

THE HOTTEST THING EAST OF THE ATLANTIC

VOL. 1.

R.C.A.F. 1 FIGHTER WING, NORTH LUFFENHAM, FRIDAY, NOVEMBER 14, 1952

No. 9

# FIRST ANNIVERSARY

## 1 F/W CELEBRATES

### 1st YEAR IN UK

HERE TODAY

BY G/C E. B. HALE, DFC, CD

One year has passed since we first came to North Luffenham. On November 15th, 1951, this station was handed over to us by the Royal Air Force, an occasion which many of us will remember with pride and on which all felt some measure of anxiety and hope for the future. Ours was to be the first Royal Canadian Air Force Station in the British Isles since 1946, and on all of us who became part of 1 Fighter Wing rested the responsibility of proving our capabilities not only to the people of Canada and Great Britain, but also to the great NATO alliance which brought us here.

The hopes and fears of a year ago have reached their climax. We can look back on twelve months of steady achievement and success at this unit. Since the arrival of the first personnel to form the Wing, completed when 439 Squadron touched down at North Luffenham in June, we have worked together as a team and given a good account of ourselves, both in the air and on the ground. We have won our yours and merited a place alongside other air arms of those nations acting in the defence of Europe.

The last year is full of a variety of memories for all of us. Work, which often required extra effort and, in many instances, the sacrifice of what would ordinarily be leisure hours,

was accepted in good spirit as part of the job. All responded well to special, sometimes difficult or monotonous, assignment. In work as in play the men of 1 Fighter Wing have won the admiration and been deserving of the many generous compliments of those who have watched our progress. As your Commanding Officer, let me say it has been a privilege to serve with you during this our first year in England.

Four of our number, two members of 410 Squadron and two of 439, lost their lives while serving here. Their names will always bear special mention in the recording of 1 Fighter Wing's history. Some personnel have been transferred elsewhere and others have replaced them during the course of the year. All will have played a part in the accomplishments of this station.

We are fortunate at this time to be honoured by the visit of Lord Alexander. Recalling his distinguished career as Governor-General of Canada during which he achieved nation-wide acclaim, and also his mutual association with the RCAF, makes our first anniversary a more memorable one. We trust he will join with us in celebrating the occasion, and expressing a hope that the year ahead will be even more eventful.



Lord Alexander makes his first visit to the RCAF's 1 Fighter Wing at North Luffenham to-day.

Field Marshal, The Earl Alexander of Tunis, KG, GCB, GCMG, CSI, DSO, MC, the British Minister of Defence, arrives by Dakota aircraft at North Luffenham today on a visit and inspection of the RCAF's 1 Fighter Wing.

Expected to accompany the Field Marshal will be Rear Admiral Sir Arthur Bromley of the Commonwealth Relations Office, His Excellency the Hon. Norman Robertson, High Commissioner for Canada, Air Vice Marshal L. R. L. Atcherley, CBE, AFC, Air Officer Commanding 12 Group RAF, Major-General J. D. B. Smith, CBE, DSO, CD, Chairman CJS(L) and A/C M. Costello, CBE, CD, Air Member CJS(L).

## "The Talepipe"

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### MESSAGE FROM MAJOR GENERAL J. D. B. SMITH, CBE, DSO, CD, Chairman of the Canadian Joint Staff, London, to the North Luffenham "Talepipe."

On the first Anniversary of the establishment of the RCAF station at North Luffenham, I would like to extend to all ranks my heartiest congratulations on the great success that has attended your efforts during the past year.

The establishment of No. 1 Fighter Wing at North Luffenham in November, 1951, created a precedent in Canadian Service history. The Wing was the first complete formation of the Canadian Armed Forces to be established in peacetime in the United Kingdom. Naturally there was a focus of attention on No. 1 Wing, and every aspect of the Station's life came under kindly but critical observation. The training, the Station administration, participation in exercises, relationship with our good and friendly hosts, were all matters of especial interest. The records of your first year at North Luffenham has justified in every way the confidence that was placed in you as representatives of the Royal Canadian Air Force in the United Kingdom.

I am sure all ranks at North Luffenham appreciate, as I do, the kind and generous co-operation of the Royal Air Force, who have contribu-

ted so much to the success achieved during the first year of operations.

I am proud to be able to associate myself with the officers, NCO's and men of No. 1 Fighter Wing, RCAF, who have established not only an enviable reputation for themselves, but have also added to the laurels of the Canadian Armed Forces, and the Royal Canadian Air Force in particular.

Best wishes for your continued success for the future.



Major-General J. D. B. Smith, CBE, DSO, CD.

### TECHNICAL FLASH-BACKS

BY W/C T. A. SPRUSTON, MBE

When we think back to our arrival on this unit just one year ago, little did most of us realize that we would be as far advanced in our organization as we have shown in the past year's operation.

I feel especially proud of being a part of 1 Fighter Wing and of all within it because of the results that have been achieved and more so because of the good feeling and high spirit that exists among all ranks.

There has always been considerable controversy over the type of maintenance organization that should be planned for efficiency in manpower and equipment at operating units. This is dependent on many factors of which I feel the most important is "Teamwork." With the "Pooled Maintenance" organization we have established at this unit, I feel we have achieved this "Teamwork" spirit to a high degree throughout the Wing during the past year.

For the future I would say "Let us all play our part remembering that we are a small team dedicated to making the RCAF the most efficient working organization."

### THE WING AIM

BY S/L D. WARREN, COpsO

When one stops and thinks for a moment of the tremendous effort involved in maintaining 1 Fighter Wing overseas; of the cost of equipment, which is used over and over; of the cost of housekeeping items such as food, etc.; of the cost of fuel; pay for the personnel themselves, which is a large item (but never seems so to the individual on the receiving end), one realizes that all this adds up to a staggering sum.

And all this to what purpose? Fundamentally it is so that at some appointed time a Sr. NCO signs an L14 as serviceable, a Cpl brings up an energizer and an LAC plugs it in and the thing which we all work towards takes place before our eyes—a Sabre of 1 Fighter Wing is airborne.

Often over the past year, with its minor frustrations, I'm sure we haven't realized the steady improvement the Wing has made; from less than 100 hours the first month of flying, to the approximately 1,500 hours a month now being accomplished.

Particularly the above is true if we happen to be one of those whose job is behind the man behind the man who plugs in the energizer. However, it is only through everyone's operation, team spirit and hard work that we have accomplished so much.

To those who sometimes might be discouraged I say not to lose sight of the reason for your being here which is to get aircraft airborne no matter how far remote from this your tasks may seem to be. You have done a good job in your primary purpose.

Next year we shall do even better.



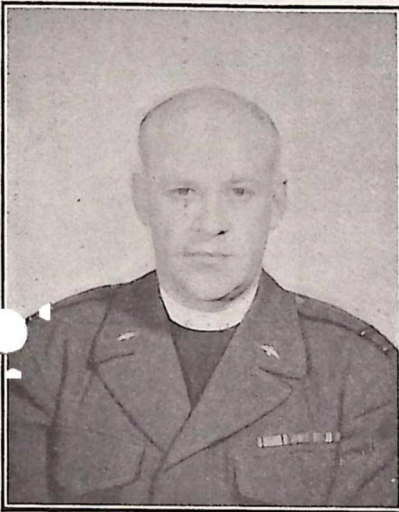
W/C T. A. Spruston, MBE.

# Chapel Reflections

## "VIGIL IN ENGLAND"

BY S/L J. P. DAVIGNON

A year has elapsed since our first contingent of Canadian airmen came to the county of Rutland in this realm of England. They were soon to be followed by the first squadron, No. 410, after a memorable crossing aboard the pride and joy of our Royal Canadian Navy, HMCS Magnificent.



S/L J. P. Davignon

I am sure that Our Heavenly Father must have smiled with benevolence at the sight of his Canadian children, complete with Chaplain, making their way slowly from Nova Scotia to Virginia and finally to Scotland. He thought they were not unlike the pilgrims of another age . . . soon after their arrival they were busy looking for a place of worship.

With a magic touch of pioneering spirit, His devoted sons of the North were transforming a modest building in to a chapel—at least, on time for this first Christmas in England.

We felt very close then to the Child of the Crib in more ways than one, and certainly not less uncomfortable . . . however, the Eternal Joys of Christmas were ours and the ancient carols reached Heaven, full of Glory and Love.

Soon in the New Year, our brand new chapel furniture arrived and was installed overnight . . . visitors could not believe their eyes. Ingenuity and

the devotion of all had transformed an uneccelesiastical structure into a House of God. Officers and men, wives and children, came to pay their respects to their Lord and Master, to their Father in Heaven. They came to rejoice at the baptism of their children. They came to pay their final respects to their fellow-airmen who will return no more to the shores of their beloved homeland.

Yes, after months of planning and work, an empty hut has become a church; its atmosphere has grown on us all, and is now indeed the Catholic Centre of Little Canada, where one can always find a peaceful atmosphere conducive to meditation and prayer.

In order to help one another, the Catholic Women's Auxiliary was formed recently, with its committees for welfare, altar society and choir.

Church Services are held as follows:  
 Sunday: Holy Mass 0930-1100 hrs.  
 Weekdays: Holy Mass 1700 hrs.  
 Confessions before Mass or upon request.

In closing this rather incomplete survey of activities, I wish to thank, once more, all those who help us in our work for the greater glory of God.

## "RETROSPECT"

BY F/L A. T. LITTLEWOOD

Our unit is one year old, and in terms of mere time measurement that is nothing to remotely suggest antiquity. Neither are "sanctity" and "antiquity" synonymous terms. Living—that is, real living—can be compressed in to very short time, and it is unfortunately possible to "exist" for many years; to carry on indifferently, and to learn very little. For that matter, it is just as possible to learn precious little in a short space of time; it all depends on the individual.

Novelty and the thrill of new scenes wear off as one becomes involved in the things of environment and propinquity. The latter may be held responsible for many situations, worthwhile and otherwise, as any Padre has good reason to know, for the present, the immediate, is among life's greatest realisms. People live in the present and the present is the thing with which we have to grapple. This doesn't mean that all restraint, all moral scruple, the mandate of self-discipline and the permanently good things of our heritage are to be swept into the dustbin.



F/L A. T. Littlewood

"When in Rome, do as the Romans," cast your life completely in the mould of your surroundings, accommodate yourself to every circumstance, insist on "conforming" . . . and before long you'll have no individuality at all. Moreover, your personality will cease to be, for you have become a mere echo of other voices, a reflector of views, a follower who can never become a leader. Thus do immediacy and propinquity carry with them certain attendant risks.

In this first years, much has happened. Already some of the "originals" have gone to other places, to France, and in some instances back home to Canada. Perpetual motion appears to be characteristic of the RCAF. People come and go continuously, and one thing to be said for Service life is that it's never boring. Some new and glad surprise is always lurking round some unexpected corner, in the very nature of the case.

Again, the opportunity for liberal education has presented itself to all of us over here. We have been privileged to visit British universities, ancient churches and cathedrals that speak eloquently of architectural beauty, as well as in terms of appealing religious expression. We have visited places of profound historic significance and have come to learn, for example, that democracy came in to being somewhat earlier than 1776. Since Magna Carta in 1215, democracy has grown healthily with various trends in many countries, not excluding our own.



### 410 PILOTS

This has truly been a memorable year for the Super Sonic Sons of 410. Since that cold October morning last fall when we sailed out of Halifax harbour our boys have bounced every aircraft in the RAF, seen every country this side of the Iron Curtain, explored every town in England, tasted every new drink and winked at every new girl—GAD, what a year!

Our voyage on the HMCS Magnificent was a new experience to most of us, and one not soon to be forgotten. After we had looked over the ship—sniffed the salt sea air and felt the spray in our faces there was nothing left but to feel sick—and we did. It was with few regrets on November 13 that we left the "Maggie" and began our exploration of Greenoc (a small town on the Clyde west of Glasgow). At first we experienced some accent difficulties but after a short briefing by F/O Colin Campbell, on the international language, our troubles were over and few new expressions were added to our vocabularies "Ach eye"—"Hoot Mon"—"a faceful of fives" and F/O Speed Bentham even learned what a "close" is. Very early on 15 November we arrived at North Luffenham. It was a tired Squadron that watched the official handing-over ceremonies that day. The 421 boys welcomed us with some fine Vampire formation flying; but most of us were interested only in sleep. The next few days were spent exploring the nearby countryside. The married types searched for living quarters, the single types searched for dance halls. Yes sir, the Cougars were prowling in Merry Old England at last. Bicycles became the fad of the day. Everyone who was anyone had a bike and quarter attacks and cross over turns were practised constantly on the taxi strips. F/O's Haran and Robb became the "Terrors of the Tarmac" and soon bicycle serviceability dropped to nil. On 21 November we started flying our Sabres from Renfrew. Yes, it was great to be back flying again and many a pleasant evening was spent in old Glasgow during our ferrying operations. F/O Johnny Marion still talks of his dark haired blue eyed



lassie and a shy grin comes over F/O Frank Sylvester's face whenever Scotland is mentioned. But as with all good things, our trips to Glasgow came to an end with the arrival of the last Sabre on 9 December. F/L's Gill and St. John and F/O Nichols joined us about this time, claiming that they crossed the Atlantic the hard way—12 uncomfortable hours on a 426 Squadron North Star. How rough can things get? The next few weeks were spent talking to reporters—flying for news reel and television cameras and living the life of "Red Hot Jet Men." On Christmas day many of our boys were invited out to English homes for dinner and the remaining few enjoyed a Merry Christmas at S/L and Mrs. Hall's home. NNew Year's Eve was celebrated in a typically Canadian manner, ie., F/O "Win" Prince was seen in Paccadilly Circus that night, wearing a "Bobbie's" hat, leading the crowd in "Auld Lang Syne."

With the coming of '52 came two new promotions, F/O Prince and F/O Nichols both received their second hoop. The New Year also brought a change in the Transportation trend. The married men bought new Hillmans while the single chaps bought used motor-cycles, which all goes to prove "it's the married what gets the

gravy." During the winter F/O Gordy Joy completed the PAI course at RAF Leaconfield and F/O Don Morrison took the instrument flying course at West Raynham. On non-flying days the pilots visited various RAF Stations including RAF College at Cranwell and the Royal aircraft Establishment at Farnborough. In April tragedy struck our Squadron. On a routine formation flight over East Anglia a collision resulted in the death of two of 410's greatest pilots F/O's "Art" Rayner and "Les" Kerr. It was with extreme sorrow that we saw these two grand chaps pass to the cloudless blue beyond.

In May the persuasive insistence of our C Ops O was to bear fruit. F/O "Wes" McEwan flying as W/C Davidson's 2 finally pierced the continental barrier by visiting Furstenfeldbruck near Munich. The barrier was pierced again when the Squadron visited Wunstorf and Wiesbaden, both in Germany. Towards the end of May many changes took place in 410. F/L St. John and F/O Lauzon were posted back to Canada and S/L Duke Warren was making the necessary preparations for assuming command of the Cougars from S/L "Larry" Hall. This took place during the first week of June. The boys on the

*Continued on page 20*



## FROM THE DRIVER'S SEAT

BY "EDDIE"

### Celebration

This issue finds our squadron in its tenth month of operation since joining 1 (F) Wing, and just as the saying goes; much smoke has passed out the tailpipe. During our stay here the squadron has celebrated its first birthday since reformation at St. Hubert Que. in March '51, and still holds on strength many of the original pilots who joined it as a Vampire outfit.

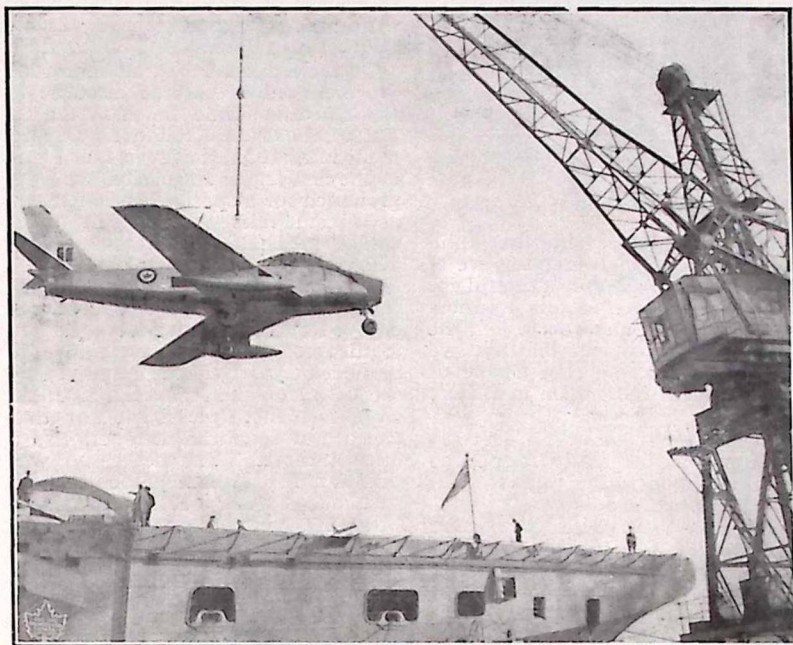
### Personnel

In the course of the past few months two of the first pilots with the squadron, F/O's Don Simmons and Ray Himmelman departed the friendly tarmac for duty on the other side of the big pond. In the sunny (?) month of June, promotions in the form of a rise to F/L came to Slim Walker and Jack Turner, and from Servicing disappeared the face of F/L Doug Cooke when he left for Tech Wing, F/O Lorne Cox taking over his place as Engineering Officer. To F/O Bob Simmons came the responsibility of a baby girl and for F/O (Spin King) Ronaasen, trip up the matrimonial aisle to join the ranks of the commissary commandoes. Canadian cities (mainly Montreal) greeted F/O's Gaudry and McIlraith as they arrived on a spot of leave, while Pete Cranstone drove his 350 c.c. monster from Switzerland to the Riviera in search of warmer weather. At time of writing, our squadron commander S/L A. R. MacKenzie is packing his bags in preparation for his tour of duty with the USAF in Korea. F/L Kelly is taking over the squadron during his absence.

### Now is the Hour

Ever since our first flight from English terra firma, we have been continually reminded by the other squadrons of the wing of the relentless race for top flying hours. May I take a line here and pass on to them a few words of wisdom after their recent month of many hours in the air: "It's not the hours you put in that counts, it's what you put in the hours." But enough of bitter rivalry

# 441 SQUADRON



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in what should be one big happy family, a word to the wise is sufficient.

### Airborne Antics

In the clogged up blue of Blighty our Sabres have been carrying out their task of operational training and operations. As far as operations go I think they are fairly familiar to all as most of the jobs were wing shows. F/L Turner and F/O's Paquette and Villeneuve visited the instrument school at West Raynham to learn about the intricate methods of a rate one turn, and up in the north at Leconfield, Ray Jolley attended a gunnery course. To the squadron came A/V/M Atherly, G/C Gonsell and W/C Bird-Wilson of the RAF and Messrs. Gibb and Capper from Bris-

tol Aircraft to check out in the silver Sabre. Until only a few week ago we had a group of RAF pilots attached to our squadron where they took instruction before flying the first Sabres delivered to the RAF. Our Sabres have been seen at many other airfields in this country (some in a flamed out condition) and during the Battle of Britain "At Home," squadron pilots took part in flying and static displays at ten airfields including Luffenham. Sonic "Booms" have echoed through the quiet English countryside and down at Farnborough where F/O Gar Brine was dropping them for scientific measurement, it is rumoured that a few win-

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BY F/O AL SEITZ

# 439 SQUADRON

of many jilted young things were broken as a large number of eligible young men suddenly left the country.

To the amazement of all concerned we managed to become airborne at the scheduled time, much to the relief of the Public Relations Department in AFHQ. However, at the end of the first leg, at Bagotville, we were grounded for a special inspection and as a result missed our golden opportunity to beat the weather across. Three days in "Bagtown" and on to Goose Bay where the Met really went for a Burton. However, Goose was enjoyed by most as we were pleased to discover that there were a large number of young ladies employed by the USAF on the American side and were even more pleased to find that one of our squadron members had a contact there. The net result was that in nine days there, nine very fine parties took place. The aftermath of Goose may not yet be complete as one of the squadron pilots who has been mentioned in a previous issue may become permanently involved with his original date there. The aforementioned character is at the moment on leave in Canada and further news will be available in his return.

With the coming of the first anniversary of No. 1 Fighter Wing, we of 439 Squadron are deeply grateful for being able to share in this occasion. Being the latest Squadron to join the Wing we were happy to find that we were able to fit into the scheme of things at North Luffenham in a short time.

What is now known as 439 (F) Squadron, was originally formed as 162 Army Co-operation Squadron in 1941, flying Lysanders. It later graduated to Hurricanes and came overseas in 1943. Here it was converted to a Fighter-Bomber unit flying the well known Typhoons and began operational flying in early 1944 along with 438 and 440 squadrons under W/C R. T. P. Davidson, our present C Ops O.

After D-Day the Squadron moved to the continent and later became the first RCAF Squadron to operate from German soil. With the arrival of VE Day it was among the first Squadrons to be disbanded and remained only a number on paper until the summer of 1951, when it was re-formed under its present OC, S/L Cal Bricker.

The first Sabre belonging to 439 was flown in November of 1951 by F/O Don Simmons, of 441 Squadron, who had come to Uplands from St. Hubert to check out the OC and the Flight Commanders. Before long the "Familiarization" trips were a daily occurrence until all the pilots were checked out.

Early in '52 rumours began as to the date of our departure for overseas and also as to the method of travel. These rumours snow-balled of course and finally became fact; with May 30 as the day of departure and our own steam as the mode of transport.

Naturally we were very proud to have been selected as the first RCAF Jet Squadron to fly our own aircraft across the Atlantic to the UK. Also naturally most of the work was left to the very last possible moment and as is inevitable with any unit contemplating a big move, the last few days were spent in a complete "flap."

Plans were made and discarded; leaves were cancelled; and the hearts

away tired but in good spirits. On the second day the weather cleared at Keflavik in Iceland and the second over-water leg was completed without incident, the pilots facing this with considerably more confidence. Two night also were spent in Iceland where one of the most notable features was the blonde Nordic attractiveness of the Icelandic female population. There was also a maze of confusion with regard to monetary matters. At times we found ourselves with as much as five varieties of money in our possession.

The last over-water leg to Kinloss, Scotland was perhaps the shortest and easiest, but one section became lost in the letdown and found it necessary to land at Tain, some ten miles away. Here we were royally received by the Royal Air Force and also servicing party from North Luffenham.

On Sunday, June 15, the last leg of Exercise "Leapfrog I" to North Luffenham was completed and many breathed great sighs of relief as the twenty-first aircraft touched down. It goes without saying that that night a great deal of liquid relaxation was consumed.

On arrival the Squadron was given five days' leave and immediately migrated to London en masse. The adventures of some in that week alone would be enough to fill a fair-sized book, however, they shall not be dealt with in this column. Suffice to say that all felt that they had been properly and thoroughly initiated in the night life of that great city.

On our return to North Luffenham we began limited flying in the form of sector recce's to familiarize ourselves with the surrounding territory. Flying in the UK is considerably different from that in Canada and therefore, some time elapsed before the squadron was considered "Operational" at No. 1 Wing.

A period of very bad luck hit the Squadron in the form of two aircraft and one pilot lost the space of a week. F/O R. J. "Digger" Conti was lost at sea and presumed dead and one other pilot was forced to bail out over the North Sea, but fortunately was picked up by a USAF Amphibian.

With graduation to "Operational" status, we have been taking part in the large number of various exercises which are the Wing's commitment. As such the flying is extremely interesting and therefore the morale of the Squadron as a whole is at a very high level as is the rest of the Wing. Occasionally the question of "Where

We went on a fishing expedition in the local fiord led by W/C Edwards, in which no one caught anything but during which we felt rather sheepish watching an Eskimo pull in three in less than five minutes with nothing more than a bent nail on a wire. According to the Americans who are stationed there the fish in the fiord will strike at anything even thrown into the water, but someone had neglected to inform the fish of this fact on that particular day, and we came

Continued on page 19

# ONE YEAR WITH ARMAMENT



S/L D. T. Bain

BY S/L D. T. BAIN

On the occasion of the anniversary of "Talepipe," it is only fitting that a brief resume of the armament activities of 1 Fighter Wing be included. Without a word from this side of the technical undertakings of the Wing, this special issue could not have been considered complete.

Included in the Advance Party to this Wing which arrived at North Luffenham on 31 August, '51, were S/L D. T. Bain, DFC—Wing Armament Officer, and F/O B. D. Murchie—Wing Armament Systems Officer.

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During the hectic weeks that followed, these two officers were able to plan and lay out a great number of the armament facilities which presently exist at this base—ranges, butts, test benches, reflectors, etc., etc. Owing to the fact that scales of issue for base armament shops (both M&W and Systems) were non-existent it was necessary to produce, in detail, a suitable working scale. Thus the time during the early weeks was consumed. All this, of course, was during the period of BAH (Before the Appearance of Hillmans) so of course, a considerable amount of time was necessarily spent stomping from hither to yon to thence to consolidate all this planning.

The end of September showed the arrival of the first draft from Canada which included a number of M&W and Armament Systems ACs, which relieved the work load considerably. Early in October, the Wing was fortunate in receiving some key personnel from 421 Squadron, among whom

was Sgt J. K. Langston. Shortly before this date, the HQ technical armament team was completed by the arrival of FS W. W. Ellis and FS W. S. Smith, and progress in all shapes and form really began to be noticed from then on. Early arrivals also included Cpl Adcock, Cpl Greig, Cpl Carter and LAC's Heakes and Atkins in the M&W side, with Cpl Phillips for the Systems end. These were followed later by Cpl Olesen on transfer from 441 Squadron, and LAC's Bryant, Fisher and Burley, from Canada.

Early in September it was decided by the CO that a Guard of Honour was necessary in view of the fact that this Wing would likely be the subject of close scrutiny by persons of varying rank, importance and position, from practically any allied nation who chose to send representatives on a visit. The line of reasoning used to deduce the above possibility must have been carefully thought out, because what was deemed a likelihood has proven to be a painful, exasperating and time-consuming reality. Out of the several hundred visitors which this Wing has entertained, 76 have been guests of the armament branch. However, the privilege of commanding 1 Fighter Wing's first Guard of Honour fell to the Wing's two Armament Officers, S/L D. T. Bain and F/O B. D. Murchie. Many and diverse were the calls of duty during the first months of operation, but a few of the highlights were the Handing-Over Ceremony on 15 November, 1951, Remembrance Day Service and march past, welcome for the Hon Dana Wilgress, greeting the Hon Brooke Claxton, being inspected by Air Chief Marshall Sir Ralph Cockran, 2nd i/c to the AOC in chief Fighter Command. However, the highlight of the whole tour of duty was, without a doubt, being privileged to act at the reception at Grosvenor House, London, as Guard for H.R.H. Princess Elizabeth and the Duke of Edinburgh on their return from the Canadian tour. This reception was held on 19 November, 1951 and 40 members of the 60-man Guard of Honour were selected to cover this assignment. Needless to say, there was no shortage of volunteers for this duty and since many armament personnel were on this first (and foremost) Guard, their seldom thanked labors were rewarded by this pleasant and pleasing duty of serving the present Queen in person.

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'BOTANEL'

Continued on page 17

# WING HEADQUARTERS

BY LAC F. T. CLARKE

One year ago the backbone of the RCAF arrived in England, namely, the Admin types. They arrived dewey-eyed and eager to carry out the plans of NATO and the Brass, led by that intrepid trail blazer WO2 Thompson. Plunging right in to their enormous task of organizing the red tape they soon lost the dew from their eyes and replaced it with blood.

Each man was assigned to the task in which he was most experienced. Cpl Stan Bendle took over DRO's and waded into the mass of TOS entries and notices and orders. Cpl MacFarland took over movements, Cpl Shakey Pearson took over records, while Cpl Gerry Gagne and LAC Frank Kenley, with LAC Chuck Stather, bore the brunt of the office typing. A couple of weeks later Sgt Frank Golding arrived and set up his domain in the Central Registry, assisted by Cpl Harry Ellis and LAC "Ashes" Ashley in the open CR.

To give some idea of the difficulties under which they laboured we must cast our minds back to those early days and try to visualise their equipment, and the hazards it presented. Unused as they were to RAF supplies they had in the beginning many a casualty. Instead of desks they had gate-legged tables which were so tired they collapsed if you breathed too strongly on them. This provided quite a bit of diversion for the clerks when on sitting down to type a letter the table and typewriter collapsed on their big toe. This explains why so many clerks were limping during the first weeks in England. Then, they had English typewriters. To use these machines (whose dates were circa 1843), one had to have two pair of hands, one to hold it down, and one to type. Of all the inventions of this machine age, the RAF typewriter is the most vindictive. Most of the time it refused to work at all, but if you did get one to type it lay in wait for you and tried to catch your fingers, stopped half way through a line and piled up letters if you weren't watching it's every move, made holes in the ribbon so that when you thought you had finished a letter you hadn't started it, and many other little tricks to frustrate the progress of our gallant vanguard.

Then there was the problem of having no Canadian supplies. All the forms were unavailable and had to be typed up and stencils made of them. The sands of the sea aren't as numberless as the forms of the RCAF, as any clerk will testify.

However, our doughty personnel survived these vicissitudes and gradually as time passed supplies began to roll in from AMC, and life became a little brighter. Soon everything was running smoothly, more personnel came in to help and headquarters was in full swing.

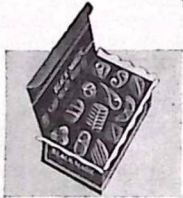
The Orderly Room personnel have been members of practically every station committee and activity throughout the year and have taken an active part in the life of the station. WO2 Thompson did his bit on the Entertainment Committee and is now serving on the two newest committees on the station, the Parent Teachers' Committee, and the Caravan Site Entertainment Committee. Sgt Pearson has been working for sports and Sgt Frank Golding has been a guiding light on the Library Committee and the Benevolent Fund, while Cpl Stan Bendle has been a staunch upholder of the Pipe Band.

On looking back over the year WO2 Thompson said that despite the many difficulties that presented themselves it had been a highly successful venture, and expressed his thanks to the staff of Headquarters for their unstinting co-operation at all times. Conditions peculiar to this station make it somewhat baffling to someone who has only worked in Canada. There are many things that have to be done here that an Orderly Room does not encounter at home, but all these things add to our experience.

As readers of this column may know, the Headquarters staff excels itself socially, and there have been many a good party to look back on. No matter what differing views there may be on policy in the Orderly Room the whole staff rallies round in complete agreement when there is a thrash in the wind. We are fortunate in Headquarters to have with us many fine party organizers such as LAC Eddie Hache, the Brighton Kid, LAC Harry Meens, the Back to Nature Boy, Cpl Lushwell Maclean, the Great Rum Connoisseur, Cpl Wally Muzychka, the Squeeze-Box Genius, and LAC "the Women I Have Known" Vachon. With this line-up of worthies it is no wonder that every Headquarters party is a bang up affair.

And so, through all the trials and tribulations, run and games, we have passed our first birthday. Throughout the year a fine spirit of loyalty to our Headquarters and the Wing has grown up, and a desire on all hands to stay with the Wing in all its moves.

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# LOOKS BACK

## ACCOUNTS CHATTER

BY SGT T. H. RIDLEY

It seems that this anniversary edition of our station newspaper calls for a little reminiscing so your reporter is going to seat himself in a nice comfortable chair with his pipe and slippers before a cosy fire and do a little dreaming of the many things that have happened since we first came to good old N. Luff.

It all started back on the 28th August, 1951, when your reporter first came to the unit to be joined a few days later by S/L J. M. MacArthur S.A.O. and his advance party consisting of F/O W. W. Fink, F/S Harry Hind, Sgt. Devost, LAC's Litke, Kindree and Roberts. These seven and your scribe have very vivid recollections of those first six weeks. As with all personnel in the advance party the order of the day was WORK, WORK, WORK and more WORK, not necessarily at our own trades. Opening a new unit is always an interesting though sometimes tiring proposition but this venture in the U.K. presented many original problems of its own. The setting up of temporary offices in Building 96 and accounting for supplies, both RCAF and RAF, and trying to juggle the Pounds shillings and pence seemed quite a headache at the time but eventually straightened

itself out to a point where we were soon operating normally.

Officially we became self accounting as of the 1st October '51, at which time a couple of more "WORKS" were added to the order of the day. A cry of welcome was heard from our meagre staff when it was bolstered by the arrival of five more chaps in mid-October. F/O Hawkins, Cpl Garrett, LAC's Girard, Stirling and Pepin, who, I'm afraid, didn't know just what they were getting themselves into.

Yes these lucky 13 (???), of which only 8 remain, comprised the Accounts Staff when the unit was officially taken over from the RAF one year ago today. It was about this time that we moved to our regular Accounts Office on the second floor of the admin. building. The improved working conditions in the new office seemed to boost the moral of the entire section considerably.

A lot of water has gone under the bridge since that day. Quite a number of our boys have departed for parts unknown and a number of financial wizards have come in to take their places. WO2 Jack Highet arrived in November to be followed in December and January by Cpls Lambers, Falardeau and Sanderson and LAC's Gilzean, Thompson, Robinson, Currell, Cleary, Clarke and

Papillon and L. de Boland, Clerk Steno extraordinary (being a Newfie). Since then we have had Sgt. Paddy Girvin, Cpl MacDonald, and more recently, LAC's Bent, Bryant, Hume and Smith, who have come in to replace those transferred elsewhere. From an advance party of 8 the Accounts staff has grown with the station to a strength of 23.

S/L J. M. MacArthur left in April to become S.A.O. at 30 A.M.B. and was replaced by S/L J. A. Brown, D.F.C. from Uplands.

Ten Accounts personnel have received promotions while at this unit including F/S Harry Hind who was granted a commission in March. Apparently the sun does shine occasionally at North Luffenham. Speaking of sun, it would appear that the weather in this country has a prolific quality in that both F/O Hawkins and your reporter have acquired a son and heir while here. The recruiting advertisement that said "Join the RCAF and see the world" really means something to our lads now. All have taken advantage of this posting to see as much as possible of this side of the pond. Some have travelled as far afield as Italy and Spain.

Although complete returns are not in as yet, S/L Brown reports that at the time of writing the unit has subscribed well over \$120,000.00 in the Canada Savings Bond drive an average of approximately \$150.00 per person on strength. About 75 per cent. of unit personnel have signed for bonds and this is expected to reach well over 80 per cent. when final figures become available. It is a record which we can be justly proud of and all personnel are to be congratulated for taking advantage of an excellent investment opportunity.

The official departmental Dollar/Sterling exchange rate which is used for all pay and claim computations in the U.K. has, during the past period dropped from \$2.97 in August '51 to a low of \$2.67 in October '52, and presently stands at \$2.69 for the month of November '52. The fluctuation of this rate from month to month accounts for the different amounts of £ s. d. which you receive in cash or in your bank account each pay.

It may be of interest to note that your Station Fund has progressed during this period from a meagre £14 16s. 8d. donated by the advance party canteen on the 20th November, '51 to a net worth of over £5,300 at



W/C Spear, C Ad O

Continued on page 10

**WING ARMAMENT SYSTEMS**

BY FS W. S. SMITH

Perhaps some of you know this section better as the "Crystal Ball Shop." But whatever name you know us by, we're the section that's located in the most distant end of No. 2 Hangar, and our official handle is the one given above.

F/O N. D. Murchie, who is the Co-ordinator of Armament Systems for the Wing, arrived at North Luffenham with the advance party at the end of August, 1951. Your reporter arrived on the scene in October of that year. And Cpl A. Phillips joined the Wing a month later.

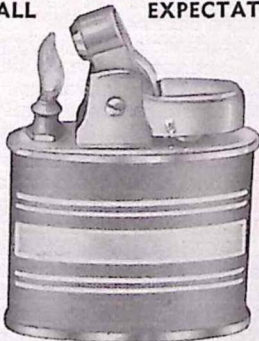
During 1952 we have had two additions to our section in the persons of LAC R. J. Fisher (May) and LAC E. W. Burley (September). Which puts everyone in the picture.

Armament Systems is one of the newer trades in the RCAF. Briefly, our technicians are responsible for the maintenance of gun sights and associated gun-laying radar. Sounds simple, but it's far from that!

For a long time, the section has been held up by lack of necessary equipment, but supplies are gradually coming in. Right now, Operation Firebird has top priority and those people who've been burning the midnight oil in No. 2 Hangar during the past month were Systems personnel. 1 Fighter Wing aircraft have now gone through the mill and 2 Wing are making use of our facilities for the same operation.

So long for now—but we'll be back.

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**STATION WORKSHOPS**

BY CPL A. W. HODGINS

Here we are with almost one year behind us in Station Workshops.

Many of us will remember the first days, when we felt our way along to change our shop to suit that of a base workshops. Small tools came first and some of the larger machines came later on. From the very first, work orders piled up and we were glad that the RAF had left us a few of their machines.

We in Workshops not only found that we had our own shop to change, but were obliged to help other sections with their changeover. (Thank you, Workshops).

There have been a few switches in personnel, but many of the originals are still with us. Sergeants seem to worry us more than anything. The first two didn't stay long; and the third one has been here a couple of months, but has already squeezed in a short TD trip to Canada. How lucky can you get?

To this date, over 2,000 work orders have passed through our section, not counting the many that were done before we had such things as work orders!

In closing for this issue, we can all be thankful that our hardest year has passed.

**TELECOMM SECTION**

BY CPL D FOLEY

With the arrival of the main body of RCAF personnel in North Luffenham on the 12th of October, '51, came the personalities generally known as Radio types.

The first home of these woe-begotten sons of Thor was No. 1 Radio Servicing Bay, located near the tower. When the squadrons arrived and became mobile it was decided that it would be better to have them occupy the bay. So with our radio compasses and V.H.F. sets neatly tucked under our arms, we left our short-lived abode and became residents of No. 2 Radio Bay.

In March came central maintenance with WO2 Wright as co-ordinator.



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As we were already doing some maintenance on equipment and aircraft the project did not create any drastic changes in the scope of our duties. But it did give the squadron personnel an opportunity to gain more detailed and thorough experience on aircraft and shop maintenance. Squadron airmen are working in the shop on a rotation basis and our fellows are working in the hangar and in the shop.

The promotions in April caused a beaming smile on the faces of the new F/S Shepherd and Cpl Springate with the approval of all concerned.

In the romantic month of June a Signals party was arranged for all radio types. The kegs were rolled out and the piano tuned. The NAAFI was the scene of this encounter. Judging from the size of heads the next day a wonderful time was had by all.

In August we had the misfortune to lose our section commander F/S Shepherd to Langar where he is doing work as A.I.D. Cpl Storm was the host at the Flight's going away party where the (Shep.) was presented with a tankard as a token of our appreciation and best wishes.

With the departure of F/S Shepherd, Cpl Bill Stewart was handed the whip and has been flicking it well this past few months.

October was a month of great rejoicing in the section as three of the boys vacated their positions on security guard and moved to the Cpl's roster. The lucky fellows were Murray Storm, Bud Leblanc and Bob Etches. Also in October we made several new friends in Cpl Firlotte, LAC Lindsay and LAC Macarthy, losing Cpl Leblanc, LAC Moses, Trembley and Larsson.

I think the rest of the fellows will agree with me when I say our last year on this Tight Little Island, minus a few trivial incidents, has been very enjoyable and even educational in some cases.

**Accounts Chatter**

*Continued from page 9*

the present time. We received over £2,700 in grants for Station Fund, Station Library and the Sport Fund. It may thus be appreciated that a considerable pride in the achievements of our unit Central Institutes is manifested by the personnel of the Wing.

In closing, your Accounts Staff wish to express their appreciation to all those who have co-operated with us in the past in making what could have been a very difficult job a great deal easier and certainly much more pleasant.

## SPARKS FROM ELECTRICAL SECTION

BY CPL BOB IRVINE

Since the 15th November of last year, when we officially took over the station from the RAF, our little section has progressed from a bare room in No. 2 Hangar with little equipment and the same amount of Sabre sense, to an efficient and well-equipped section in slightly more comfortable surroundings.

At the beginning, our personnel consisted of FS Brown, Sgt Pearson, Cpl Witts (now at Langar), Cpl's Ford and Anderson and LAC's Horne and Irvine (now exalted in rank). Later we were reinforced by Sgt Graves, Cpl Reed and LAC's Chretien, Edwards and Hatton.

The first sign that we were really getting operational was the arrival of our tool kits. We could at last get rid of RAF "left-overs." Bit by bit, spares and supplies came dribbling into our stores and along with the help of a few well-timed prangs, we were able to "keep 'em flying."

In our few spare moments we were able to get a few test boards constructed. One got finished just in time to cope with our plague of inverter trouble.

For a time we were really kept hopping, as in addition to snags and inspections, there was the energizer bay to be kept in operation.

Composite maintenance was inaugurated, bringing in squadron personnel to work with us. In this way, we were able to pick up a few tricks of the trade from the boys who had learned from bitter experience. All squadrons work in smooth harmony and our equipment has been used to advantage by each of them.

Things have finally started to settle down into a routine and the boys can now master most of the problems that crop up. There doesn't seem to be the baffling snags of a few months ago, which proves that we must be getting smarter.

In closing may I say: Never before, in the field of aircraft maintenance, did so many need so much help from so few. Sorry, Winston!

## INSTRUMENT SECTION

BY SGT B. G. LAPIER &

CPL M. P. SHEEHY-SHEEHY

Having completed our first year, the Instrument Section wishes to bring you, its public, a brief account of activities during the past months, and to thank all other sections for their co-operation and tolerance of we Instrument types.

When we arrived, it was a case of "Let there be light, and there was light" . . . or in our case, "Let there

be an Instrument Section—" We had five pieces of test equipment at the start, left to us by the outgoing RAF, but much of this needed modifying for our aircraft.

At that time, our boss was Sgt R. G. Richardson, Sgt D. S. Dearlove being employed as Hangar Discip. NCO (or Chief Joe Job Organizer). Many weeks were spent making out E42's, with all of us offering what we hoped were useful suggestions.

410 Squadron arrived soon afterwards on the RCN ferry-boat, Magnificent. On their arrival, all hands spent the next few weeks polishing aircraft. Then flying started and our troubles began. Tools were pretty short at that time (one screwdriver and one hammer), but somehow or other we acquired more equipment and managed to keep everything functioning. We may have seemed slow at times, but after all—what can four men and a sergeant do with one screwdriver?

441 Squadron came over in February, having "flown" all the way. As yet we had no test equipment and very few spare instruments, these all-important items being slow in arriving from Canada. However, by robbing other aircraft, we managed to keep them flying. With the lack of spares and the increase in the number of inspections, things began to get pretty tough, so to relieve the strain the squadrons sent us several men on loan. We received them, needless to say, with open arms. About this time, we got ourselves a new boss, FS R. P. Whelan, and the wheels really started turning.

Spares and test equipment started to flow from Canada—including a few Phillips screwdrivers, which were

more than useful in removing aircraft instruments.

439 Squadron came over to complete the Wing in June, and their arrival also helped us in the manpower department.

After much hard work, our test panel was completed in time for Air Force Day, when we had it on view to the public. Since then, further improvements have been added and it's now a first-class piece of equipment.

During the summer we have had quite a few RAF personnel with us, genning up on the Sabre. We hope the lads are enjoying their stay here and that the Instrument Section has been of some help to them.

In the past couple of months we have lost Sgt Richardson, who returned to Canada, and LAC McCarthy now with 2 Fighter Wing. Two new men, LAC Olesen and AC Palmer, both from Trenton, are helping to fill the gap left by these old friends.

Well, that just about winds it up for this issue. Be seeing you!

## SAFETY EQUIPMENT NEWS

BY SGT A. G. CHRISTIE

November 1952! Hard to realize that 1 Fighter Wing has completed its first year of service in the UK.

Looking back on the old year, one must admit that despite the beefing and binding, we all had a pretty good time. The usual supply problems affected our section (like many others), but eventually material started rolling in and it wasn't too long before things were booming.

On the personnel side, the Safety Equipment Section has lost one of its originals by repat, and two more

*Continued on page 14*

Milk  
or plain

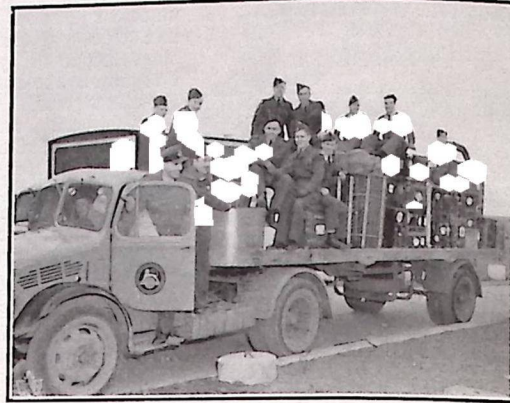


MADE BY CALEY OF NORWICH

11

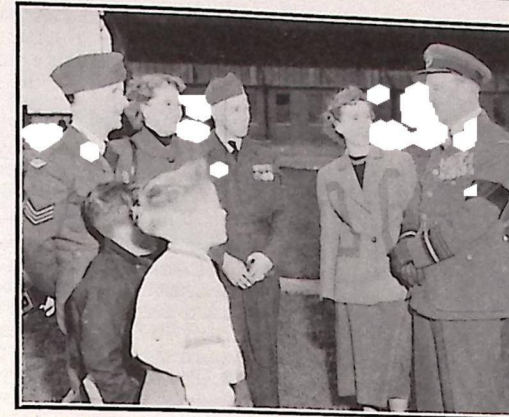


DECEMBER '51—Xmas Party.



FEBRUARY '52—441—No Brass Band?

# PILOTS REVIEW



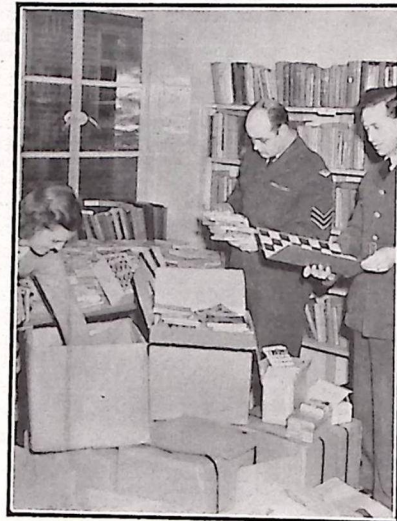
APRIL '52—"The Chief" Pays a Visit.



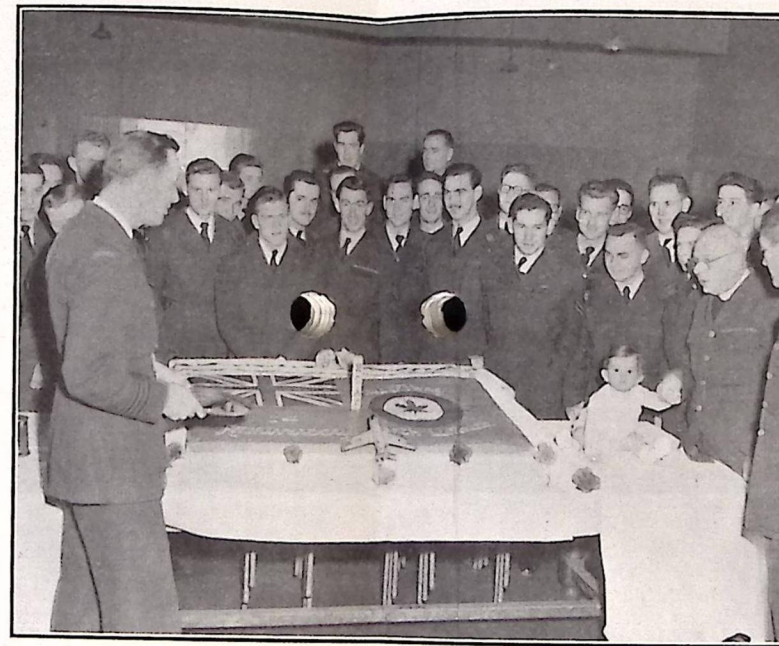
JUNE '52—End of the Line for 439.



NOVEMBER '51—Handing Over.



JANUARY '52—Gifts from Home.



NOVEMBER '52—Happy Birthday!



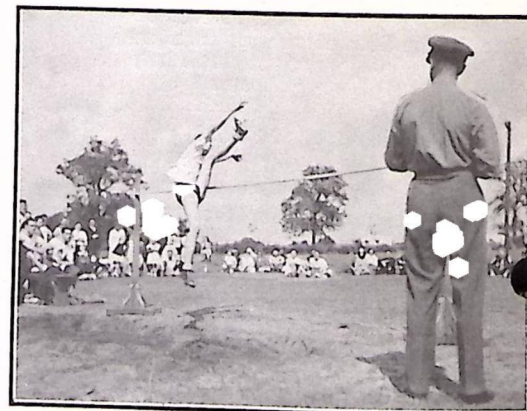
MARCH '52—A Mascot for 410.



MAY '52—410 Take-off.



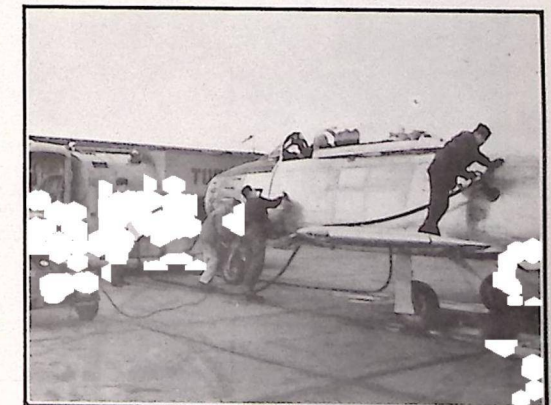
JULY '52—441 to Brussels.



AUGUST '52—Sports Day.



SEPTEMBER '52—Battle of Britain Day.



OCTOBER '52—"Ardent"—Defences Tested.

**439 ARMAMENT**

BY WO2 MATTHEWS

On the 4th of September, 1951, personnel began arriving at RCAF Station Uplands forming the nucleus of 439 (F) Squadron. Among these were Armament Technicians who formed the new section. By January of '52 the section was up to strength with the arrival of F/O Webb as the Squadron Armament Officer.

March of 1952 brought many rumours of our impending move overseas with May 23 as the favoured date. (How right this proved to be). However, at that time we did not know whether it would be North Luffenham or Metz. French lessons were taking place within the squadron and so France seemed to be a good bet. Also at this time the stork became a very prominent worry to at least four members of the section.

April and May were months of almost complete confusion for the entire squadron as with typical abandon AFHQ decided to change our aircraft at the last minute. The 200 series A/C were replaced by 100 series kites so that the IFF would coincide with that being used by No. 1 Wing in the UK. Also personnel were requesting compassionate postings and expectant fathers were worrying about the stork arriving in time. All married personnel were busy moving families to various parts of Canada or making boat reserva-

tions for Liverpool or Southampton. The single men who had no worries except many broken hearted girls that would be left behind in Ottawa, celebrated by swallowing huge quantities of Bradings.

On the 23 of May the advance party consisting of clerks, stores bashers a consisting of clerks, store bashers a Aramament Section took off in two North Stars. We landed at Goose Bay, Labrador, and were unable to leave for two days due to the weather conditions. However on the 25th we were able to take off and make a non-stop flight to Prestwick where we had our breakfast the next morning and then on to North Luffenham. About this time a signal was received from Canada informing F/O Webb that he was now a F/L.

The month of June saw the start of yet another Armament Section. Again the inventory had to be demanded, the various shelves, racks, etc., had to be built and this time with greater difficulty because of the shortage of material in England. However by the time the "Hot to Trot" expedition was over we had some resemblance to an Armament Section.

England being a bicycle riding country, five of the armourers got the craze as soon as they jumped out of the North Star and rushed out to various towns and villages in search of same. Nash, Rodgers, Copp Morri-

son and Tarp Reid soon had shiny new bicycles complete with gear shifts, dynamos, etc. Some of the more cautious members of the section with hungry mouths to feed back home managed to secure camp bicycles that had been discarded by personnel from 410 and 441 squadron who had long since purchased either a new Hillman or a motor-cycle.

Many new things were being done in Armament at North Luffenham. The harmonization was being fired in at 1,000 feet instead of being bore-sighted in at 1,000 inches. The armourers took to this new method quite readily especially toward the end of July when the weather was nice for a change. Then came air/ground firing exercises. This was a big disappointment to the pilots but gave the armourers their first experience at arming aircraft.

Again the armament section scored on the October Promotion List. Cpl Whyte was raised to the rank of Sgt and LAC's Reid and McMinn both received their Corporal. October also brought Operation Fire Bird. A Mr. Ward from this project convinced us that our harmonizing was wrong so now all three squadrons are using the Korean pattern. This month LAC's Cote and Boyd departed for Metz and one Arm Systems Tech, AC Swain and one M&W Tech, AC Gregory arrived to supplement the loss.

**Safety Equipment News***Continued from page 11*

members posted to Shangri-La (2 Wing).

Musn't forget the historic arrival of 410 Squadron—and Operation Polish (nothing to do with Poland). Many hours of rubbing were expended and numerous cans of Hendon emptied before all hands returned to the comparative peace of the S.E. Section.

I wonder if a certain corporal remembers the night he mounted his trusty pushbike and headed for Oakham. Unfortunately, he couldn't resist the lure of a certain beer emporium in the vicinity. After many ales, our hero decided to push on for Oakham—but something went wrong. He certainly couldn't have briefed his bicycle very well, because after an hour's riding he ended up at . . . the station cinema!

After patiently (?) waiting, we were finally rewarded with the new Maritime Kits for Sabre aircraft. But after spending time and energy on mods and UCR's, we had to return them "on the double" for phase two

*Continued on page 15*

# SPORTS

Although we lack a regular sports centre on this station similar to those in Canada every effort is being made by your sports staff and sports committee to provide as much sport as possible. Over the past year we have had Baseball, Softball, Tennis, Squash, Swimming, Volley Ball, Basketball, Soccer and Boxing, also a station sports day, just to name some of the sports in which you have been able to participate.

I would like to elaborate on some of our sports and the achievements in sports leagues mentioned above.

## Soccer

As this was the first game that really got rolling one year ago this month, it is fitting that it should be the first mentioned. Several games were played during the season, teams comprising of all Canadians against all RAF and to say the least it showed in most spots that it is one of their national sports, with some good trimmings, ourselves being on the receiving end. A team representing the station was picked from the RCAF and RAF to play outside exhibition games against RAF teams and civilian teams. Considering that there was very little time for practice the team put up a good show and very often just missed tying a game by that one goal. They were even impertinent enough to win some of them.

This year a mixed team is again representing the station in the Four Counties League. Having played 5

games so far this season and by the smallest margin lost them all, the manner and conduct in which they play and their sportsmanship in defeat, has been of the highest calibre.

## Basketball

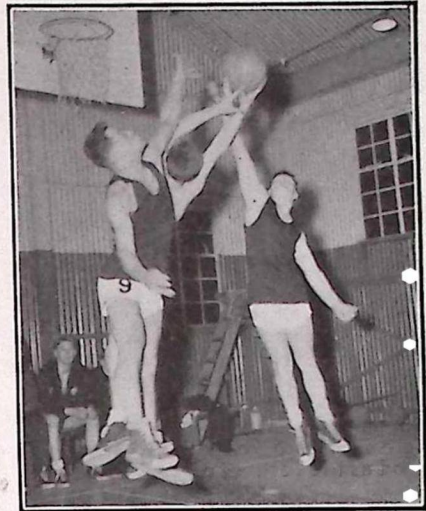
Not having our own court to play on we would like to thank RAF Station Cottesmore for coming to our aid, and allowing us the use of their court in the past year, we appreciate their hospitality.

As it was too late when we were organized the team played exhibition games during the season and came up with a first class showing. Games were played against RAF, American and mixed RAF-American teams, also against teams of the Nottingham city league. Out of forty games played the team lost only five and those not by many points. In England, this game, more than any other sport, suffered during the war, but it is returning fast and furious, also it is being strongly emphasized on RAF stations and in the larger centres.

The station team this year is entered in the 1st Division, Sherwood Basketball League, for warming up they have played 14 exhibition games losing only two of those.

From looking at the opposition it will be a better brand of ball than last year, and next year. Look out fellows, you won't have it all your own way. We now have a court in Building 111 so it will give all you fans a chance to see some good basketball this season, also there is a second team who look good for their first time out, giving the station team a run for their money in a close fought battle. The second team is looking for more players, so who knows you could win yourself a spot in the first team.

Five players and a coach represented the RCAF in the 12 Group team last year in the RAF Basketball championships, winning a way into the semi-finals.



## Squash

There is a good court behind the officers' mess but we have been hampered by the interior decorating damaged with the weather. Steps are being taken to remedy this, and the game should get rolling early this winter. The grape vine gives that there are some good players in the officers' mess.

## Tennis

Tennis has had a good season and all those having taken part in this particular sport have enjoyed themselves as well as getting a lot of good exercise, the courts always appeared to be busy except for the odd wet day. We inherited 5 good courts from the RAF and they have just had a face lifting in readiness for next spring in hope that we shall have a little better weather in '53.

## Baseball

The station team was formed in the spring of '52, and entered in the Nottingham City Baseball League. This league comprised of 5 teams from Nottingham and 1 from Welling-

## Safety Equipment News

*Continued from page 14*

of Leapfrog! At present we are stocked with the RAF seat pack—a temporary arrangement.

Incidentally, to keep the record straight, there is no such animal as a "Parachute Packer" in the RCAF, and hasn't been for some years. Packing parachute is just one phase of the Safety Equipment trade.

Before closing, we would like to welcome the boys from Langar and 2 Wing who are doing their Safety Equipment work at this unit until their sections are ready.

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## STAMFORD MERCURY

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**Sports—continued**

borough and the RCAF team. The league opened on the 4th of May and ended on the 6th of September. The Station team was undefeated in league competition and won the Nottingham City League and the Harvey Trophy. The team then moved into the play-offs for the Midland County Championship against Birmingham teams, losing out in the final game to Bristol Street Motors of Birmingham.

In all, 23 game were played during the season with 20 wins and 3 losses. The RCAF also had 8 players picked for the Midland All Star Team.

Baseball is a young game in England, but the way it is catching here in 4 or 5 years they will be as good as the best.

**Softball**

Although the season is just a memory for this year we are at times turning our conversation back to this sport to discuss the many good battles that took place for our first year on English soil since the war. In all 14 teams took part playing as often as 4 nights a week, at the start of the second half of the schedule it was found more practical to play as 2 divisions until the end of the season. 300 games or more were played with 439 Officer's team winning the Station Shield. The highlight of the season was the way the umpires took it and the way the players dished it out. There was also a station team and although there was no league they could play in they played 9 exhibition games with the Americans winning 5 and losing 4, all games were very strongly contested with such scores as 1-0, 4-5 and 7-8. Exhibition games

were also played for some RAF stations, and from the attendance at the games the boys have made some converts to the game and some good friends.

**Rifle Club**

After many months of planning and scheming we finally got a rifle club going on this unit, hereafter to be called the "Sabre Rifle Club."

There were many long hours of after duty work put in by many of the present club members to bring the club rooms up to their good standard required and we are proud of it. In England the clubs use the BSA Match rifle, a little different than those used in Canadian clubs, but after much haggling with the companies and the export board and the kind co-operation of other clubs in the country, we were able to purchase 4 new rifles. The Club is affiliated with the N.S.R.A. and Two Counties League for annual competitions.

There are three teams representing the station in competitions and up to this date have done extremely well, being mixed RCAF and RAF personnel.

To any of those on the station who like shooting and would like to become a keen marksman, come on down to the club. We have the best of equipment, it is yours to use.

**Swimming**

Although we have no real local swimming holes, it is understood that the personnel on this unit enjoyed swimming wherever it could be found this summer. Winter arrangements have gone ahead where there is a trip to the pool in Nottingham every Thursday night, there is a good qualified instructor and will have exhibition games during the winter and enter a league if possible.

**Badminton**

Tuesdays and Saturdays in the Village Hall, Preston.

**Boxing**

Very little was accomplished in the way of boxing last season, but training is going on now to make up a team to represent the station in shows which will do much for the airmen who are interested. There are some excellent qualified instructors on the unit, the best of equipment, and with some tolerance on the lack of space for training which we are endeavouring to overcome there should be some good boxers before very long.

There are inter-station matches from November to April and we need 12 men as a minimum for a team, any one interested we would be pleased to have you come out.

## Banking Services for the R.C.A.F.

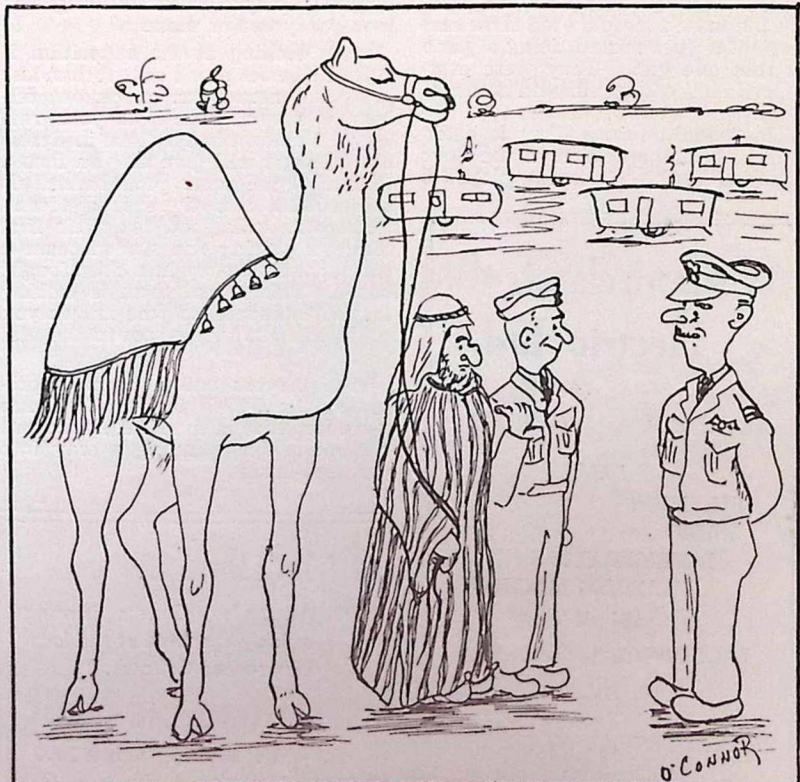
There are many advantages in having a banking account at the local office of Lloyds Bank. These are some of the services available to R.C.A.F. personnel:—

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### Sports Day

The writer regrets that he was not here for the station sports day, which from all reports was a bang up show with excellent prizes and a good effort by all those that took part. Some of the items on the programme were Races of all types, Broad Jump, High Jump, Tug of War and the Pole Vault. It is hoped that a bigger and better sports day will be held next year.

### Flash

As we go to press the Station basketball team have just won their first game of the schedule on their own court against Gelding Team from Nottingham. A close hard fought battle with the boys on the short end at half-time with a 10-12 score. It must have been the crowd of spectators that threw them off but in the second half they settled down to win with the score 30-19. Good Luck and keep it up!

In closing the sports staff and station sports committee would like to give a great big Thanks to all those who have helped make this past year a good one, to the umpires who nearly got beaten to death at times, the coaches and even the poor man who was always looking after the equipment, again Thanks!

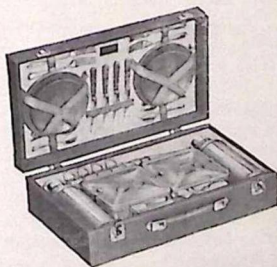
### One Year with Armament

*Continued from page 7*

Other duties, such as Station Security Officer, President of the Cpl's Club, Acting Ground Defense Officer, Project Co-ordinator and others have been tossed into the Armament personnel's hands as part of the normal duties.

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It has appeared, on occasion, on the pages of this paper, that certain individual squadrons and even certain persons of certain squadrons have been the first to do this or that or the other. This spirit of wanting to be on top is certainly commendable and is a much-desired characteristic in a fighter unit. However, now that we are no longer the only Fighter Wing overseas, the individual rivalry between squadrons should be welded in one common effort to keep this Wing as the No. 1 Fighter Wing that it presently is. Inter-squadron competition is vital to the fighting efficiency of the Wing, but the bickering should not be carried off the unit. So let's look at some of the "firsts" to which the Wing can lay claim:

- (a) First RCAF Fighter Wing overseas in peacetime.
- (b) First RCAF contribution to NATO.
- (c) The first RCAF squadron to fly the Atlantic (439 Sqn.) forms part of our Wing.
- (d) We are the first RCAF unit to operate under "pooled maintenance." (This highly successful operating plan owes its inauguration to W/C Spruston, C Tech O.)
- (e) We are proud to have as our CO the first and only RCAF Group Captain with fighter operational experience in the Korean War Theatre on Sabres.
- (f) 1 (F) Wing did the first target towing trials in the RCAF with

Sabres (flown by W/C R. T. P. Davidson, and later by F/O Ian McDonald and F/O Gordie Joy).

- (g) This Wing has the only 1,000 foot firing in butt in the RCAF (constructed locally by Armament personnel).
- (h) This is the only Wing in the RCAF that is doing 1,000 foot firing in harmonization.
- (i) This Wing planned and constructed the one and only RCAF "Seat Ejection Mobile Demonstration Unit" which is presently touring the neighbouring counties giving instruction on safe removal of a pilot from crashed Sabres.
- (k) This Wing has the only RCAF Small-bore Rifle Club in UK which is doing extremely well in local, county and national leagues.

This list is by no means complete, but it may start the ball rolling from other Trades on other "firsts" to which this Wing can lay claim.

Armament facilities which have been dealt with and/or built solely by Armament personnel at this base are the 1,000 foot firing-in butt, a fine skeet range, numerous repairs and de-leading of the 25 yard range (this will bring back fond memories to a number of DP's on duty watch parades!), the complete re-building of the indoor rifle range plus many thousands of signs, diagrams, paint-

*Continued on page 18*

## THE PIPE BAND MARCHES ON

BY LAC HERB IRELAND

The time, last March; the place, Barrack Block 58; the occasion, the first meeting of the Pipe and Drum Band; and the question on every airman's lips: "When are we going to get started?"

Yes, time has passed on since that first get-together—and the Pipe Band has marched on with it. In those early days, our resplendent uniform was just a dream; and our instruments were nothing more than chanters, emitting strange, barbaric notes.

Some of our "friends" may jibe that the notes are still barbaric, but we can afford to ignore their ill-bred comments and lack of musical knowledge.

When you consider that our band was started from scratch, mainly by airmen with no musical experience, I think you'll have to agree that we're putting up a pretty good show. And remember, those who "come to scoff," it's *your* band, and you're welcome to join it and show us how those pipes really should be played.

As a matter of fact, we need new recruits right now. Someone will

have to take my place when I return to Canada, and other vacancies will occur as personnel get posted or repatriated. So how about you—yes, you with the crewcut—joining up with a first-class outfit. The uniform's a dandy and we've got one to fit you.

On the eve of writing, the band is playing at a social function in Edith-weston. Whatever the occasion, our boys always put on a good show. They know that their bearing and their enthusiasm are a matter of importance to the RCAF as a whole. And representing the Air Force is a matter of real importance to them.

That big party we were hoping to have is still a "coming event." The committee have been quite busy of late and haven't been able to arrange a date. However, we hope to have our party before long—there's a lot to celebrate.

Finally, a note to those "well-wishers" who would like the band to change their location of night practice. We're trying to arrange for a suitable place elsewhere, so please bear with us for a short while longer. It's a strain, I know, but nothing worthwhile was ever achieved without suffering.

As this may be my last contribution before I return to Canada, Home and Beauty, I should like to thank all "Talepipe" readers for their interest in this column, and to offer my best wishes to the bandsman who takes over my pen.

To the Station Pipe and Drum Band I say, "Cheerio and best of luck!" Some day, if you keep your noses to the famous old stone, you'll come out on top with the best bands from Scotland. And won't the boys be proud of you then!

## NEWS AND VIEWS FROM HEADQUARTERS TELECOMM

BY CPL "HANK" DRYDA

Headlining our news was the wedding on November 1st, in Spalding of LAC "Mel" Banks and Miss Gladys Slater. It was a gala affair with ample food and drinks for everyone. The Section was very well represented and all wish to thank Mr. and Mrs. Slater, the bride's mother and father, for the wonderful time. Cpl "Nick" Nicholson was the best man and bartender; very well done, Nick! After the wedding the newly-weds left for a short honeymoon in Paris.

In the very near future LAC "Chick" Chicorli will be taking the same step and at the same location. Keep your chin up "Chick," it won't be long now.

The stork has been working overtime doing his customary chores, and congratulations go out to WO "Scotty" and Mrs. Reid on the arrival of a baby boy. Also congratulations to LAC "Snowball" and Mrs. Terry on the addition to the family of a baby girl.

We extend a welcome to the Section to LAC "Don" Doncaster who comes to us from Halifax and AC Hetherington from Weston (just outside Toronto), but whose home is here in England. Another newcomer is AC Murphy (Hamilton). Seems the boy got a spot of leave upon arrival and then a spot of pneumonia and after a month in hospital is raring for work.

On posting to 2 Fighter Wing we have lost Cpl "Bugle Boy" Sinnott

Continued on page 19

## One Year with Armament

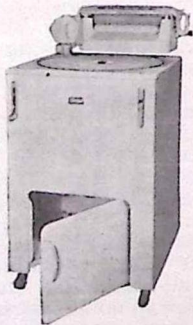
Continued from page 17

ings, etc., etc., which were requested of this section since the best draughtsmen, best sign painters, and hottest cartoonists are all members of the Wing Armament organization.

The most recent and very welcome addition to Armament and Weapons activities of this Wing is S/L Bill Gill who has been transferred from 410 Squadron to HQ strength as Wing Weapons Officer. In this spot, S/L Gill will co-ordinate and direct the air armament activities for the Wing. Undoubtedly, S/L Gill will direct these activities to the extent that No. 1 (F) Wing will become the hottest fighting outfit "east of the Atlantic."

In conclusion, I would like to personally thank all Armament personnel—both on the squadrons and Wing HQ—for their continual co-operation and hard work that they have put into making our Armament programme the success it has been to date.

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# NORTH LUFFENHAM

RAF Station, North Luffenham, as opened in January 1941, the first unit operating from the airfield being No. 17 Elementary Flying Training School under the command of Wing Commander J. B. Stockbridge.

In July of that year, the station was transferred to Bomber Command and two heavy bomber squadrons, Nos. 61 and 144, took up their stations here. Apart from raids on industrial Germany, the aircraft of these squadrons were also engaged on mine-laying operations in enemy-controlled waters.

The station was transferred to No. 92 Group of the RAF in April, 1942, and No. 29 Operational Training Unit began training aircrews for bombing operations. A little over a year later the airfield was temporarily closed for runway construction.

The next unit to occupy the airfield was the Air Support Division, Substitution Unit, of the 9th Group of the United States Air Force which remained here until February 1944, when North Luffenham once more returned to the RAF, this time coming under Flying Training Command for a short period during which a Heavy Glider Conversion Unit was established.

In November, 1944 the station was transferred to No. 7 Group, a training group of Bomber Command, under which administration it re-

mained until the end of the war. Here crews went through the last stage of their training in four-engined bombers. When the training base closed down at the end of August, 1945, North Luffenham continued its work as a station in No. 7 Group. Until early in 1951 Transport Command, RAF, operated an Operational Conversion Unit at North Luffenham, flying Dakota and Valetta transport aircraft. In March, Training Command took over and operated a Refresher Flying Unit at North Luffenham, for the special job of training RAF Volunteer Reservists on jet aircraft and operated Harvards, Spitfire 22, Vampires and Meteors.

In September No. 1 Fighter Wing of the Royal Canadian Air Force moved in its advance party and began preparing for the eventual handover of the station to Canadian control as the first Canadian Air Force Station in Britain since June, 1946 (when the last of the many RCAF UK bases was handed back to the RAF). On the 1st of November, No. 1 RCAF Fighter Wing was officially formed at North Luffenham with G/C E. B. Hale, DFC, of Hamilton, Ontario, as Commanding Officer. RAF Training Command still operated its training programme at North Luffenham until mid-November. On 15th November North Luffenham was officially handed over to the RCAF.

## From the Driver's Seat

*Continued from page 5*

dows were broken. With the RAF Meteors and USAF F-84's we have tangled many times and over the R/T once was heard the immortal words: "Blue leader, come on down. I've got four Meteors cornered!"

## Continental Capers

Flying eastward, the black and white chequer has been seen at several dromes in Germany and Belgium. At Brussels twelve aircraft took part in a flypast of NATO air forces while F/L Kelly put on a solo aerobatic demonstration. Not to be forgotten is the very fine reception given to us by the Belgian Air Force and the co-operation given to those unfortunate individuals stranded in Brussels at all hours of the morning with the base of operation about 30 miles distant.

## Action

In our off hour moments the squadron has managed to enjoy a few small parties, first of which started with a ball game—airmen v. officers, but does anybody know just yet who really won? During the summer (Friday this year) a very enjoyable picnic was held at Overstone Park near Northampton for all members of the squadron and their families, and although rain may have dampened our spirits for the first few hours the sun finally broke through.

## Reaction

Wishes for a speedy recovery are sent along to F/O Rocky Paquette following a nasty spill from his motor-cycle and an argument with one of Newton's Laws. At present he is AOG'd and being repaired at the Ely hospital.

## Odes and Poetry

In shutting down for now may I pass along a few brief words of wisdom with apologies to all sorts of people.

Tiger, tiger why so blue?  
What has Luffenham done to you?  
Where's your stalk and where's your prowl?

How about a little growl?  
Toothless tiger, you've gone flat,  
Just another pussy cat.

Cougar, cougar, don't be glum,  
Just a kitty like your chum.  
Down in London, up on view,  
Behind the bars and in the zoo.  
Cougar, cougar, what a blow.  
What's the charge for your side show?

*Continued from page 6*

## Tiger Talk

do we go from here?" arises with many rumours rampant indicating a move to the continent. However, we shall likely remain static for some months in our present home, perhaps till the end of our overseas tour.

## News and Views

*Continued from page 18*

and AC's Munro and Morrissey and Roy. Best of luck, boys.

Rumour has it that relations are getting serious between Cpl Jim Longmuire and a certain Miss in Nottingham. Gee! another "do" in the offing!

Cpl "Lifesaver" Ablett has also been having fun and games at Nottingham, but they are with swimming club of which he is the chief instructor.

Others who are going steady (but not together) are Sgt Doug Monroe (Stamford) and LAC Lorne Kingyens (Peterborough). LAC Marcel "Ollie" Hudon seems to have something of interest at RAF Station Cottesmore. (Could it be the Harvards?)

We understand F/L Williams was dressed as King Farouk at the Hollowe'en Ball? Everyone kept asking him why he wasn't at Capri!!

LAC Fred Snow whose home is in Newfoundland, still cannot believe

that the island joined our Dominion and not *vice versa*. LAC Dinty Moore keeps repeating about something he left behind in Montreal! (Wasn't a Montreal Street-car was it, Dinty?).

That yodelling you hear on entering the Message Centre is our boy LAC Dick Gehl. He comes from the West (Kitchener)—he says!

Heard on the Spalding wedding special: "Thruppence, driver? if you can pass that car ahead!" Driving that poor man's BRM was Mr. Hogg, our civilian tech. P.S.—The driver didn't make his thruppenny bit. He tried!

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**441 Squadron**

Our squadron was treated with luxury liner crossing. For a while, we all felt like big shots—vacation at sea for those who were not sea sick. Those who had their wives along for the trip—a second honeymoon; and, for single men—poker games, dice, and top spinning games after the bar had closed. But, when we reached camp, we soon resumed our duties—getting everything lined up for our job; then a weekend so that “old timers” could meet old acquaintances—even sweethearts. We soon got our acceptance check done while we were trying to decide who was going to maintenance and who to servicing. I can tell you, WO1 Craig, FS Parke and FS Watson had their hands full for a few days. But, true to the 441 tradition, they managed to get things lined up soon enough for us to get a few hours’ flying the first week after our arrival. Maintenance came under FS Parker and Sgt Gilbert, and Servicing under FS Watson, Sgt Vary and Sgt Lay (after he had recovered from illness that made his crossing unpleasant. We were formed in little crews, few men—but good ones we are. Our troubles came when we got short of spare parts and tools, and these “mods” had to be carried out. Another source of trouble was the men-killers (so called motor cycles). We had more men with broken limbs—well, they weren’t used to British roads and ways of life over here! Around 56, you could hear these noisy monsters 22 hours of the day. Now they talk about cars that will take care of their savings during their stay in England. It’s a way to get to the English countryside for leaves. Any

information you need comes from the squadron grapevine (sort of stuff you hear between hammer taps and spanner clangs). Our boys do not neglect to keep ‘em flying! Once you got the record, but the next month the other squadron beat us. They flew all their daylight using all aircraft they could lay their hands on. They added wings to the energizers, and even they flew the ghost of those aircraft in their “ ”. That didn’t affect our squadron pride. Our pilots are known for being “hot with Sabres.” All visitors can expect to see everything a Sabre can do—from a slow pass to shooting across the field upsidedown—sorry, bangs are illegal now!

We had a very nice squadron picnic this summer, and after the officers took a ducking at the tug o’ war, everything went smoothly—according to schedule. Even mixed tri-leg race! Some of our boys, after a long wait, received their wives and families. Now Cpl Wells, LAC Chartrand and LAC Hill cannot be seen at the NAAFI.

Two of our boys got married on this side of the “big pond”—LAC Bibeau and LAC St. Laurent! A few more will follow their example. Quite a number have asked to extend their stretch and have, or will have their wives joining them. Some of the boys have managed to get their leave at home, others had a glorious fling on the Continent.

Before we go to press we gave our boss, S/L MacKenzie, a farewell party. He will do a tour of duty on the Korean front, and get that operational look.

Best Wishes from his squadron; we all hope he’ll get back safe and sound and all genned up. When we measure up to him we’ll be the best outfit of all fighter wing.

**410 Squadron**

*Continued from page 4*

Squadron wish “Boss” Hall success and happiness in his new job at Air Division, Paris. The June promotion list brought many a pleasant surprise to the Cougars. “Bill” Gill received his S/L while Don Morrison, Gordy Joy, Johnny Marion and “Red” Morris all received their F/L stripe. June also brought us out to our dispersal camp in Sun Valley on the North fringe of the airfield. It took much work but finally a lived-in atmosphere was obtained. The summer months brought many Air Shows for the Super Sonic Sons. “Nick” Nichols, “Garth” Cinnamon and “Gordy” Joy along with “Win” Prince and “Colin” Campbell carried the flag to Rheims. S/L Warren, “Garth” (again) Cinnamon, “Speed”

Bentham, “Bo” Gibson and “Frank” Sylvester flew at the National Air Races at Newcastle. The whole Squadron took part in the Dieppe Commemoration fly past in France. Then at the end of July the entire Squadron was treated to a very pleasant week-end in Holland, by the Netherlands Air Force. Two formation displays were given at the Royal Dutch Aero Club’s annual show at Ypenburg—what a week-end. Yes sir, that Bolls Gin is great stuff! In July three new characters joined us from “Canside”—“Denny” Denouden, “Timmy” Thompson and “Ron” Potter. In August the Cougars, like the Champions they are, walked off with the the Sports Day silverware. Having ridden in a Meteor, taxied a Sabre and test flown the Swift, “Colin” Campbell, our hard working Adjt felt it was time to leave. After completing his unfinished business in London he packed up his pills and on 28 August pressed off to Metz. Good hunting, Colin. The spring filled easy chair in our Adjt’s office is now filled by our good friend “Frank” McMullan. F/L “Mike” Doyle after finishing a Day Fighter Leader’s Course, is now “Fighter Leading” his desk over at Air Division, Paris. Wedding Bells rang for three of our Cougars this year. F/O “Bob” Lewis was the first to take the big step last winter and F/O “Sunny” Haran and F/L “Gordy” Joy followed in August. Congratulations and best wishes chaps. The Stork also had his share of flying time in 410 this year—a total of seven trips. The Nichols, Gills, McEwans, Biggar, Cinnamons and Morrisons were all

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blessed with daughters. Then in November the Founds came through with a son. The first boy to be born to a 410 pilot for some time. So you see we have had a busy year — and “Duke’s” boys are planning bigger and better things for '53.

#### 410 SQN ELECTRICAL SECTION

BY SGT SCOTT

Upon our arrival at North Luffenham we, the Electrical Section of 410 were a pretty heterogenous collection. Half of us came from Canada and half joined the unit from you know what Squadron. However, by hard work and about 97 per cent. good luck we managed to get a pretty fair grasp of the complicated electrical set up of the Sabre and before long we were doing our best to keep 'em flying. Christmas came along and a pretty good time was had by all at the Sqn Christmas Party, some of the fellows having had a little private celebration first. (Cpl (Smiling Jack) Jackson demonstrated his gargling powers to some great extent. Early in the New Year the painters having finally finished in 1 Hangar we moved into our section and our boss Sgt (must get the bike serviceable) Cooke departed for a rest in Ely hospital. However, he was back amongst those present before very long. After but a short stay in our section (just long enough to get it well set up) we moved down to what was destined to be our home for the rest of the year, “Sun Valley.” About this time LAC Brenton (if you want to know anything about motorcycles just ask me) brought his fiancée over from Canada and the boys of the section gave him a good send-off at his wedding. Several TD trips came off whilst in our present location Cpl (Paddy) Devins to Rheims, LAC (nothing to it ol' man) Arsenault to France. Then of course, Cpl's Jackson, Scott and LAC's Brenton and Embury to Soesterburg, Holland. Cpl Scott (luck so and so) being left behind with a u/s aircraft for a further six days. The section was allotted the task for Air Force Day of producing a Model Sabre showing the external lighting systems. After a good deal of head scratching and muttering in dark corners a superlative model was produce with not only lights but gun action as well. Mr. Lester B. Pearson, Minister of External Affairs operated the mechanism controlling the model and was most impressed with it. Our thanks go to Cpl Jackson, LLAC Brenton and LAC Cupik and LAC Embury for the good show they made producing something from nothing. With the advent of a nip in the air, Old Groaner, a space heater was acquired and every time it was lit Cpl (Notts Kid) Horman of the Instrument Section took off through



S/L Warren

the section door “I want to get home to the wife in one piece, old man,” being his war cry. Then the rains came and with them the mud. And hard on the heels of both came promotion day, Cpl (I hope not) Scott and LAC Brenton both going up one rank. Congratulations to them both. At the moment we are in the midst of arrivals and departures, LAC Cupik having gone to Metz, LAC Arsenault back to Canada and the arms of his beloved wife and Sgt Cooke pressing on with his clearances. We have welcomed LAC's Allaire and Stanley to our midst and are hoping they will be as good Sabre technicians as their predecessors. In closing we must not forget our little band of Stalwarts in

Wing who are playing just as important a part in keeping 'em flying as we are out at the dispersal. Cpl's Devins and Leeming and LAC's Allaire and Desrosiers are doing a darned fine job up there. Keep up the good work fellows. One of our more quieter members LAC Doiron has departed from the Wing section to apply his knowledge at No. 2 Wing. Do as good a job over there as you did here “Gay” and you'll be OK. It's been a busy year all round but a most interesting and enlightening one. We all hope that the coming one will prove just as informative.

#### 410 SQN TELECOM SECTION

BY LAC R. J. LOVEJOY

As I write this I note that the date is November 14, 1952, it is an outstanding date for 410 Squadron, since it was a year ago that we arrived on this island therefore represents our first anniversary. Throughout the year as the saying goes, “Much water has passed under the bridge,” so with that in mind let's look back over the main events that took place in the 410 Telecom section. First of all our section consisted of seven 410 personnel and four 421 squadron personnel who joined us from Odiham. Namely they are WO2 Lachance, Sgt Coutts, Cpl D. Hudson, LAC's Binnie, Lovejoy, Talbot, Montpetit, Beaton, Meyer, Long and AC1 Richards who due to an unfortunate accident with a Sabre was soon returned to Canada under hospital care, though I am glad to report that he has almost fully recovered now. We might note that through Richards, 410 scored another

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first, the first airman to try the Sabre intake for size and by it gained the nickname of "Swish." When the first promotion board arrived in April '52, LAC's Lond and Beaton treated the section to a party in receipt of the Cpl's Hooks, this was repeated last October by LAC's Binnie and Montpetit. WO2 Lachance left us early in August in order to return to Canada for his F/O course at London, Ont. Just recently he has returned over here and is signals officer in 2 Wing at Metz, France. AC1 Richards was replaced by AC1 Butterworth a true Hog Towner. For the married personnel and the 421 types their term has almost ended and postings back home are eagerly expected. LAC Meyer has already left us on posting to 426 Squadron Dorval. Within the year two outstanding events were the birth of a son to Cpl Long and the joining of the ranks of the Donikers by Cpl Beaton (Doniker is the 410 terminology for married personnel). Another year still remains for the single men of this section and I believe that some more are destined to be pulled aside and led struggling down the aisle or the last few remaining steps of freedom. Throughout the year under the guidance of our beloved Sgt Sam Coutts, "Stout Fellow," an atmosphere of close cooperation within the section regarding the servicing of the aircraft and co-ordination in regards to the meeting place for the frequent section parties, the "Nag and Bag" being the favourite haunt. "Public Relations is part of your job" and like good airmen the single men of our section have adhered to the words of this popular Air Force poster and have done their utmost to further good relations between the Commonwealth, Britain, France, Belgium, Scotland, Ireland, Wales and various other places untold. Wow! those guys sure got around, I can clearly see that we have our share of Don Juans, of course as you have probably guessed the female species were the greatest recipients of this campaign of public relations. Still some of the fellows were in some cases too keen on the job and as a result the section suffered with minor casualties such as slapped faces and big heads the next morning. Since I'm one of those souls destined to walk the last steps of freedom we look to those able LAC's Ed Butterworth and Jack Talbot to carry on the good work. At present I notice that Ed is on leave in Prestwick, that TD trip he had during Leapfrog 2 must have turned up some very attractive attractions, and without fail Jack disappears every week-end for Leicester or Derby. Upon arrival at NL from Renfrew we found that we were swamped with unservicabilities, a

situation caused by the lack of spares, crystals and the English weather waterlogging our antennae. Undaunted, we got to work and soon had all under control. Unexpected crystal changes still plague us but in all, everything has settled into a general routine. As soon as the various test benches had been built the next thing of the highest priority was the installing of a source of music for the troops, with the aid of a radio compass and an amplifier the boys are now able to Swing and Sway with Sammy Kaye or yodel a tune by Tennessee Ernie, compliments of that fine network AFN. Then in May we moved to dispersal, once again we had to set up house in the section. Having done this we settled down to enjoy the benefits of sunshine and MUD provided by the dispersal area. This, therefore, is how the year passed for the 410 Telecom section.

#### 410 SUPPLY

by AC2 E. FORTYTWO

Any apprehensions which we have laboured under previous to our departure as to the suitability of comparing the crossing on HMCS Magnificent to a pleasure cruise ceased with the advent of old man weather. He was at his best for the most part of the trip during which he upheaved everything including almost the ship herself. This 16 days' nautical interlude were more effective in convincing any of our chaps who had designs on joining the Navy than Stalin's iron curtain. Upon disembarkation, the Squadron Supply was divided, one section remaining behind at Renfrew to assist in the maintenance and ferrying of the aircraft to North Luffenham, while the other half proceeded directly to its final destination with the express purpose of investigating the facilities and planning the Squadron supply section. Within 26 days, all the aircraft had reached their final destination and the supply section was once more united. No sooner had we finally established ourselves in No. 1 Hangar and were proudly assessing our achievements in converting it from cold and gloomy surroundings to a bright and cheerful atmosphere, than there descended upon us an order to vacate and inhabit the building which is commonly known as being in the area of Sun Valley, in order to make room for Leapfrog I. The Buildings in Sun Valley had been abandoned by the RAF five years previous and I doubt if they had seen any service before our arrival. Again we experienced the wielding of paint brush, claw hammers, etc. Upon writing this column we are completing the last of our long range projects, that of

#### BABY CLINIC ONE YEAR OLD

It would be unfair to a fine body of volunteer workers if we allowed this Anniversary Issue to pass without mention of the Station Baby Clinic which also celebrates its anniversary at this time.

The clinic, which is presided over by Mrs. G. C. Hodgins, Mrs. E. T. Williams and Mrs. H. S. Wattier, has no official connection with the Station Hospital but renders independent services to the mothers of RCAF "dependents" living in the locality.

In addition to the wives of RCAF personnel who assist this worthy cause, the clinic can call on the services of a Registered Health Nurse living in the area, who attends to give professional assistance.

All the ladies concerned in this work are volunteers and give their time unstintingly.

The main purpose of the Baby Clinic is to dispense Government-subsidized vitamins, such as orange juice, cod-liver oil, etc., but it also advises mothers on every kind of child-care problem; a service that is warmly appreciated by all who attend.

"Talepipe" offers its congratulations to all concerned in this valuable enterprise and wishes success to endeavours in the year ahead.

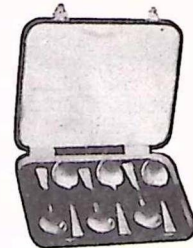
Happy Birthday, Baby Clinic!

*Continued from previous column*

building a partition in the forward section of the Squadron supply shack so as to conserve as much of that scarcer than hen's teeth commodity, heat.



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BY SGT H. HART

Twelve months ago, the village of North Luffenham almost burst out of its confining lanes with prestige, patriotism, and extra populace. We—the Canadians, had arrived . . .

An so, as I look back on the first twelve months—on this—our first anniversary—I feel that this indeed, has been a wonderful year, and one which I shall not very easily forget.

Before coming to England, I had visions of a starvation diet, and arranged for monthly consignments of hard-to-get foods to be shipped to me from Canada. However, thanks to the foresight of the Canadian Government, provision was made for us to purchase *ad lib* our favourite meats and canned goods, by the institution of a Station Commissary.

The "Locals" have, from time to time, had the opportunity to sample our interestingly different food—our HAMBURGERS and our HOT DOGS and of course, our C-O-K-E! with very favourable reactions.

The Messes and Kitchens have been really "fixed" to Canadian standards and are a credit to our way of life, presenting refinements never before seen or anticipated by service personnel in this, or any other country.

Our Station Magazine, now in its ninth edition, is rapidly becoming an institution, and its bi-weekly publication is eagerly awaited by everyone on the station. As a regular contributor I shall endeavour to produce readable, interesting material at all times.

I have had many requests in the past from housewives who have wanted to know how to produce good meat gravy, so here goes—

An important part of the meat course at any meal is the gravy served with it, for good gravy is not only delicious in itself, but enhances the flavour of the meat, or the starchy food with which it is served. A considerable amount of the vitamins and minerals of the meat may be leached out into the gravy and unless all meat juices are used, much of the nutritive value is wasted.

When we speak of gravy, a thickened or cream gravy is usually meant. But the juices from the meat itself with perhaps a little hot water added to increase the amount and dissolve all the rich-flavoured residue in the pan, is called pan gravy. In my

Menus I refer to this type of gravy as "Un-Jus," and it usually accompanies Roast Beef.

Good gravy should have the definite flavour of the meat with which it is served, not of some other meat. Beef gravy is delectable with roast beef, but with roast pork it is out of place. For this reason if it is necessary to "extend" gravy the correct kind of meat flavouring should be used, beef for beef and chicken for chicken.

Every kind of meat gravy has its own typical flavour; but its colour varies. Most people like a rich brown gravy, except for chicken gravy, which is characteristically a pale tan.

Whenever meat or poultry is roasted there will be a considerable amount of flavourful juices and fat at the bottom of the roasting pan. Often there is too much fat for *good gravy*, and the excess should be skimmed off and used for other cooking uses. Generally some of the most savory brown residue sticks to the pan. If the gravy is not to be thickened, add a small amount of hot water, and place the pan over the heat, scraping lightly with a wooden spoon until the residue is loosened and dissolved. Cook this solution until it is sufficiently concentrated to have a good rich flavour; or if it should be already too strong in flavour, add more boiling water to dilute it slightly. This juicy pan gravy may be served just as it is with suitable seasoning.

If, on the other hand, your gravy is to be thickened, the flour is added directly to the fat and brown residue in the roasting pan, in the proportion of about 1 tablespoon of flour to each tablespoon of fat, or enough to make

a smooth paste with no free fat. The fat and flour are completely blended together, and water added gradually stirring until the gravy boils and thickens. The thickness can easily be adjusted to suit the family's preference, by the amount of liquid added. Simmer for about five minutes and the gravy is ready.

#### Christmas Fare Recipes

As you may have read in my article last issue, I promised you some Christmas Fare Recipes this time, but on second thoughts, I have decided against this for several reasons, the main one being the shortage of dried fruits in this country I do not see the point of wasting the space of this Station Paper with recipes calling for ingredients which are unobtainable in this country, at this time.

However, I have prepared a quantity of leaflets with recipes for Christmas Cake, Pudding and Mince-meat and if you are one of those lucky people, able to get the necessary fruit, and would like a leaflet, I should be most happy to oblige if you will contact me at Local 252 or at my home address, 59 AMQ.

#### Four tricks of the trade

When skinning onions, first cut off the tops or "crowns" and the roots. Put onions into a bowl. Pour over boiling water. Leave for a couple of minutes, drain and pour on to them some cold water and peel. You will find that the skins will come off very easily, and you will shed no tears. Try it and see.

If you are baking a cake and you want to know if your oven is hot enough (370 degrees) and you do not possess an oven thermometer, simply sprinkle a little flour on a baking tin, and if the oven is ready the flour should turn golden brown in five minutes.

To keep cream sauces hot and as made for a considerable time, leave in saucepan, pour over it a little hot milk. Do not stir. Cover saucepan and stand in tin of hot water over low heat. When wanted, beat in the milk and serve. This method will keep your sauces smooth and creamy.

To make chopped parsley easy to sprinkle and a good colour, put it, after it has been chopped, into a clean cloth and hold under the cold tap, working it with the fingers. Squeeze dry and shake the parsley out of the cloth. You will find it to be Emerald green and easy to sprinkle.

And here's one for luck!

The simplest method of keeping potatoes white during cooking is to add a little lemon juice; about a teaspoonful of juice to each pint of water. Never use more than this or the potatoes will have a slightly lemon flavour.

That's all for now!

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# PERSONALITY PARADE

## Two of the Station's Oldest Members join "PP" ranks

### S/L D. T. Bain, DFC

In the short space of eleven years Squadron Leader Don Bain, Chief Armament Officer, has acquired a rare combination of flying and technical achievements.

After pilot training at Virden and Dauphin, Manitoba following enlistment in April '41, S/L Bain proceeded overseas in January 1942. He was a pilot and instructor on Oxford aircraft at Ossington and the Beam Approach Training Flight at Dishforth, Yorks, where he trained nearly 100 students in instrument flying before moving to a Halifax conversion unit in February, 1943.

Flying a Halifax bomber with 408 Squadron, S/L Bain was shot down on his 12th trip in July 1943. He was forced to parachute, sustaining injuries which cut short his operational tour and kept him in hospital in England and Canada for more than a year. He was awarded an immediate DFC.

From August 1944 he was engaged as a staff pilot with 166 Comm. Squadron at Vancouver. He later took an instructor's course at No. 1 FIS, Trenton and subsequently joined 124 Ferry Squadron at Rockcliffe.

Posted to AFHQ in September, 1946, S/L Bain was a member of the Discharge Review Board, Officers' Selection Committee until early '47. He flew with 414 Photo Squadron at Rockcliffe for nearly six months prior to taking the Armament Officer's Course at Trenton from which he graduated in March, 1949.

For the next two years S/L Bain was OC of Technical Ground Training at Trenton, and while there flew Ventura, Lancaster, Mitchel and Dakota aircraft. He completed a Radiological Defence Course at Keesler American Air Force Base, and in August 1951, came to North Luffenham.

S/L Bain has flown more than 1800 hours on 22 types of aircraft during his service career.

Besides his position as Chief Armament Officer of No. 1 Fighter Wing, S/L Bain is also Wing Photographic Officer, Hon. President of the Corporals' Club and Hon. President of the Sabre Rifle Club.

Born in Van Anda, Texada Island, BC, S/L Bain was educated at Langley Prairie, Port Coquitlam and New Westminster Duke of Connaught High Schools before attending the University of British Columbia. In addition to being a student he gained

experience mining, trucking and logging. S/L Bain is a soccer and swimming enthusiast and has adopted photography as his chief hobby.

He married a home town Vancouver girl in 1944 and has two children, David 5 and Deidre 2.

### PIONEER STUFF

BY CPL HUGH PRICE

On the 31st July, 1951 (a wet day, if I remember rightly), a medium-sized Corporal achieved the distinction of being the first Canadian airman to arrive at North Luffenham. It was certainly a great day in my life—and though I don't wish to press this pioneer stuff too far, I sure felt like one as I gazed around at the spacious new home of 1 Fighter Wing, RCAF.

Of course, at that time the Wing existed only on paper, and I could feel it in my bones that a terrific job of work lay ahead before we saw even the outline of a Canadian unit.

My first task was to check the entire station inventory. This proved to be a real chore and I was far from sorry when W/C T. H. Spear came up from CJS London two weeks later to relieve me of some of the responsibility.

A few days after the CADo's arrival, G/C E. B. Hale flew in from Odiham in a Vampire. I met him after he had looked over the station, and when he said "This is a pretty swell base to take over," I couldn't agree more.

In its infancy, the Wing was faced with quite a few knotty problems. Housing, heating, rations, transport, NAAFI . . . the list was apparently endless. But time—and the efforts of our CO and his administrative staff—have worked wonders that seemed impossible in those early days.

Maybe one or two of us can still find something to bind about. The Air Force is like that. But as we look on a year of solid work and achievement, I think we can all take pride in the outfit that we're part of today.

I believe our CO has really tried to make this station, to quote his own words, "not only the best in England, but also the best in the RCAF." Yes, 1 Fighter Wing is a winner in my book. I'm glad to be with it.

### THANKS A LOT, FELLOWS!

BY S/L T. L. BYRNE

In the current clamorous ballyhoo of "fly-boy" competition, it has been easy for the casual observer without a look and underestimate the efforts of one of the hardest-working sections on the station—Wing Maintenance.

Forming as a nucleus of Wing technical personnel in August, 1951, this group has contributed much to the progressive advance of the Wing as first 410, then 441, and finally 439 Squadrons were assisted in setting up and attaining their present operational status at North Luffenham.

Notwithstanding many opinions to the contrary, 1 Fighter Wing now has the basic organization for the best all-round aircraft maintenance system in the RCAF today. This system has the versatility necessary for squadron mobility, yet can produce maximum servicability with a minimum of personnel and equipment.

Launched only six months ago after long debate and argument, our maintenance has proven its ability to produce results which are yet to be bettered on Sabres anywhere.

This then, is a small tribute to all Repair Flights, from Squadron and Wing personnel who have set aside their personal opinions (temporarily, at least) and are combining in a co-operative effort or the good of Wing.

THANKS A LOT, FELLOWS! Be as loyal as you like to your Squadrons but when you sometimes long for "the good old days" of Squadron Maintenance, remember we are growing up now and that an aeroplane is still just an aeroplane to a good technician.

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# SUPPLEMENT TO ANNIVERSARY ISSUE

## HOSPITAL NEWS

BY N/S FRANCES CAVANAGH

Here in the Station Hospital we reminisce about the last year in terms of a month, because each one of the twelve past have brought a change either to the section itself or in the lives of our personnel. Incidentally it's really been longer than a year because our first SMO S/L W. Laughland and F/S Johnson arrived at the beginning of September 1951 to take over from the RAF. All was quiet, we presume until the arrival of F/L Mike Jennings, top-notch pill and prescription dispenser, early in October and in the middle of the month F/L Matron Bransager, N/S Cavanagh and Med/Assistants LAC's Tapp and Durocher and LAC Carl Graham, Lab-Assistant, arrived on the scene. It seems it was about then that the Dental Corps represented by Sgts Vout and Brown put in an appearance on the Station. November brought, besides our first taste of an English winter, the Dental Officer Major John Butler, our M.I.R. Corporal, Jean Cote, and our first patient Sgt Cockburn, who has since been repatriated. The fifteenth of this month was the handing over day and the Station Hospital became our own. RAF personnel moved out and we, thankfully, expanded from one small room to cleaning and setting up our own equipment over the whole building. Doctor John White, the warm hearted and gay Scottish M.O. stayed on to assist Doctor Laughland for a while after this.

December saw further increases in staff. LAC Atkinson arrived from Odiham and F/L W. Jacobs arrived from Canada to replace F/O White. Just before Christmas LAC Graham finished his tour of service and went home, which left us minus a Lab Assistant, but not to worry, at this point we hadn't a lab anyway.

January was fairly quiet, people, in the process of becoming acclimatized, had lots of colds and 'flu and our establishment was further increased by LAC's Magill and Kowaluk, Medical Assistants, and Corporal Vaughan to the Orderly Room.

February meant a little more work. 441 Squadron arrived on the station and brought with them a small epidemic of measles. It was a dreary month but still had a couple of highlights. F/L Jennings became the father of a baby girl and Sgt Johnson became a Flight Sergeant. I don't remember exactly, but I imagine both occasions gave us all a good glow.

March gave us further reason to be proud. F/L Jennings with the assistance of F/S Johnson set up and became quite adept in the X-ray Depart-

ment. In addition to his dispensary work Mike got in a lot of study and practical experience in this unit.

April, when a young man's fancy turns to thoughts of you know what, meant congratulations to Bill Atkinson and his sweet Scottish bride, Ina. This month also involved a fair amount of cleaning and polishing because it was on the fifteenth that we had our visit from the C.A.S. Air Marshal Curtis.

May was a puzzler—I've searched our small archives and found that during this month, apparently absolutely nothing of note happened on our premises.

June and Sgt Jeff Leonard arrived simultaneously—the far end of the upstairs hall began to take on the appearance of a first-class Lab. LAC Bourassa became, about now, the chief cook and bottle washer in the kitchen.

July saw, after much arranging and hard work by S/L Laughland and Matron Bransager, the opening of our Maternity Ward and the birth of the first baby. Little Robin Hale, a fine young boy, seemed an especially appropriate beginning for a new (for us) venture.

August was a queer month. It meant the beginning of the break-up of our just-assembled staff. Doctor Laughland got his posting to France and while wishing him the very best we still wished, selfishly, that he could have stayed with us. There were more changes to come. Doctor Marion during his thirty days' stay, found a very warm place in our hearts and it was about this time that F/L John O'Brien arrived to take over in Doctor Laughland's place.

September, always a time for changes, I think, meant our congratulations to Sgt Vaughan and Cpls Tapp and Atkinson on their promotions. It also saw the welcomed arrival of F/L Doris Thompson, F/O Betty Meadows and F/O Dorothy Harnett to augment our nursing staff and to replace our well-loved Matron Bransager, who got her posting to France.

October, the last of the twelve months, saw a lot of departures. LAC's Durocher and Kowaluk also headed for France, and Jake that attrac-a-tive M.O. went on temporary posting to Langar. Before the end of the month AC1 John McGourty joined the staff and Sgt Vout joined the ranks of fathers—Congratulations again.

It's been a good year and a busy one in our section and I think, if our first arrivals walked in again about now they'd hardly recognize the hospital as the same place.

To end on a cheery note or maybe

## SWIMMING CLUB NEWS

BY "PETE" DRAKE

Since writing the last edition of "Swimming Club News" for the *Talepipe* the Club is pleased to welcome a number of new members, who turned out last Thursday for a dip in the pool at Nottingham. The Club had its biggest turn out this winter, and evidently its popularity is catching on. However, there is plenty of room in the water for more "bodies" yet, so those of you who are hesitating on the brink, come along and dive in, for the more there are, the merrier.

Our special guest last week was Cpl Roberts from the Station Photography department, who came along with his flashlight and camera and took a number of shots of the boys in and out of the water. If the camera survived the numerous drownings it took from the flying spray, there should be at least one photograph of some of the Club's Members in this edition of the *Talepipe*; and besides these photographs, there are a number of other shots which will appear in the Station Year Book. So Swimmers, if you had not thought of ordering your copy of the Year Book before, now you'll have good reason to do so. What better picture could there be than a fine, strong, muscle-bound, upstanding, he-man group of RCAF Airmen, than those represented by the RCAF North Luffenham, Swimming Club. After this book is published, the local "Queens" from Nottingham and Leicester will be queueing up outside the Victoria Baths, just to look at these fine, hairy-chested, supermen of the wild west. No more having to go to the "Robin Hood" or the Denman" for your dates, fellows, from the day your picture appears in the press, the dates will come to you.

A word of comment to the North Luffenham "Glee Club" who travel with us on our outward and return journey to Nottingham each Thursday. Fellows, try harmonising with the back axle of the 'bus, it's nearer your key than the engine. The grapevine has it that the Glee Club is being requested to put on a public performance; however, the reason for this performance has not been stated, al-

*Continued on page 4*

*Continued from previous column*  
I'm absorbing some of the English atmosphere. Anyway: Saw two old dears outside the pub the other day. One said "Are you 'avin' another, Love?"

"Oh no, Ducks, it's the way my coat is buttoned."

Here's to another year of progress and change for the better.

**OPERATIONS AN INTELLIGENCE**

BY SGT GOETZ

One year of progress, which started from a grey brick building with damp stained walls, two foot deep rubble on the floors and smoking coke stoves to the most modern operational and intelligence block in the RCAF.

The first view the writer had of this building was in company with W/C Davidson on a rain swept day in February and a discouraging sight it was.

The slow process of sorting out order from the chaos began. A desk and chair were moved in with blue hands and chattering teeth plans were started.

The first working plans for the intelligence block were finally drawn up. F/O Shepherd arrived from the RAF as Wing Ops Officer and drew up the plans for the Operations block and together the plans were sent to the CTechO.

Then the long wait started, the days passed into weeks and the weeks into months and still no approval for the work necessary came. Finally, towards the end of April approval for the work was received from Air Ministry, then a few more weeks of checking and re-checking estimates and plans.

With the dawn of a morning in May, the workmen started arriving, with their arrival came F/L Davies on RAF liaison to take over the responsibility of setting up the intelligence block.

So the work progressed, a wall was torn out here, and another built somewhere else, equipment arrived, and the painters came and left. All the time the planning was going on to set up the displays and maps. With the last workman out of the building the displays were put up, the maps stapled to the walls. The building wasn't completed but now it was ready for work, the information room was thrown open and pilot's started to arrive.

Since that day in February when the writer first set foot in Building 96 until this writing, much has transpired, visitors by the score have come and gone and with some pride we point out this is one of the most inspected sections in a much inspected station by visiting officials.

W/C Davidson has left us for a short time to carry out a tour of operations in Korea, and S/L Warren is acting as COpsO in his absence. A new member has been added to our staff and the COpsO gained a good clerk when LAC Daigneaul arrived from 441 Squadron.

The RAF Pilots on Sabre conversion have taken up residence here with their crew room.

Now the last of the available space has been taken up in the building with

**TOWER CALLING**

BY LAC BILL HUNTER

As we look back over the past twelve months, we can visualize the immense changes that have taken place at North Luffenham. Our growth as an operational unit has been painful and often slow, but today we can take our place among other units of the RCAF as a station that has "made the grade."

We set out one year ago to improve the efficiency of the tower, to put in new equipment and adapt old equipment to the peculiarities of jet aircraft. In those pioneer days we had only one aid in bringing our aircraft back to base and descending them through cloud. We also had to depend entirely on the RAF fixer service to help our pilots in distress.

Naturally, we made a few mistakes at the beginning—some because of the human element and even more because of poor communications between ourselves and other stations.

Our big problem was developing a service whereby we could be independent of outside help when pilots were in trouble. All heads went into the huddle, and before too long our ideas were translated into action. As soon as the new service was developed, it was tested by various pilots and found to be OK for Sabres. We were now in a position to give our aircraft a geographical fix accurate enough to allow the pilot to commence descent long before the old method, thus saving him minutes doing long and now unnecessary let-downs.

The new GCA unit became active, too, and this greatly added to the safety and efficiency of aircraft. We found that by using GCA in conjunction with our fixer service, we could also save time in identifying. To our way of thinking, this all adds up to greater safety and more confidence between pilot and tower.

Some of the personnel responsible for this development are no longer with us. F/L Paul Fortin, F/O Frank Major and F/O Mel Hayden have left us for other parts. F/L Fortin is with 2 Fighter Wing, likewise F/O Major; while F/O Hayden has returned to Canada. However, we still have our boss F/L J. Peden, and our RAF Controller, F/O Chilcott. Other

*Continued from previous column*  
the appointment of S/L Gill to be Wing Weapons Officer.

The advent of exercise "Ardent" saw the operations and intelligence block go into full swing, it showed the few mistakes yet to be ironed out but the layout proved very successful.

And so with the arrival of the first anniversary of 1 Fighter Wing RCAF, we can look back on a year of progress.

**SPOTLIGHT ON SUPPLY**

BY LAC FRANK KENLEY

As this is an "Anniversary Issue," it would be fitting for us to start off with a "History of the Supply Section, 1 Fighter Wing RCAF," giving a rundown of all personnel and a diary of the principal Supply activities over the past year. Fortunately, you lucky readers, we intend to do nothing of the sort. In the first place, it would involve far too much work; and in the second place, it would use up too much newsprint.

Perhaps the most striking change to be observed in the Supply Section today is in the quantities of material being handled and issued. Once upon a time, all we had here was an aching void. The ache is still with us, but the void is crammed to capacity.

Personnel changes have not been numerous, compared with some other sections. One or two have been repatriated — notably, FS George McFaul and LAC R. A. Rose. One or two have left for Langer—WO1 T. L. Barrett and WO2 S. E. Lewis. And one or two—LAC A. W. Corfield and C. J. S. Allan—have transferred to 2 (F) Wing in France. The bulk of the "old guard," however, are still with us.

Of course, we've had new additions as well. A short while back, we welcomed five Supply Techs from  
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"originals" are Cpl C. P. Lanyon, and LAC's Mercier, Ritchey and Hunter (that's me).

Newcomers to the "glasshouse" since those days are F/O Ken Mosher, F/O Don Thornton, F/O Bob Beer (no connection with Labatts) and LAC A. Nelson.

The tower itself has seen some changes. We have a new desk inside and an eye-catching paint job on the outside. All we need now is a new telephone system!

This column would be incomplete without a mention of our allied services, GCA and Workshops. Our GCA unit, ably OC'd by F/O M. J. Campbell, now has all the latest equipment. The GCA controllers, Sgts Hagan, Bent and McKenzie, and Cpl Muloin, are a competent and experienced body of men (plug). The technical end is held up by FS Hart, Sgt Dove, Sgt Howard and LAC's Reimer and Baker; while the company representative, Mr. Lint, is always on hand to assist.

All in all, we've had a good year. Let's hope that our second birth will see us with as much progress and goodwill behind us as we had in our first. Then possibly the motto of Flying Control—"We think for the Pilots"—will be a reality indeed.

## A YEAR WITH THE ENTERTAINMENT & WELFARE COMMITTEE

Despite many difficulties of strange surroundings, taking over a unit, locating accommodation, trying to keep warm, trying to stay dry, a real "pick-up" time was held on our opening day at North Luffenham.

Our welfare programme for the most part, started the minute we arrived, with little accommodation available on the station and apparently no accommodation off the station. To top things off, families started arriving who had paid their own passage and could ill afford to stay in hotels. This brings to mind one happy solution which has indeed proven itself. Before taking over from the RAF we were given to understand that seven caravans would be allowed on the station and our growth is only too well illustrated by our present caravan site of eighty-three.

An outside accommodation bureau was set up in the welfare office and we are happy to say that by the time the first squadron arrived the bureau was doing a thriving business. And thanks to the staggering of the arrival dates, as each new squadron arrived we were able to meet all dependents and offer some type of accommodation either temporary or permanent.

With the opening day ceremonies over our first big effort along the entertainment line was the Xmas and New Year festivities.

The festive season opened on December 20th with a sell-out children's Xmas party complete with presents from Santa Claus, a puppet show and free candy, apples, cookies and ice cream. Our local relations were greatly enhanced by the presence at this party of all the local village children. Almost three hundred children received presents from Santa Claus. The children's party was followed by the time honoured custom of the Sr. NCO's visiting the Officers' Mess, the officers visiting the Sr. NCO's Mess and all proceeding to the airmen's mess to serve an "Oliver" triumph to the airmen complete with all the trimmings on Xmas and New Year's Day. Dances were held in all the messes New Year's Eve and each mess had a "packed house."

By this time everyone had fairly well settled in and the committee started on a planned programme of entertainment for the coming year. It was proposed to hold a Bingo every Wednesday and a "record" dance every Friday as a nucleus of entertainment.

On January 17, 100 airmen were invited to a dance at De Montfort Hall to meet the film star Joan Rice (Maid Marion of Robin Hood). Needless to

say a good time was had by all. The first Station Bingo was held on January 23 with an attendance of 153.

On January 26 almost two hundred parents and children attended the pantomime, "Dick Whittington" at Peterborough. This was the first pantomime the majority had ever attended.

Plans were well under way for a Valentine Dance on the 14th of February and a Leap Year Dance on the 29th of February, when news was received of the death of the King and all station entertainment was cancelled for the month of February. The entertainment programme started again with a dance on March 1 with an attendance of over 400.

Bingo games were resumed with the welcome addition of a complete set of bingo donated by the RCAF Association which was received with heartfelt thanks after trying to struggle along on the substitute game of Tombola on Bingo nights.

A St. Patrick's day dance was held on the 14th of March as on the traditional 17th arrangements had been made to transport 200 all ranks and wives to London to see an exhibition game between the Canadian and American Olympic team. (Canada won).

During this period various dart teams formed in the different messes were visiting all the local pubs for challenge matches and holding return matches on the station. This proved a very popular form of entertainment and "the Canadians" managed to hold their own in this English national game.

At the end of March an all ranks bridge tournament was started to be held every Monday night, and this tournament continued until the arrival of the warmer weather.

Early in April it was decided to hold a dance in aid of the new Corporals' Club which was being organized, and from this dance the entertainment committee donated forty pounds to the Club.

A regular schedule of weekend 'buses was now operating after duty Friday to the main rail heads and returning late Sunday night.

A station orchestra had been formed and was proving very popular playing our own Canadian type of music.

An inter-mess dart match was held in the Airmen's recreation room during May and was very keenly contested with the airmen's team emerging victors.

On June 11 the proceeds of the regular Bingo amounting to twenty-three pounds were donated to the Parents' & Teachers' Association of the local Edithweston school.

A constant effort was being made to improve the local 'bus service dur-

ing the week, up to this time to no avail. Through the co-operation of the Commanding Officer and the ME section it was decided to lay on liberty runs to Nottingham on Tuesdays, Leicester on Thursdays and Stamford Fridays and Saturdays. This indeed received the hearty approval of all personnel.

A predominantly male party of approximately 75 personnel all ranks was organized for the Follies Bergere show in Peterborough and the "bald headed row" that night held many well known RCAF personnel. Two other parties to Leicester worthy of mention were the organized trips to see Danny Kaye and Frankie Lane.

A very successful Battle of Britain day was held at the unit on September 20th and along the entertainment line there was a children's compound complete with Punch and Judy show, Pipe Bands from Leicester, Kettering and RCAF, North Luffenham, a Youth Carnival band from Grantham and a monster dance in all messes in the evening.

The regular Bingos now have an added attraction in the "Snowball" game where in a cash prize snowballs each night and the crowd snowballs with it. Once again one may judge the growth of North Luffenham when we recall our attendance figure of 153 at the first Bingo. We now have five hundred cards. A word of thanks at this time to the Seagram company of Canada for the donation of our new slide-type Bingo cards—just the job!

At the time of writing we are entering with gusto into the "live-show" business now that we have our new stage (self-completed), and there are presently plans underway for a live show at least every two weeks.

Here a bouquet must be given to our civilian Stan Fritz in the airmen's recreation room, who has worked tirelessly and has proved to be a jack-of-all-trades in his efforts to keep this room up to scratch.

Section parties are now taking place regularly in the recreation room and we are reaching the point where available nights are at a premium.

Just finished a record dance on Hollow'e'en with over 600 in attendance at the airmen's recreation hall.

It would not be right to omit mention of our station cinema which after a year has gradually taken shape with a paint job inside and out. A face lifting inside by completely lining the building with ten-test, central heating and ventilation installed, new seats throughout and an archway around the screen.

Another bouquet to FS Johnston of the Station Hospital who very quietly has efficiently operated our hospital welfare fund both locally and to all hospitals where our personnel have been sent for specialized treatment.

**MOBILE EQUIPMENT FLASHBACKS**

BY LAC "OAKIE" O'CONNOR

Greetings to all and Anniversary wishes to 1 Fighter Wing personnel on the successful completion of our first year here at North Luffenham.

On looking back over the past year at this unit your Mobile Equipment Section can see many forward steps taken by them since the handing over ceremony last November. Operating under the able direction of F/O Jack Reeves and WO1 Tommy Wilkins our section has grown in leaps and bounds until it now overflows the M.E. bays and compound to the extent that it has been necessary to establish a heavy equipment parking lot outside the section proper. The main trouble with this is that if the month of November this year is as wet as it was last year, we may awake some morning to find everything has sunk out of sight.

One of the best things that has happened to this outfit since November '51 is the procurement of an efficient fleet of refuelling tenders. If ever you want to hear a choice flock of curse words as Sgt "Ruggie" Barton how he spent last winter.

Our fleet of vehicles of all descriptions has grown greatly in the past twelve months, and never cease to draw favourable attention from the English public whenever operating off the base. The eyes of our newly arrived from Canada might also be discerned to bulge somewhat when they are first introduced to the first class Mobile Equipment of 1 Fighter Wing.

Something for the record—Cpl Ross Smalley, doing an efficient job in the M.E. Orderly Room, informs me that in the past twelve months our drivers have put on a grand total of three-quarters of a million miles, equal to about 30 times around the Globe! From this it can be seen that our boys are getting to see a lot of "Old Blighty"—and at Government expense too! These miles have in many cases been recorded on trips to places which a year ago sounded foreign and unfamiliar to all of us. Nowadays they roll easily off the tongue and it is strange in a way to hear everyone speak so easily of TD to such places as Bristol, Kinloss, London, Manchester, Liverpool or Gloucester, not to mention the less well-known places with such funny-sounding names as Horsham-Saint-Faith, Yeardsley-cum-Whaley, Ashby-de-la-Zouche and Poulton-le-Fylde. We've even had a couple of TD trips to La Belle France. How does that sound to you ME boys in Canada who get around to reading your station's copy of *Talepipe* ???

Quite a few faces have come and gone in the M.E. Section in the past year, some of our bods have been posted back to Canada just recently

while others have gone to join 2 Fighter Wing in France. Best of luck to all you fellows and may we meet again sometime, it was nice having you with us.

Driving here in England has presented many new problems to the ME bods, and more than one of our fellows has found himself driving on the right side of the road only to find it is the wrong side when he suddenly realizes that he is in England where left is right and right is wrong and the white line in the centre is for bicycles (or so it sometimes appears). Night driving has also given us our share of headaches and with the present lighting system for English vehicles most of us are still never sure as to whether the oncoming vehicle is a bicycle or a ten ton truck. The fact that when our vehicles arrived here they were equipped with headlights designed for driving on the right side of the road didn't help matters either, for on dipping them to the low beam the lights were directed right into the eyes of the other driver, who would retaliate by switching on a bright spot-light and giving our driver a sudden flash back; the same as I have attempted to do for you in this column only more brilliant.

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Canada. Their names: LAC Harry Froman, from Lachine; LAC G. C. Bateman, from Goose Bay; LAC R. G. Crowe and Wally Frotten, from Halifax; and LAC H. S. Miller, from Camp Borden. They're all good clean-cut types and seem to have settled down in their allotted jobs with the sangfroid of veterans.

Our last submission to the *Talepipe* got lost in the shuffle. It contained, among other good things, a report of the happy event in LAC Ireland's family circle. So, just for the record we'll repeat our congratulations to this proud poppa and confirm that the baby is doing "just fine." It's a boy—weight at birth, 8 lbs. 15½ ozs. Mrs. Ireland is in Canada, so "Irish" now has two good reasons for wanting to get home real fast.

Another item of news that has waited for publication concerns the section party that we had a few weeks ago. This party was held in the Airmen's Lounge and a pleasant evening was enjoyed by all. Well, nearly all. One of our "new boys" found out that duty-free liquor is by no means free of a "kick," and spent most of the evening enveloped in an alcoholic haze.

The bartenders at this shindig were SAC Whatling and LAC Hall of the RAF, who did a fine job and kept the bowl flowing freely.

Finally, we note that the "Three Musketeers" are back from their TD

chore at Gros Tenquin. FS Robinson first home, has now assumed the responsibility of NCO i/c Warehousing; Cpl Crawford is busy again in Stock Control; and Sgt Sulek, presently on leave, is due for a new niche on his return to duty. Pull down the buffalo, roll up the red carpet... Supply carries on!

**Swimming Club News***Continued from page 1*

though it has been said that the Glee Club could very well augment with those who favour bagpipe music, and jointly their efforts should finally convince all the "Brass" from here to Korea, that North Luffenham is a good place to keep away from, unless, of course, one is stone deaf.

Well swimmers, guess this is all for this edition. The Committee extend a welcome to all those personnel who would like to come along on a Thursday evening and join in the fun. Service Transport leaves the Guard House at 1830 hours each Thursday evening, for Nottingham, returning, after the swim, at 2130 hours. Al Ablett is on hand each evening to give instruction to non-swimmers who want to learn this art, or guys who can already swim, but want to improve their style.

Any suggestions will be welcomed by the Committee for improving the Club, and it is requested that anyone on the Station having any suggestions either speak to one of the Committee Members or contact me down at the SWO's office.

If you guys who have been swimming with us at Nottingham enjoy yourselves, tell your friends, and bring them along too; if however, you don't enjoy yourself, for any reason, tell us, and we'll see what can be done to put right whatever may be your own particular beef. This Club is run by the fellows, for the fellows; so let's have your whole-hearted support.

Watch this column in each edition of the *Talepipe*, for we not only bring you the news—WE MAKE IT!!!!

**MEMO FROM THE SSO***To all Supply Personnel—*

Our first year has passed and we can all look back on a terrific job well done. The coming year will present many new problems and I am sure they will be resolved in the same spirit as in the past. I therefore take this opportunity to thank all personnel who were responsible for our Supply operations in the first year, and I am confident that you will provide the same support in the future.

M. A. Rosenthal, S/L,  
Senior Supply Officer.