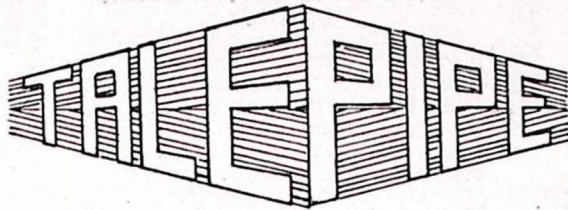
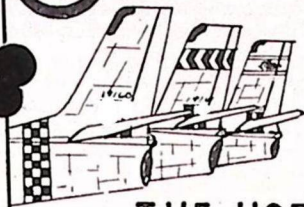


LUFFENHAM



THE HOTTEST THING EAST OF THE ATLANTIC

VOL. 1.

R.C.A.F. 1 FIGHTER WING, NORTH LUFFENHAM, MONDAY, SEPTEMBER 15, 1952

No. 5

1 FIGHTER WING "AT HOME"

"BATTLE OF BRITAIN"

Twelfth Anniversary
20th September

For the first time, the RCAF is "At Home" in celebration of the Anniversary of the Battle of Britain.

Group Captain Hale, our Commanding Officer, directed that every effort was to be made to make this "At Home" a great success. G/C Hale appointed Wing Commander Spear as Chairman of the "At Home" Committee. Many members have been added to the committee, among those are S/L Byrne in charge of the Static Displays; S/L Warren in charge of Flying Displays; F/O Reeves in charge of Mobile Equipment Parade and Display; F/O Chalmers in charge of all publicity; and F/O McInnes in charge of entertainment.

A preview will be held for members of the radio and press on Friday, September 12. About fifty representatives from London, Leicester, Nottingham and Stamford are expected to attend. The Flying Display will consist chiefly of Flypasts by Sabres, Meteors, Harvards, Canberras, Lincolns and aerobatics by a Harvard and a Baliol. There will be a Static Display of a Lincoln, Meteor II, Meteor 8, Vampire 10, Brigand, Chipmunk and an Anson.

In No. 2 Hangar there will be static displays under the following headings: Telecommunications, Electrical, Instrument, Armament, Ground Handling, Jet Engine, Safety Equipment, Sabre 2.

Music for the afternoon of the 20th will be supplied by Leicester, Corby, 1 Fighter Wing Pipe Bands and the Luffenham Youth Carnival Band will give a demonstration of Precision Marching. It is expected that the 1188 Coalville Squadron ATC Cadets will give a Drill Display.

Flight Sergeant Paterson has arranged an interesting Model Aircraft Display and Competition. His



Flypast of 1 Fighter Wing Aircraft

Photo: R. N. Hill

programme of events include Class "A" Team Racing, Class "B" Team Racing, Control Line Aerobatics, Control Line Flying Scale and Radio Control.

Wing Commander Spear has arranged to have a Children's Compound supervised by voluntary help. Toys will be available, and there will be three different showings of a Punch and Judy Show.

The Photo Section will have a Photographic Display and will also show films about Canada during the afternoon.

Seven vehicles from the ME Section will form a convoy on Friday, 19th September to travel through Stamford, Empingham, Oakham, Melton

Mowbray, Nottingham, Loughborough Leicester, Uppingham, Luffenham. The static Mobile Equipment display on the 20th will include demonstration of the operation of the 20 ton Loraine Crane and Truck Fork Lift.

A Lucky Draw will take place for programme numbers and many beautiful prizes will be awarded to holders of the numbers drawn. These prizes have all been donated by manufacturers or wholesale firms.

Through the kindness of many business establishments who contributed advertisements, a Souvenir Programme has been printed for sale at one shilling. All proceeds for the day go to the RAF Benevolent Fund and the RAF Association.

"The Talepipe"

This newspaper is published bi-weekly by the personnel of RCAF 1 Fighter Wing, North Luffenham, England, with the kind permission of G/C E. B. Hale, DFC, CD.

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Editorial

The twelfth anniversary of the "Battle of Britain" is being officially held throughout the world this week. Prayers and thoughts will be offered in the churches of the British Empire in memory of those of the RAF who brought England initial victory in those crucial days of 1940.

We of the RCAF here at North Luffenham feel privileged that we have been asked to contribute a little towards that remembrance. Not only must we think of those of the RAF but also of the many Canadians who fought with the RAF during the "Battle of Britain" when, during this week of activity, we are parading through the streets of the local towns or when we are "At Home" this Saturday.

1 Fighter Wing will contribute 24 Sabres in the large scale fly-past scheduled over London on the 16th of September, there are numerous parades of both men and ME vehicles through the district during the week, and finally we will end up with a maximum effort RCAF "At Home" Day on Saturday the 20th of September. While we are all participating in these activities let's take a couple of minutes out and thank those lads who did so much during those dark days of 1940. We owe it them.

"ed."

ROYAL CANADIAN AIR CADETS ON TOUR

Under the exchange posting system twenty-five Royal Canadian Air Cadets visited the United Kingdom recently. On the 30th of July they were guests of the RAF College, Cranwell. Arriving by RCAF North Star, the Cadets, whose average age is seventeen, were welcomed by RAF Flight Cadets. Next on the agenda was the viewing of a graduation parade, and a flying display by Meteor aircraft. They then had the opportunity to meet and chat informally with Great Britain's Minister of Defence, the Right Honourable Field Marshal Earl Alexander of Tunis.

A later visit to the college museum and flying section acquainted them with RAF Officer Training methods.

On July 31 the air cadets visited "Little Canada"—1 Fighter Wing, North Luffenham—where they were greeted by the Commanding Officer, G/C E. B. Hale, DFC, CD. After inspecting the maintenance sections, they witnessed a display of high and low speed aerobatics by this unit's Sabres.

Later in the afternoon a visit was organised to the sixteenth century buildings of Uppingham School, finished off by a dip in the school's swimming pool. Their stay in this area was completed by a trip to historic Stamford, in the presence of the Deputy Mayor. The Marquess of Exeter very kindly gave the Cadets special permission to stroll through his gardens at Burghley Park. The tour, three weeks in length, is sponsored by the Air Cadet League of Canada through the co-operation of the RAF and RCAF and is conducted by S/L Al Jewett of Toronto, and S/L J. O. Kerr of Sydney, Nova Scotia.

"LIBRARY LORE"

Dear Readers,

I want this to be a welcome to all who are interested in reading. So please do come along, and make your choice from the books—right here in your own Station Library.

At present there are 430 members of the library, and we hope to see this number greatly increased in the near future.

The RCAF have kindly contributed some thousands of pocket novels and magazines, which prove to be very popular. May their good work continue.

Some recent novels published are :
Matador by Barnaby Conrad.

Dead as a Dinosaur by Frances and Richard Lockridge.

Proud New Flags by Evan Wyck Mason.

Comes the Comrade by Alexandra Orme.

PARENTS TEACHERS ASSOCIATION

The first meeting of the Edithweston School PTA was held on Thursday evening, 11th September.

Mr. Ferguson, the new Headmaster, addressed the meeting and assured the parents of his earnest co-operation in all matters pertaining to the education of the children.

Mrs. Rosenthal, president of the PTA, conducted the business meeting.

PTA meetings are held the first Thursday of each month in the Edithweston School. All parents are invited to attend.

TRADESMEN WRITE EXAMS

Today, RCAF Tradesmen on all Stations are writing examinations. This is the first time in the history of the RCAF that Group 1, 2 and 3 tradesmen have written examinations with the added feature of writing on the same day no matter where a tradesman is stationed.

Examinations are written with electrographic pencils and corrected by machine, thus eliminating the human error element.

To the boys of 1 Fighter Wing writing today, may we say GOOD LUCK ! !

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RCAF

"AT HOME"

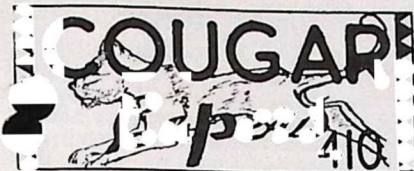
Saturday, 20th September, 1952

EVERYONE WELCOME

Continued from previous column

Reclining Figure by Marco Page.

Some very popular books in the Library are *The Dam Busters* by I. Brickhill, *The Cruel Sea* by Nicholas Monsarat, *Enemy Coast Ahead* by W/C Guy Gibson, *The Exploration of Space* by Arthur C. Clarke. These are some I think you too would enjoy. May I say again, WELCOME to the Station Library.



FLYING TIMES

Elsewhere in this issue it is reported that 410 Squadron broke the local "record" of flying time for the month of August and the article below is written in an attempt to alleviate some of the obvious distress caused to other squadrons by 410's being consistently ahead in flying time.

It is also felt 441 Squadron personnel would not feel the lash so often if things were put in their proper perspective.

Now I feel that this does not necessarily mean that 410 Squadron is the best Squadron in any way even though I know they are the best in the RCAF but for reasons other than having the most flying time in any one month.

Flying time is such a nebulous thing to base one's judgment on. Variables which enter into it are numbers of trained ground crew allotted a Squadron (a factor over which no Squadron has control), the duties which higher authority has allocated to certain Squadron in comparison to other Squadrons, the numbers of people sick, spares availability, etc.

Unfortunately this comparison of Squadron's efficiency coupled with hours crept in because it is the only yard stick which can be readily applied by people who do not fully

realise the complex thing it is to arrive at a Squadron's efficiency. People with experience enough to assess a Squadron's efficiency realise hours are but a minor factor in the final assessment. These are the only people whose opinion is worth considering.

Remember the old adage that quality counts as well as quantity and this is also true where flying hours are concerned.

There may be readers who will turn the last statement on the writer but they may rest assured 410's flying has the quality as well.

WING HEADQUARTERS

BY LAC F. T. CLARKE

A shadow has fallen on our happy little home in the Station Orderly Room lately. Visitors have noticed the harassed looks on the faces of the clerks, and the grim look of determinations which Warrant Officer Thompson has assumed. For that time of year has rolled around again, and the spectre of the Trade Board dogs the heels of the eligible tradesmen. Preparations for the advent of this dreaded time have been going on for a month now. The tradesmen have had an hour a day for study and lectures. But despite this, the tab still holds its terror in the breasts of its victims. LAC Stather and AC1 Meens looked haggard from overwork on Monday morning, after a hard week-end spent poring over cap's and precis' and notes. Rog Beaudet is showing evidence of the toll taken by the midnight oil, and LAC Hache is

Continued on page 6



BY LAC RON ROBERTS

SERVICING. As we go to press this issue, two of our Sergeants are going on leave. Sgt George Lay is on leave and Sgt Gilbert is leaving for Canada sometime in the near future.

Jim Mattie is leaving for Canada also. The best of luck and say hello to all our buddies. Have about ten quarts of O'Keefes for me!

Our boss man, S/L MacKenzie has returned from leave about five pounds lighter and a few shades darker. We all hope he had a good time.

Some changes have been made in Servicing. LAC's Ray Bailey and Grant Folker replaced LAC's Jeff Jefferson and Ron Roberts. They say a change is as good as a rest!

Everyone on the station has probably seen by now "The Shack." This edifice is situated on 441 flight line. What started out as a few packing boxes is now a one-room bungalow with heating and ventilation. It also has sliding windows thanks to Ted Walton. According to rumours a few of our rival squadrons' officers have approached the boys concerning rent by the month.

MAINTENANCE and/or "The art of dissecting a Sabre." These modest unassuming boys in number two forming the repair end of 441 squadron are doing a tip-top job with the parts on hand. Serviceability has never been so good. At the head of it all is F/S "Lock" Watson doing a capable job with Sgt "Lou" Vary as his floor walker. Together they look after the crews of Cpls Bill Edmondson, Larry Horner, Bill Stan, George Wells, Claude Bonin and LAC Scotty Parks.

Then there is Sgt Montgomery and his Armament boys with Cpl "Trigger" McTaggart. Sgt Pete Malowski and Cpl Bud Hachey look after systems. Instrument is taken care of by Sgt Chris Christie. Electric

Continued on page 5

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BY F/O TOM WILSON

With the advent of a little heat around the Luffenham iceberg we have finally thawed enough frost out of the old fingers to scratch a few lines. These past days have seen a return to paganism as many have pledged themselves to the cult of sun worshipping.

S/L Bricker, DCF, CD, is back at the reins after his successful fight with appendicitis. We certainly are happy to have him with us again and are eagerly waiting for the familiar "time-hack" and USAF flying suit to lead the squadron.

How "jammy" can things get? Must have been tough for F/O Alf Everard to give up the pleasures of North Luffenham for a few days to act as co-pilot on the CAS's Dakota. Unfortunately 439 does not have a gold tray on which to serve Alf coffee and doughnuts when he returns.

The smiles from ear to ear seen on the happy faces of F/Os Wingate, Fitzgerald, Bedard and Wilson can have only one meaning—home sweet home. The lucky four are going to act as Liaison Officers with the USAF and the RAF for 2 (F) Wing's Atlantic crossing. There should be short stay in Montreal providing the boys with an opportunity to get the Rutland chill out of their systems. After several weeks in such places as BW1 and Keflavik even North Luffenham will look good to the boys when they return.

LAC GROLEAU reports from

TELECOM.

Since we have reached the peak of efficiency things have been very quiet around the radio shack.

A job for every man has solved the problem and this has given our "Sarge" the liberty of spending two well deserved weeks in Scotland. It is rumored that we will be "issued" a couple of corporals. The section is very grateful to you Bert, your E42's concerning the demand of Jr. NCOs may finally come through.

Heard during "tea time."

LAC Battersby: "Has anybody seen my "left" screwdriver?"

LAC Hyppia: "What's a "left" screwdriver?"

LAC Garceau: "Oh! I guess you're not familiar with the word "left" yet. You have been away too long from this section. "Best" you "check" back here."

LAC Hyppia: "Well, that doesn't give me the meaning of that word.

LAC Battersby (after multi groans and hums): "Look "Hip," the word "left" means anything you want to say, in my case, I'm looking for my combination Phillip screwdriver. If you're not satisfied with that why don't you "check right out"?"

This may look queer to you, fellow readers, but you've just read the kind of language being talked in the 439 telecom sanctuary.

All personnel from this section sympathise heartily with one of our members who has joined the "AAs" since the London party. Don't worry Ernie, when the Squadron and Signal parties will be over, more 439 radio men shall have enlisted in your organisation.

LAC TASKER reports from
SERVICING

LAC Fournier one of our current Kerosene Kids was found on a little sleep in the rear compartment of a White Refueller a few weeks back by some big brass on an inspection tour, was your face red Ray? Wonder what's the big attraction at Southend-on-Sea for LAC Carpenter these week-ends; thought the summer season was over on the beaches. LAC Thomas looking sort of stunned Saturday night last, the local gal friend stood him up for a younger lad, what's the trouble Woody, the old man slipping? After spending most of the previous week-end in the sack the writer has come to a conclusion as to why Hitler never invaded, didn't want the place—too cold!

Notice the BBC weather reports are always right on the button, e.g. Mostly cloudy with some sunny periods, rain in some places, scattered showers in others, outlook cooler. Can't go wrong on that!

439 SQUADRON MAINTENANCE

BY LEN GRAVELINE

A few of our boys are leaving for Metz come 10th October: LAC (Fritze) Reitze, AC1 (Lover) Sunstrom, AC1 (Silent) Bergeron, AC1 (Darts) McLaughlin. Good luck,

Continued on page 7

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SUPPLY SECTION

BY LAC FRANK KENLEY

There's a saying in the trade that no one throws bouquets at a reporter—but the brickbats are always handed when he makes a mistake. Seems like your columnist has wounded the sensitive feeling of one or two RAF types in the Liaison Section by not giving more space to the gallivanting of our gallant allies. Sorry lads, but you're generally so quiet—and so seldom seen on parade—that one might be forgiven for missing you completely!

However, since an error of omission has been committed, we'll do our best to make amends. First RAF type to hit the headlines is AC Brian Stanley. They've just posted young Brian to RAF Newton. (One down, two to go). LAC Pete Whatling is sunning himself on the beach at Southend; while LAC Hall, last of the few, carries on business as usual.

It would not be fair (nor wise) to end this RAF write-up without mentioning F/L A. V. Henshaw, kingpin of Stock Control, who recently returned from a well-earned vacation at New Brighton. F/L Henshaw is noted around the Section for two things: his ready smile and his police handcuffs. Both possessions play their part in maintaining peace among his diverse and sometimes headstrong subordinates.

Two of our warehouse men have lately departed for Langar—LAC T. M. Davidson and LAC R. H. Tomlinson. We hope they're finding things to their liking in this Canadian "home from home."

Continued on page 5

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ACCOUNTS CHATTER

BY PENCIL PUSHER

News of interest is rather scarce around the section these days as everything is strangely quiet. I wonder if the absence of the SAO, S/L Brown, on a spot of leave could have anything to do with this.

Our man with the brogue, Sgt Girvin, is enjoying a visit to the old homeland, giving the colleens in Ireland a break. Several others are taking leave, hoping to see a bit of the country before they are repatriated to Canada (they hope). This includes Cpl Falardeau, LAC Pepin and LAC Papillon, who has returned after spending a few very enjoyable, but very expensive, days in gay Paree.

The opening of No. 2 Fighter Wing has not hit us very hard, as yet, our only transfer being LAC Currell, our happy-go-lucky NPF accountant.

A few changes have taken place within the section, notably that F/O Hawkins has taken over the duties of Pay Officer. We think you will all find him as easy to get along with as you did F/L Fink, who is now in charge of NPF accounts.

As a matter of information, it is pointed out that English banks will not, under any circumstances, accept Sterling currency for deposit to a Canadian transfer account. The only way such deposits can be made is by Treasury cheque, requisitioned through the Pay Office. Any further information required will gladly be supplied by any member of the pay staff.

Despite what most people may think, the following is not taken from an Accounts Trade Test:

Q. Are you good at figures (mathematical)?



Air Marshal Curtis discusses food with LAC Bowland in the Airmen's Mess on his recent visit. Photo: G. Lily

- A. Yes.
- Q. Can you explain a man's pay account to him so that he can understand it?
- A. No.
- Q. Can you glance at a man at the counter then completely ignore him for at least ten minutes?
- A. Yes.
- Q. After having ignored this man for ten minutes, can you look up and tell him to come back next week, then pay no further attention to him?
- A. Yes.
- Q. Do you chuckle with glee when you tell a man his pay account is "in the red" and that he gets no pay for two months?
- A. Yes.

In view of your excellent qualifications, you are now remustered to Group 3 in Pay Accounts.

Enough said for now, see you all on Pay Parade.

Continued from page 3

With the Silver Fox

cal department is in the hands of Sgt Bill Crago with Joek (no spika da Englis) Forrest, Val Valois, Gus Gagnon and Jim Campbell. A good team in capable hands.

The 441 softball team stands with a one game lead in the championships. The second game is being played September the 10th at 3 p.m. Further news next issue.

REMEMBER — IT'S THE BEST OUTFIT!

Continued from page 4

Supply Section

Other departures—Cpls Crawford and Sulek (on TD to Metz); P/O A. Swainson (back to Canada from summer employment). Going soon—LAC Rose, repatriationwards.

A "welcome home" greeting is extended to Cpl Price and LAC Ireland on their return from the Battle of the Bagpipes. Judging by the wails of anguish heard on all sides, it was a bitter struggle, valiantly contested.

Just in—F/S J. E. Robinson, from Station Trenton. Glad to have you aboard.

New words enrich our language—but some of the "inventions" do nothing but increase confusion. Cpl Joek Crawford, of Stock Control, spotted this the other day: "These items *undemanded*." He's still trying to puzzle it out.

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WING MAINTENANCE

BY CPL L. A. STEVENS

STARKS FROM ELECTRICAL SECTION

Another "Talepipe" is upon us and news is in short supply, so your reporter has decided to run a brief "personality column" to liven things up. Like this . . .

F/S M. R. BROWN — "Well now, Sam—you're the man . . ."

SGT ART GRAVES — "Ho-ho, hummm . . ."

SGT ROY PEARSON — "If you try it this way, you'll have to admit it works better."

CPL JOCK FORD — "If I don't mind my tongue, my gal Sal gives me a belt in the lug."

CPL DICK REED — "What could be nicer than strolling along the Riviera with a lot of beautiful Bikinis to look at?"

CPL ANDY ANDERSON — "I've had my motorbike eight months and it starts every kick. Wheeps! that's funny—it usually starts!"

LAC ERN BEACOCK — "I'm not only intelligent, but handsome as well — you guys are just jealous."

LAC BOB IRVINE — "When I drink it don't really make me tight, but I find it hard to talk."

LAC CHRIS CHRETIEN — "I sure was tired after walking back from Nottingham."

LAC CHARLIE HORNE — "I say a catcher don't have to be fast—look at Yogi Berra."

* * *

SAFETY EQUIPMENT NEWS

More turmoil. This time Canada wants all our emergency seat packs, complete with dinghies, sent back for a certain (censored) operation. The poor old dinghy section is working furiously testing RAF type dinghies and trying to fill the gap. The Supply Section is co-operating nicely in this matter, and we owe them a vote of thanks.

To branch off on to social news, we hear that Ben Tardiff is looking for a posting to RAF Cottesmore. Our section recently had a visit from one of the fair sex who works with Safety Equipment on that station. Could this have a bearing on the case?

Since the paper last went to press, LAC Hay bought himself an auto. We're convinced this car must be a high-speed racer, for when he takes off Hay's in the cockpit and the passengers are pushing. Heave-ho, my lads—this could be Canada's answer to the BRM.

Reg Levasseur is saving his shekels for a trip to France in the near future. He says he's doing well—only spent

ten pounds in Nottingham last Friday night.

LAC Norman Spencer came back from the station hospital with the New Look—tinted eyeglasses. We could all use a pair of rose-coloured glasses when the going gets rough.

* * *

INSTRUMENT SHOP TALK

The instrument test panel (see back issues) is progressing very well now that F/S Whelan and Sgt Dearlove have taken to working on it. Here's hoping they will put out a book of instructions to operate; it seems to be a mass of switches.

LAC Fred Bushey is on leave at the moment, as his wife has arrived from Canada. Fred appears to find rationing a problem and has taken to eating plums (unrationed) as a possible way out. We hope that Mrs. Bushey enjoys her stay at North Luffenham, in spite of the plum diet.

LAC Olly Olesen is spending every week-end he can in Glasgow. Must be an awful big attraction there to take him all that distance.

* * *

STATION WORKSHOPS GEN

We now have a new sergeant in from Canada — Sgt Boniface — and from what we hear, he finds his way around very quickly. Rumour has it that he spent a right royal week-end in London. Hope you stay with us a while, Sarge—you happen to be Workshops' third sergeant since we took over the station.

Cpl Ernie Harris is on leave, golfing daily. Look out, Bobby Locke! LAC Charlie Hodgson took a little leave recently, but is glad to be back at work; wonder why. LAC Stone is receiving extremely regular mail from Edmonton these days; only another year, Stoney, and you can marry the gal.

If you haven't seen the new color scheme for machinery, drop in sometime; Van and the boys will show you round. This section must be one of the best—now we even have old-timers' music at smoke periods. Cpl Onishenko on guitar and Lucky Bisson on the fiddle. Looks like a square dance anytime now!

The high cost of living has reached a point where one can now live as cheaply as two.

* * *

If you have trouble telling a weed from a plant in the garden, cut it down. If it comes up again, it's a weed.

Continued from page 3

Wing Headquarters

looking definitely bewildered by the mass of knowledge that the Trade Boards expect a poor tradesman to have accumulated in one short year.

However, in the spirit of Pollyanna, there is always a bright side to every threatening cloud. We remind the "eligibles" of the joys of passing, and becoming members of the ranks of the high paid staff. We also wish to remind them of the grand old Air Force tradition of who buys the beer on Results Day. So we wish you all the best of luck next week, and leave with you the thought that multi bottles of brew can be bought with the extra money.

LAC Moir returned from leave in Amsterdam a short while ago, and is full of rapture about the Dutch capital. He says it is a beautiful city, and quite cheap to visit. The people are very friendly, and try out their English on you. I'm sure Bill was very adept at giving lessons to the little Dutch maids.

AC1 Vachon gave us a bit of interesting news for those people who may be planning a trip to Brighton. He says there is a terrific grog shop there called Cosmo's. Both Vachon and LAC Hache give glowing accounts of this super gin mill in the resort city. There was such a light in their eyes when they told your reporter about it that if this column is missing next time, you know where we will be.

Wing Headquarters is losing one of its blithe spirits, LAC Roger Beaudet, to 441 Squadron. We shall miss Rog's pertinent remarks about anything and

Continued on page 9

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WHAT'S COOKIN'

BY H.H.H.

Yes Sir! they are going to do it. The last issue I had some doubts as whether the Mess would be completed in time for the Air Force Day, September 20th. But it now seems that with a bit of luck everything will be in apple-pie order on that day.

The red-tile floor is now completed and at time of going to press the painters are taking over, and it will be a great relief for all concerned, not forgetting the Boss, as it is no mean task to prepare meals whilst the Mess is under reconstruction.

The Officers' and Sergeants' Mess were the recipients of two new Canadian Bake Ovens. Yes, the equipment keeps rolling in too. It is ten months since the writer arrived at this Station and there has been a continual programme of destruction and construction. One wonders when the "five year plan" will be completed. Guess it will all be O.K. BY THE TIME WE RETURN TO CANADA.

Corporal Paul Cote left on Monday 8th September, on transfer to Paris. The best wishes of all of us here will follow him to his new station.

Slowly the Messing Staffs are moving back after their summer vacation and it will soon be possible to make out a roster stating "all present."

I note with satisfaction the attractive curtains behind the Airmen's Mess doors—now it is a case of "what's cooking" behind the doors, boys!

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TRANSPORT TOPICS

BY SGT J. ROBINSON

Our apologies for missing last issue, but leave interfered and everyone knows what leave does to a person. Having missed the first edition of "Talepipe" as well, that leaves us with a 50 per cent. average, which we intend to improve upon in the future.

Big news to a lot of the boys is the transfer of personnel to No. 2 Fighter Wing in France. The following personnel are impatiently awaiting the big day of their move: Cpl "Bud" (Hoiman for short) Pitts, Cpl Ed Jackson, LAC's Ed Landry, Jim Vallier, Bill Jennings, Nick Owsianik, Paul Cote, Olie Olson and Roly Constant. Good luck to you, fellows, and from Cpl Ev Beck's candid commentary after a TD trip to France you will most likely need it. Also awaiting news of a transfer date, but in their case back to Canada, are LAC Tim "Refueller" Bryne, Charlie (I'll never ride a motorbike again) Grandmaison, and Cpl Voyce. One

Continued from page 4

439 Squadron Maintenance

fellows, in the land of champagne.

Cpl (Pop) Bunstone has given out the good news that his wife and daughter might be coming over here. We all wish you luck, Pop.

LAC Empey's wife and daughter are due to arrive very shortly. You lucky fellow!

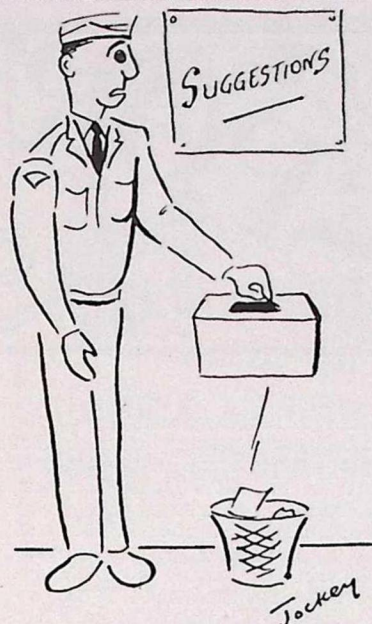
Les Carroll has been seen on the golf links. He says the next time he goes, he is going to wear a suit of armour to hunt for balls in the brambles. "Hoogy" Hogarth has bought himself a car. I guess we will see very little of him and his family on week-ends. "Butch" Chamberland's wife is over here now, and Butch is quite happy to be rid of the motorbike. Porky Hughes is thinking of getting mechanized. He's going to buy a motor for his caddy cart. Cpl Jolin is taking a month's leave shortly in Canada. Good luck, kid, we hope everything turns out alright.

I see "drummer boy" Carignon is back at work after two weeks of band practice. Also "Chanter" O'Link is back at work.

Who is the dark, good looking Sgt who recently received his car from Canada, and can't be found around camp anymore? Wonder where he goes (?). Cousin "Weak Eyes" Merkel has sold his velospede as he was refused a CAP 374.

We don't see Curley Hill around camp very much on week-ends. He must be taking "World Traveller at 21" to heart!

That's all for now—until next issue.



Continued from previous column

Transport Topics

of our "few" F/S's is also anxiously awaiting the passing of time before receiving his transfer home. He never did know 24 hours could be such a long time. Only 29 days left now, "Kerly."

Many of our lads go to London only to run into trouble with certain Picadilly types, but now we have one who didn't quite get that far. While riding his motor cycle through London, LAC Cox met with an accident at Oxford Circus. Of all things, another motor bike had to argue the right of way and LAC Cox ended up leaving his bike in a London garage and catching the train back to camp.

Apparently our mystery entertainment scheduled to take place in August was postponed due to leave and operational commitments. So it is still a mystery but will no doubt take place in the near future.

Continued on page 9



By appointment Tea and Coffee
Merchants to the late King
George VI.

FINE TEAS & COFFEES

By

TWINING

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BY CPL W. B. BAKER

With the months passing by quickly and ball games passing into their final stages which is the playoffs, words banter in the Mess Halls, Canteens, and roadways of who is going to be champions of the Station. Small bets of pints are being very carefully made to the fact that betting is not allowed on a Canadian Station. Trying to pick a winner is going to be hard but on the performance of the Season I must give the nod to Wing Maint. Anyway I will go out on a limb for them to win, only on past performances.

As the fall rolls around here in England people get Football happy. The Station also have a top team and is entered in the Four Corners League. This looks like a hot league. Under the leadership of F/L Joy the station eleven hope to make themselves heard and seen, we hope that when home games are played your support will be forthcoming. Any footballers on the station are asked to turn out for practices on Wednesdays.

Following are the results of the events and winners in the Station Sports Day held on 13 August, 52.

100 Yds. 1st F/O Robb (410), 2nd LAC Girard (H.Q.), 3rd F/O Found (410).

220 Yds. 1st LAC Tollerton (410), 2nd LAC Girard (H.Q.), 3rd F/O Robb (410).

Mile. 1st LAC Raiche (441), 2nd LAC Rennie (Tech), 3rd McCarthy (410).

Relay. 1st 410, 2nd 441, 3rd H.Q.

Cross Country. 1st Holmes (Tech), 2nd LAC Beach (410), 3rd LAC Jennings (Tech).

Broad Jump. 1st LAC Meyer (410), 2nd LAC Reid (439), 3rd LAC Wardlaw (439).

High Jump. 1st LAC Reid (439), 2nd LAC Thompson (Tech), 3rd LAC Doratty (439).

Pole Vault. 1st LAC Thompson (Tech), 2nd LAC Beaudet (H.Q.), 3rd LAC Brian (Tech).

Ball Throw. 1st F/O Himmelman (441), 2nd LAC Reid (439), 3rd LAC

Hogan (H.Q.).

Shot Put. 1st Cpl Kushner (H.Q.), 2nd F/L Turner (441), 3rd Cpl Kozak (410).

Tug-of-war. 1st 441, 2nd Tech, 3rd 410.

Team Standing. 1st 410, 2nd 441, 3rd Tech Wing, 4th H.Q., 5th 439.

SOFTBALL

The playoffs are now down to the finals with 439 Officers playing against

441 Airmen. This should prove very interesting after watching the Combines and the 441 Airmen playing in the semi-final game. A game that produced many a thing even a no protest game.

The softball league will have a night in the NAAFI in the near future to present the Softball trophy to whichever team wins. On the 20th September, 1952, Air Force Day, the Americans will be here to play a Softball game as an added attraction for the Day.

FOOTBALL

The season starts on the 17th September, 1952, with the team travelling to Cottesmore for the first game of the season. We don't know the players yet, but will pass them along shortly.

BASKETBALL

With the fall closing in on us, basketball will be the next thing. Anyone wishing to try out for the team will be welcome. The basketball court will be up very soon.

Continued on page 9

You can afford
JAEGER



Pure Wool, tailored to classic lines, these Jaeger garments—slip-over and pull-over—will see a man through many seasons. V-necked, both are knitted in a ribbed stitch, the slip-over has a flat cable twist. Also available in Cashmere.

Jaeger is accepted in England as a gauge by which woollen garment standards are set. There is nothing better—when you buy Jaeger you buy Britain's best. In both men's and women's goods Jaeger design is the ultimate expression of modernity in colour and form. Jaeger hosiery and knitwear are as perfect in taste as they are in wear.



BY F/L A. T. LITTLEWOOD
 "SPARTAN APPROACH"

A great deal is heard about the individual "coming up the hard way" and there is something to be said for the process. No easy way exists in the realm of success in accomplishment, for its own sake, neither has one ever existed.

Life can be aimless, without motivating dynamic, minus selectivity, without goal, and resultantly without satisfying and stimulating achievement. On the other hand, it can become purposeful, directed, creative and full-orbed.

The latter alternative, among other things, takes cognisance of religion in its broad aspects, for genuine religion produces the spirit by which life in its entirety is challengingly met.

It is false to claim that religion is a form of escapism and it is significant to note that communism, while placing it in that category as a matter of theory, at the same time regards it as its most formidable and uncompromising opponent. Such duality in attitude is somewhat suggestive and the inconsistency rather glaring.

It is far from easy to believe that the mentality of the habitual escapist has any element in its expression that challenges, resists and aims to overcome. A Spartan mother, seeing her son off to the wars, exclaimed, "Come home carrying your shield—or on it!" Nothing soft about that, and there's nothing soft about measuring up to life and its responsibilities.

When the verdict of history is rendered concerning our era and tribute has been paid to such redeeming features as it may possess, it will be interesting for posterity to note the presence or absence of "Spartan Approach."

Continued from page 8

Sportscope
BOXING

Boxing will start up as soon as we have space available for training. It is hoped that we can get a team to represent the station.

This then, is thirty in the field of sports.

Continued from page 6
Wing Headquarters

everything and his cheerful gallic humour. His place will be taken by LAC Hache, who will carry on with Rog's records.

We say goodbye this time to LAC Price of the Station Post Office. He is being released from his period of services in the RAF, and is starting back to school in the fall, to study teaching. We wish him the best of luck in his career, and will miss his never failing patience when doling out the mail, and answering the thousand and one questions as to non-delivery, and scarcity LAC Marcovitch is taking over from Taff, and carrying on in his tradition.

May we sign off our column this time in wishing all tradesmen the best of luck on the fatal day. Remember we're routing for you, and don't forget who buys the beer!

Continued from page 7

Transport Topics

Incidentally we quoted Cpl Smalley's initials as R.F. in our last column. It seems that this should have been "AR-EF" (personally, it sounds like he is putting on the dog, Arf! Arf!)

In closing a word to the user of the Liberty 'buses. We know the drivers look and probably are hungry and that they no doubt like fish and chips. But when the fish is left in the 'bus overnight its aroma is certainly not tantalizing and one 'bus recently would have passed for Billingsgate Fish Market. The windows open fellows, so please help by depositing the remains outside of the 'bus!

RCAF

"AT HOME"

Saturday, 20th September, 1952

EVERYONE WELCOME

Heredity is something that every father believes in until his children begin acting like fools.



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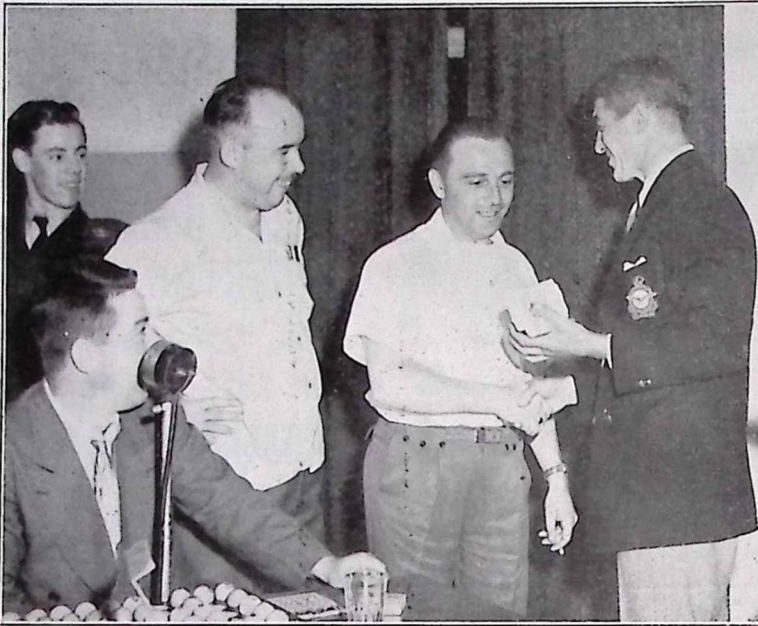
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 "MY TRUE STORY" (a)
 Helen Walker & Willard Parker
- September 16th & 17th—
 "HUNTED" (a)
 Dirk Bogarde & Kay Walsh
- September 18th & 19th—
 "ALONG THE GREAT DIVIDE" (a)
 Kirk Douglas & Virginia Mayo
- September 20th—
 "TALL HEADLINES" (a)
 Dennis Price & Mai Zetterling
 "MAN O' WAR" (u)
 Laurel & Hardy
- September 21st & 22nd—
 "BULLFIGHTER AND THE LADY" (a)
 Robert Stack & Joy Page
 "FIGHTING SEABEES" (a)
 John Wayne & Susan Hayward
- September 23rd & 24th—
 "ANGEL ON MY SHOULDER" (a)
 Paul Muni, Anne Baxter
 Claude Rains
- September 25th & 26th—
 "HONG KONK" (Tech) (u)
 Ronald Reagan & Rhonda Fleming
- September 27th—
 "ROAD SHOW" (u)
 Adolphe Menjou & Carole Landis
 "POWER DIVE" (u)
 Richard Arlen & Jean Parker



LAC Harry Terry of HQs Telecom receives the £45 Bingo prize from the CAdo W/C Spears.

ENTERTAINMENT & WELFARE

THEY seem to think there should be an entertainment and welfare column in the "Talepipe," so here goes. Do you know, that word "they" is a great way of explaining things, except someone invariably asks, "Who are THEY?" On this our first effort to get into the swing of things I might do a brief resume of last month's specials.

We had two very successful trips to the De Montfort Hall in Leicester, first about 100 all ranks turned out to hear Danny Kaye, and two weeks later about 75 visited Leicester for the Frankie Lane show. A word of warning on any special shows like this; each time there are always last minute requests for tickets which cannot be filled. Get your request in early! On Thursday, 4th September, we inaugurated our new (home-made) stage in the Recreation Hall with a BBC Variety Show which was very well supported (the show, not the stage—standing room only). This show being very well received was recorded and re-broadcast on the Home Services on September 9th.

Station Bingo seems to have got over the hump on attendance and the last two nights of the Snowball we regretted to have to turn customers away. The more customers, the better the prizes. At time of writing am waiting to meet a North Star from Canada, praying that our long-awaited new cards will be on it for the

next Bingo. Everything comes to he who waits, but it has been a h— of a long wait for those Bingo cards. Well the last Snowball finally went at 62 numbers, the lucky winner (see picture) LAC Harry Terry of Hqs Telecom was presented with a jackpot of Forty-Five Pounds (which to our Canadian friends means over \$120.00) by the CAdo W/C Spears. As an added attraction at our next Bingo, 24th September, there will be a fine display of original etchings and water colours by the Warwick Galleries of Birmingham. All pictures are of English scenes by recognised artists. Anyone interested in good art shouldn't miss this and at the same time you might pick up a good Xmas present.

In view of the success of the last inter-mess dart tournament and the fact our shiny new trophy is getting dry sitting in the airmen's canteen, you may expect to hear of another

dart tournament now that the nights are getting longer. Also speaking of tournaments, the Entertainment Committee would like to hear from the Bridge players whenever they feel that it is Bridge playing time again.

ADVANCE BOOKINGS

6 November—The Strand Players, who recently played the three-act Comedy "Springtime for Henry," will play "Love's a Luxury." 10 November—The recording company will be here to make recordings for anyone wishing to send their voices home for Xmas. 13 November—Peter Rae Productions present the Stage Show "Double Century Follies." More about these later.

HOUSEKEEPING ON PARADE

BY CPL H. H. HART

Having dealt briefly, in previous issues with the theoretical side of Housekeeping, I think it would be quite a good idea at this time, to deal with the more practical aspect of feeding the family. I have, therefore, chosen as my topic for this issue BAKING CAKES. Of course, I was at first very reluctant to tackle this subject, fully knowing that many of my readers know ALL the answers when it comes to Baking Cakes, so I humbly offer the following cake, making pointers, for what they are worth, and I sincerely hope they will be helpful to you.

As you may, or may not know there are two general types of cake: butter cakes which contain shortening and sponge, which do not. Butter cakes including most layer cakes as well as

Continued on page 11

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your STATION COMMISSARY.

Continued from page 10

Housekeeping on Parade

-pound cakes and fruit cakes, are by far the most popular, and they may be baked in any desired form: layers, sponges, sheets of various thicknesses and cup cakes.

FACTORS OF SUCCESS IN CAKE MAKING

- (1) Select best quality ingredients.
- (2) Choose a well-balanced, tested recipe—don't use guesswork.
- (3) Assemble both ingredients and mixing utensils, BEFORE starting to mix the cake. This ensures that all ingredients are on hand and that it will not be necessary to delay the mixing at a critical point, while hunting for some missing piece of equipment or ingredient. (How right you are Corporal!).
- (4) Have all ingredients at room temperatures. Following this rule faithfully will prevent many cake failures. Measure ingredients accurately.
- (5) Follow proper baking rules by using pans of correct size, accurate baking temperatures, efficient ar-

rangement of pans in oven, and the required length of time for baking.

(6) Sift and resift all dry ingredients. This is done to distribute the leavening agent and salt (and spices) throughout the flour. The sifting also incorporates some air into the flour and adds lightness to the finished cake.

(7) Creaming the Fat. Creaming is important to get the fat or shortening into a condition to blend smoothly with the other ingredients and to produce a smooth uniform batter and a fine textured finished cake.

(8) Adding the sugar and creaming until the mixture is light and fluffy. The air incorporated during creaming helps to give the cake volume. Thorough creaming also gives a finer texture and "velvetiness" to the finished cake.

(9) Now the Eggs. Do this, beating vigorously until thick, fluffy and quite pale in colour. Up to this point it is almost impossible to overbeat. I would say that hurrying the creaming will have a more unfavourable effect on the finished cake THAN ANY OTHER SINGLE FACTOR.

(10) Adding the flavouring to the creamed mixture. The fat and the eggs absorb and hold flavours readily and your finished product will have a more pronounced and uniform flavour if the flavouring is added at this point.

(11) Adding the sifted dry ingredients and liquid alternately. The dry ingredients are usually added in three or four portions, and the liquid in

two or three, beginning and ending with flour. Adding the flour first and last prevents the batter from becoming too thin at any one point during the mixing, binds the ingredients together and produces a smooth batter and a fine textured cake. Here are some of the reasons for cake failures. I refer to cakes that contain fat.

IF . . .

Cake Falls—Too much shortening or too much sugar or too short baking or too slow an oven or too much leavening.

Cake is Dry—Too much flour or too much leavening or not enough shortening or baked too long or temperature too low.

Cake is Undersized—Not thoroughly mixed (particularly not creamed long enough). Too large a pan. Too hot an oven. Ingredients not of equal temperature.

Top is Split—Too much flour, too hot an oven.

Heavy Layer on Bottom—Undermixed or too much liquid.

Here in conclusion, are several quick toppings that I hope you will try out at your convenience:—

Honey Cocoanut—Spread warm cake with tablespoon of honey and sprinkle with cocoanut. Place in oven or under medium grill until golden brown. OR mix well ½ cup honey and 1 cup cocoanut and spread upon slightly warm cake. Place in medium heat until golden brown.

Luffenham Glaze—Spread tablespoon of light syrup (corn if you can get it). Sprinkle with 2 tablespoons grated lemon rind and allow to set. M-m-m-good.

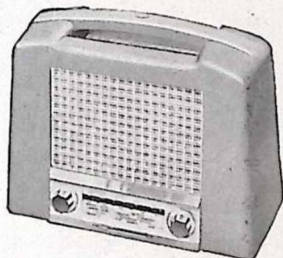
Jelly Fluff—Mix one egg white and dessert spoon jelly powder (raspberry or cherry) and a dash of salt in top of double boiler and beat over boiling water until very stiff. Spread on cooled cake.

Mock Praline—Spread top of warm cake with softened butter or margarine. Sprinkle immediately with ½ cup of brown sugar and ¼ cup chopped salted nuts.

Rocky Road—Melt ½ cup of semi-sweet chocolate over hot water. Pour over cake whilst still warm, and sprinkle with ¼ cup shredded cocoanut. Cool before cutting. That's all for now!

A man gazed incredulously at a huge mounted fish. Finally he said: "The man who caught that fish is a liar!"

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Mr. Ferguson, Headmaster of the School at Edithweston receives new pupils on the first day of school after the Summer Recess. Photo: P. J. Roberts

FIRST DAY OF SCHOOL

Canadian school children went back to school again on Monday, September 5th.

Approximately 80 Canadian children enrolled at the Edithweston County School, and fourteen went to Oakham Modern School.

" OH MY SHATTERED NERVES " or " HOME SWEET HOME IN BB 55 "

The Scene : BB 55.

The time : 1800 hrs any summer evening.

1800 hrs. Sink languorously into bed.

1810 hrs. Wake hurriedly to yells of screaming children.

1820 hrs. Sink gradually into the arms of Morpheous.

1830 hrs. Wake to accompaniment of roaring motor-cycles.

1840 hrs. Sleep, blessed sleep.

1850 hrs. Chorus of screaming kids.

1900 hrs. More motor-cycles, also Radio Luxembourg full blast from 17 different radios, some slightly off tune.

1915 hrs. Sleep where are thou ?

1930 hrs. " There's a pawnshop . . ." etc., slightly off key in a loud voice from the showers.

1945 hrs. Give up in disgust to depart for NAAFI and several beers.

And so it goes on.

" Oh death where is thy sting ? "

Continued from previous issue

ROADCRAFT

Know the Highway Code by heart and put it into practice.

Concentrate All the Time and You Will Avoid Accident.

Concentration is the keystone of all good riding. It is a primary duty but often a neglected one. Complete concentration will enable you to see and TAKE NOTICE of every detail. It is often the smallest detail that gives the clue to what will probably happen. If you miss such a detail an accident, or at least an unpleasant experience may result. Concentration will ensure skilful handling of your cycle. It will prevent bad gear changes and late and fierce braking and practically do away with involuntary skids, which are usually caused by the locking of the wheels by fierce braking on bad surfaces. *Concentration assists Anticipation.*

THINK BEFORE ACTING

The theory that a good rider rides automatically is a fallacy. To the uninitiated he may appear to, but the truth is that by continually concentrating and thinking he has raised good riding to an art. Every corner, bend, gear change, in fact every riding operation is a problem which like every other problem can only be solved by thinking. A thoughtful rider carries out every operation or manoeuvre in plenty of time and consequently is in the happy position of

being able to accelerate away from danger or stop to avoid it. *Think and avoid accidents.*

Use Speed Intelligently and Ride Fast only in the RIGHT PLACES.

It is not always safe to ride at 30 m.p.h. in Built-up Areas, despite the fact that the law permits you to do so. In some circumstances such a speed is definitely dangerous. Where conditions permit, it is best to ride at an even speed of 30 m.p.h. as it assists in keeping traffic moving in an orderly and constant stream. High speeds are safe only when a clear view of the road ahead is possible for a considerable distance. The speed in all cases must be governed by the amount of road that can be seen to be clear. Remember that at 60 m.p.h. a cycle travels a distance of 88 feet in one second. With many riders a second elapses between the seeing of an emergency and the applying of the brakes. Concentration and alertness are therefore, absolutely imperative.

ANY FOOL CAN RIDE FAST ENOUGH TO BE DANGEROUS

This article was kindly donated by the Rutland County Police, Oakham.

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