably see a much greater requisition from the school boards.

We feel the Council acted wisely when they did not cut their operational costs to the bone to give us a greatly reduced mill rate. They were wise to stabilize the mill rate in an attempt to eliminate a widely fluctuating rate and to make an effort to catch up on the services, roads and sidewalks that have been let go from year to year in the face of increasing educational and fixed debt costs.

We all look forward to a real program in

## 1965 of Improved municipal services and town appearances.

### R.C.A.F. in Europe

(Third Instalment)  
The weekly editors' tour at Marville, the R.C.A.F. base in France, started bright and early on Thursday, March the fourth. It was at the first session that the role of the R.C.A.F. was reviewed. A brief recap of the purposes will refresh in our minds Canada's operational contribution to the NATO air forces of Western Europe.

In keeping with the NATO concept, the Air Division serves a dual purpose: to deter aggression by aiding in a common show of strength and preparedness and to maintain itself at the highest state of operational efficiency and readiness in order to contribute with maximum effectiveness should an aggressor ever strike.

The Air Division's day to day activities are geared to this dual purpose. A complex and intensive training program is maintained continuously to ensure peak operational efficiency. This program involves numerous training exercises with other NATO air elements.

In addition to the actual operational forces themselves, the required supporting services are maintained as required for both peacetime and wartime operations.

Eight squadrons of CF-104 Super Starfighters comprise the operational strength of the Air Division. The France-based squadrons have the dual tasks of reconnaissance and attack. The German-based squadrons have the dual role of attack and nuclear strike.

To support these squadrons the Air Division maintains a unit on the Italian island of Sardinia where realistic weapons training exercises are carried out. The base is operated and maintained

in conjunction with units of the Italian and German air forces who also use the firing ranges.

Overall control of the Air Division is carried out from its headquarters at Metz, France. For administration purposes, involving such matters as conduct, discipline and pay the Air Division is responsible directly to Canadian Forces Headquarters in Ottawa. Operationally, however, it comes under the control of NATO headquarters in accordance with operational commitments agreed to by Canada.

The air division reports directly to the 4th Allied Tactical Air Force with headquarters at Ramstein, Germany. 4ATAF operational forces consist of 1, RCAF air division: the 1st French Tactical Air Command with headquarters at Lehr, Germany, the German Air Brigade South, with headquarters at Karlsruhe, Germany, and the United States 17th Air Force, with headquarters at Ramstein, Germany.

4ATAF headquarters in turn is responsible to Allied Air Forces Central Europe with headquarters at Fontainebleau outside Paris. In addition to exercising operational control of 4ATAF, AAFCE also controls the 2nd Allied Tactical Air Force, which has its headquarters at Muechen, Gladback, Germany. 2ATAF has Belgian, Netherlands, British and German air elements assigned to it.

AAFCE is the air element of Allied Forces Central Europe which in turn reports to SHAPE at Versailles, outside Paris.

Historically, No. 1 Air Division went to Europe first in November 1951 when 410 Squadron was transferred overseas on board HMCS Magnificent with its Sabres and took over the RAF station at North Luffenham, England. In 1955 the wing was moved to Marville, France and equipped with Sabre 5s and 6s. By the end of 1956 the air division was being re-equipped with CF100 all-weather fighter aircraft. The first CF104 Super Starfighter aircraft arrived at 3 wing, Zweibrücken, Germany in October 1962 and No. 427 (Strike Reconnaissance) Squadron began its build-up to become the first such squadron in Air Division.

In 1962 the four CF100 fighter squadrons in Europe were disbanded signifying the end of the Air Division air defence role and made way for the advent of the CF104 and its strike reconnaissance role with the conversion from conventional to nuclear weapons.

The air division operates eight squadrons of CF104s. When the role of the RCAF was changed to nuclear strike-attack the French government would not allow the storage of nuclear weapons on French soil over which the French government did not have complete control. This necessitated the relocation of six of these squadrons at bases in Germany so that the assigned role could be met. Two squadrons remain at Marville and are designated as reconnaissance-attack squadrons and are equipped with conventional weapons.

The role of the two reconnaissance squadrons based at Marville is to provide visual and photographic intelligence. The reconnaissance task is broken down into three general areas: confirming that assigned targets have been struck; looking for targets to be struck; and providing intelligence information to ground commanders.

At Marville the two reconnaissance squadrons are not considered operational and training in this role is underway. CF104 pilots have the most demanding flying job in the Air Force. They must fly their aircraft at high speeds, at very low levels, over devious routes, without ground assistance, day or night, photograph their objective and return to the base with a complete story of the mission for interpretation. While the success

# Editorial Page



CONSTANT PRACTICE keeps men and aircraft at top efficiency, and weekly editors touring overseas bases watched these CF-104 planes in action. They are used for photo-reconnaissance and quick reaction alert at Marville, Zweibrücken and Baden Solingen. There are 6,000 R.C.A.F. personnel in Europe, plus their dependents.

of each mission hinges largely upon the skill of the pilot and the performance of his powerful jet engine to and over the target, the usefulness of the photographs taken depends on the pilot's use of the high-quality camera equipment. The basic element of the system is the F95 camera developed in Britain by W. Vinten Ltd. The shutter speeds are high enough to ensure sharp photographs without the use of anti-vibration mountings.

At the hangars and visiting the airmen we could see the cameras slung in the pods beneath the aircraft. While the squadrons are not considered operational now training has reached a very high level of competence.

Arrangements called for the party to leave Marville for Zweibrücken on Thursday afternoon and after strapping into a Bristol freighter we got the word the aircraft wouldn't start but it would be ready to go in an hour or so. Returning an hour later it seemed further difficulties had arisen and the flight would be delayed until next morning at 8:00 a.m. It doesn't add greatly to your confidence to have been told the aircraft wouldn't start but next morning the pilot appeared to be willing to try it, so we were off.

Arrival at Zweibrücken and No. 3 wing was accomplished. However, it was a little disconcerting for the plane to be met on the runway by a truck load of armed guards. No pictures were allowed and the guards followed, rather too closely, until we were shepherded into headquarters building and issued rather conspicuous yellow tags.

To our relief we became objects for less close scrutiny and our briefing here brought us the information that the strike role of the German-based squadrons requires the delivery of nuclear weapons against tactical targets such as bridges, missile sites, troop concentrations and ammunition dumps. The bases are fully operational and armed aircraft are maintained on

quick reaction alert in specially protected and patrolled areas ready to fly at a moment's notice.

Driving past these "specially protected areas" to the control tower we could see activity that certainly indicated the aircraft were in fact ready for immediate flight. It is perhaps significant to note that the iron curtain is only eight minutes jet time away from these bases. At the control tower a view over the field and the flying activity emphasized once again the continual practice and training required to keep the squadrons in top shape.

Another rather interesting phase of our trip was a visit to the guard dog kennels. Dogs are used for night and low visibility sentry duty and, we were told, greatly increase the effectiveness of the security arrangements. The dogs, mostly German shepherds, appeared for a demonstration. We were told the local population does keep away from any area patrolled and there had never been a penetration of the base while the dogs were on duty. The dogs and handler are trained together for two years. They are effective for seven to eight hours duty. After watching the "demonstration" nobody had any desire to take part in a further demonstration.

At Zweibrücken I met and talked for a short time to Bernie Kuhn who has been stationed there for some time. Bernie, whose parents live on Viny Street, has married and is living off the base. Also at Zweibrücken is Dave Clarke, the son of Mrs. Clarke in the town office. Dave was not available so unfortunately I didn't get to talk to him.

We finished our tour late Friday and drove to Saarbrücken where we caught a train to Paris for the weekend. The trip was uneventful but I can assure you if you plan to arrive in Paris at 11:30 at night it's a good idea to know where you're going to sleep that night.

(Concluded Next Week)

## Sugar and Spice...

BY BILL SMILEY

A columnist on a big city daily recently fired a salvo at high school students. The intrepid journalist gave them both barrels, with no holds barred, as an Irishman might put it.

He had been speaking to groups of high school students from middle and upper income homes. He took a very dim view of the kids, suggesting that they haven't learned manners, have no sense of adventure, are terribly sheltered, terribly staid, terribly sad, and empty.

I'm sorry he received this impression of today's youth. It is not at all the one I have received in five years as a high school teacher, and several years as a parent of teenagers.

In the same column, he managed to convey the idea that he was none of those things of which he accused the students, that he was, in fact, a heck of a fellow who had lived life to the hilt.

Let's face the charges, one by one. Bad manners. My personal experience is that their manners, on the whole, are better than those of their parents. They can

be cruel, when they are thoughtless, but generally, they are more sensitive to the feelings of others than are adults.

No sense of adventure? He's all wet. One of my students headed across the continent on a bicycle. Others plan to go to Africa or Asia for the Peace Corps. Another swiped his dad's car, picked up two slacker chicks, and took off for Mexico. My own son ran away last summer and hitch-hiked to Quebec, after I'd expressly forbidden such a jaunt.

From every direction come walls of alarm that students will try anything: hot cars, drinks, drugs, sex. And this man says they've no sense of adventure! What they have is too much of it.

Terribly sheltered, he says. Nonsense. We try to shelter them from the sordid, the harmful, the evil, as we see them. But the only teenager who is sheltered in this age is a kid who lives in a trapper's shack in the wilderness with two maiden aunts, and is kept chained to his bed until he's 20. They're a lot less sheltered than I was at that

age, and a lot better able to cope with reality, as a result.

Terribly staid, he says. Poppycock. They're conformists, I'll admit, as far as fads and fashions go. But I scarcely think I'd call those writhing, screaming masses at a Beale show staid. They're almost as unstaid as their old ladies were, swooning over Sinatra. Or their grannies, willing over Bing Crosby.

Terrible sad, he says. Balance. Admitted, they can be deeply touched, because the hearts are not yet hardened. They can be terribly sad, sometimes. But they can be wildly exultant, too. How long is it since you've been truly joyful, Jack? The kids are much more human, emotionally, than adults, because they have not learned those grown-up horrors: the stiff upper lip, the smothering of the flame.

And he claims they are empty. Empty of what? Dishonesty. (Continued on Page B4)

### PRESCRIPTION FOR TODAY

To us humans it seems that some folks have had more than their share of trouble but we should remember that the more troubles we have, the greater is the challenge to turn them over to our Heavenly Father. His arms are ever outstretched to those in trouble. His comfort is ever available.

## This Sunday's Church Calendar

**TRINITY CHURCH**  
(The United Church of Canada)  
The Rev. Dwight I. Engel, B.A., B.D.  
Organist:  
Mr. George Elliott, M.A., Ph.D.  
SUNDAY, APRIL 4th, 1965  
THE CHURCH SCHOOL  
9:30 a.m.—Grade 5 and higher.  
11:15 a.m.—4 years to Grade 4.  
DIVINE SERVICES  
9:30 and 11:00 a.m.  
Holy Communion  
7:30 p.m.—Young People.

**PRESBYTERIAN CHURCH IN CANADA**  
**KNOX CHURCH, ACTON**  
Rev. Andrew H. McKenzie, B.A., B.D. Minister  
Mr. E. A. Hansen, B.A. Organist and Choir Master

SUNDAY, APRIL 4th, 1965  
9:45 a.m.—Church School.  
9:45 a.m.—Final meeting of Minister's Church Membership Class for Young People.  
11:00 a.m.—Spring Service of Holy Communion, Communion Homily on "Peter, A Personality of the Passion".  
8:00 p.m.—Adult Study Group. Study theme, "Europe Hears the Gospel." Acts 16: 1-40. Everyone Most Welcome.

**MAPLE AVENUE BAPTIST CHURCH**  
(Formerly Evangel Baptist Church)  
SUNDAY, APRIL 4th, 1965  
Bus leaves Y.M.C.A. at 9:15 a.m. Calling at Limehouse 9:30 a.m.  
For information call Acton 853-1956  
Georgetown 877-6665


**BETH-EL CHRISTIAN REFORMED CHURCH**  
Acton, Ontario.  
Rev. Wiebe Van Dijk  
Phone 853-1585  
SUNDAY, APRIL 4th, 1965  
10:00 a.m.—English Service.  
2:30 p.m.—Dutch Service.  
3:45 p.m.—Sunday School.

**ACTON PENTECOSTAL TABERNACLE P.A.O.C.**  
33 Churchill Road  
Rev. S. M. Thomas, Pastor  
853-2715  
SUNDAY, APRIL 4th, 1965  
10:00 a.m.—Sunday School for all ages.  
11:00 a.m.—Morning Worship.  
7:00 p.m.—Evening Evangelistic Service.  
Tuesday, 8 p.m.—Prayer Service and Bible Study.  
Thursday, 8 p.m.—Christ's Ambassadors.  
Friday, 7 p.m.—Crusaders.

**ACTON BAPTIST CHURCH**  
Founded 1842  
Pastor: Rev. Stanley Gammon  
Res. 144 Tidy Ave., Ph. 853-1615.  
SUNDAY, APRIL 4th, 1965  
9:45 a.m.—Sunday School and Adult Class. (Scripture Press material used.)  
11:00 a.m.—Morning Worship. "Great Names."  
7:00 p.m.—Evening Service. "Who are the Merciful?"  
8:00 p.m.—B.Y.P.U. those growing up horrors: the stiff upper lip, the smothering of the flame.  
Monday, 8 p.m.—Mission Circle Thankoffering. Miss Alice Clark.  
Wednesday, 7:30 — Prayer and Bible Study.  
Thursday, 8:00—Choir practice.  
Friday, 7:00—B.H.F.  
Holy Week Services April 11, 13, 15  
If you have no church home, we welcome you to worship at the Acton Baptist Church.

**THE CHURCH OF ST. ALBAN THE MARTYR ANGLICAN**  
Corner Willow and St. Alban's Drive  
SUNDAY, APRIL 4th, 1965  
Passion Sunday  
9:00 a.m.—Holy Eucharist.  
10:30 a.m.—Church School.  
10:30 a.m.—Choral Eucharist.  
7:30 p.m.—Young People's.

## Professional Directory and TRAVELLERS' GUIDE

MEDICAL	AUCTIONEER	DENTAL	APPRAISING AND INSURANCE	TRAVELLERS' GUIDE					
<b>DR. D. A. GARRETT</b> Physician and Surgeon Corner of Willow and River Sts. Entrance, River St. Acton, Ont. Phone 853-0341 By Appointment	<b>ALFRED R. SPENCE</b> Auctioneer Glen Williams A Complete Service Telephone Georgetown 877-3306	<b>DR. A. J. BUCHANAN</b> Dental Surgeon Office — 90 Church St. E. Office Hours — 9 a.m. to 6 p.m. Closed Wednesday afternoon Telephone 853-1750	<b>F. L. WRIGHT</b> 20 Wilbur St. Acton, Ontario Phone 853-0720 Appraiser and Insurance Over 50 Years in Acton	<b>GRAY COACH LINES</b>  <b>COACHES LEAVE ACTON</b> Standard Time Effective October 25  Eastbound 8:30 a.m. Daily, except Sun and Hol.; 8:54 a.m. (Daily except Sun and Hol. - Express); 8:58 a.m.; 11:33 a.m.; 2:08 p.m.; 5:04 p.m. Sat. and Sun.; 5:08 p.m.; 6:23 p.m.; 8:33 p.m.; 10:08 p.m. (Sun. and Hol.)  Westbound 7:37 a.m. (Daily except Sat., Sun. and Hol.); 10:27 a.m.; 12:57 p.m.; 2:57 p.m.; 5:27 p.m.; 7:27 p.m.; 9:12 p.m.; 11:32 p.m.; 1:02 a.m. (Sat. only).					
<b>DR. ROBERT D. BUCKNER</b> Physician and Surgeon 39 Wellington St., Acton, Ont. Afternoons by appointment. Closed Wed. & Sat. evenings. Phone 853-1240	<b>C. F. LEATHERLAND, Q.C.</b> Barrister and Solicitor Notary Public Office Hours: 10 a.m. - 12 p.m. 1 p.m. - 5 p.m. Saturdays by Appointment only Phone Office 853-1330 - Res. 853-1745 Acton	<b>DR. CEDRIC DEY</b> Dental Surgeon Suite No. 3, Hinton Bldg. 17A Mill St. E. Acton, Ont. For appointments phone 853-1300	<b>DENNEY CHARLES</b> Representing: <b>CO-OPERATORS INSURANCE ASSOCIATION</b> Sponsored by Federation of Agriculture Auto - Fire - Family and Farm Liability - Accident & Sickness Phone TR 7-2084 Georgetown	<b>CANADIAN NATIONAL RAILWAYS</b> Standard Time Effective October 25  Eastbound 6:50 a.m. to Toronto, daily Mon to Fri.; 7:22 p.m. to Toronto, Sun. day only.  Westbound 12:05 a.m. to Stratford, daily except Sunday; 6:27 p.m. to Stratford, daily Mon. to Fri., change at Guelph for London etc.					
<b>DR. T. B. MOORE</b> <b>DR. C. HUTCHISON</b> Physicians and Surgeons 2 Main Street North Corner Main and Mill Street Acton, Ontario Phone 853-2180 By Appointment	<b>A. BRAIDA, B.A.</b> Barrister, Solicitor, Notary Public Office Hours in Acton Monday - Friday evenings 6 p.m. - 9 p.m. Saturday 1 p.m. - 5 p.m. 28 Paisley St., Guelph, Ontario Phone TA 4-2242 Office Hours in Guelph Saturday 9 a.m. - 12 a.m. Daily 9 a.m. - 5 p.m.	<b>E. L. BUCHNER, O.D.</b> Optometrist 6 John St. S. Acton In Acton Wednesdays only 2:00 p.m. - 6:00 p.m. For appointment, phone 853-0401 If no answer, phone Waterloo 742-8867	<b>G. W. CORBETT, D.C.</b> Doctor of Chiropractic 11A Main St. N., Georgetown. PHONE 877-6631 By Appointment	<b>ROBERT R. HAMILTON</b> Optometrist Office hours by appointment PHONE GEORGETOWN 877-3971 116 Mountainview Rd. S. Acton Office: 109 Mill St. E. Open Monday afternoons and evenings after 4 p.m.	<b>ROBERT E. SKINNER</b> B.Arch. - M.R.A.I.C. 17A Mill Street, Suite 2, Acton Telephone 853-2740 Office Hours by Appointment or 20 Stavebank Rd., Port Credit 877-6956	<b>KAPLAN &amp; ORD.</b> Barristers and Solicitors Sidney Kaplan and John D. Ord, Q.C. 116 Mountainview Road S. Carretal Building, Georgetown 374-3428	<b>ARTHUR A. JOHNSON</b> 184 Main St., Milton Phone TR 8-9972 - Res. TR 8-9678 Tuesday Afternoons Thursday Evenings Friday Mornings	<b>CHIROPRACTIC</b>  <b>G. W. CORBETT, D.C.</b> Doctor of Chiropractic 11A Main St. N., Georgetown. PHONE 877-6631 By Appointment	<b>FUNERAL DIRECTOR</b>   Phone 853-0350 night or day Bruce E. Shoemaker, Mgr.