

VOL. 1.

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

No. 10

XMAS PARTY PLANNED



Returning Soon !!

RAF SABRE FLIGHT LEAVE FOR CANADA

BY F/SGT J. F. WORT

By the time this is in print we hope that the mobile servicing parties of the RAF Sabre Flight are in Canada. It is a long delayed visit but we think that this time we will make it. We expect to shuffle back and forth meeting all the Sabres for the RAF from the factory to their Squadrons in Europe.

Our stay with No. 1 Fighter Wing has been, for us, a happy one. We are sorry to leave; however, we have much of interest to see and do once we

get to the other side, so there is a recompense.

We are sorry to leave, there is no doubt about that. We would like to go round to everyone personally and say thank you; that is an impossibility, so we'll take the opportunity, through these columns, of saying to all those serving here:— Thanks for the co-operation you have given us. To name any one person to whom we owe special thanks would be odious. However, we would like to thank particularly all those who have supplied us with hard-to-get spare parts out of their jealously guarded stock cupboards and to those who have unstintingly given their time to aid us in clearing our snags.

SANTA CLAUS COMING TO 1 FIGHTER WING

Approximately 400 children of service personnel and civilian children from Edithweston will get a sneak preview of St. Nicholas when he visits the Airmen's Lounge in the NAAFI building on Friday the 19th of December.

Kids ranging in age from 1 day to 12 years old will be greeted by a real Canadian Christmas tree with all the trimming flown over by 426 squadron (at least, so we are told, the Entertainment Office hope so). Festivities are expected to commence at 1400 hours and go on until 1700 hours with a Punch and Judy show planned from 1400 hours to 1500 hours.

After the Punch and Judy show and at approximately 1500 hours, Santa and his helpers will present gifts to all the youngsters on the understanding that they will remain good little girls and boys until Xmas at least. Besides the gifts there will be plenty of Christmas candy, mixed nuts, apples, oranges, chocolate milk, ice cream and cookies for the kiddies and dear old Santa, who looks after everyone at the Yuletide, will brighten up Mom and Dad's afternoon with tea and cakes.

The afternoon will give the English children a peak at how we celebrate the Canadian Xmas and should also help to brighten the Canadian tots when they realise that Santa just couldn't forget them no matter where they are . . .

Thanks a million Santa Lew . . . I mean Claus.

"The Talepipe"

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

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EDITORIAL

The arrival of the month of December immediately brings to our mind the thought of Christmas and although we are still 24 days early we would like to introduce to you an appeal that *Talepipe* is starting in aid of the St. John's school for underprivileged children in the way of a Xmas gift stocking.

LAC Frank Kenley of Supply section brought forward the suggestion of the "Talepipe's Xmas Stocking" with the added idea of having a large chimney displayed at a prominent location on the station into which contributions of candy, small toys, clothing or money could be placed. We of the editorial staff do not ask you to make the contributions large or costly, but to merely keep the box in mind and let's try and fill it.

The chimney will remain on display until the night of the 19th of December at which time the members of *Talepipe* will sort out the gifts and present them to the children on Saturday afternoon, the 20th of December. Throughout the campaign reminders of the appeal will be made in DRO's and in the station newspaper and to keep you informed as to its progress.

The Rutland Children's Welfare Bureau have at least seventy needy children on their list who are at present in homes and who will not cele-

EDITOR'S APOLOGY

May I take this space to publicly apologize to those sections and individuals whose material I was unable to fit into the Anniversary Issue of the *Talepipe*.

Unfortunately editorial difficulties arising at the last moment forced us to omit some of the articles and in no way was any piece purposely left out.

We have tried to rectify a little of the damage done by adding a supplementary section to the Anniversary Issue this time.

"ed"

Editorial

Continued from previous column
brate Xmas the way we know. We of 1 Fighter Wing should feel privileged to be able to help these poor unfortunates at a time when it is so much better to give than receive . . .

"ed"

ACCOUNTS ADVISE EXCHANGE RATE UP

BY SGT T. H. RIDLEY

Well your unit account section has settled down to another year of operation which should be considerably easier going than the first one (we hope). We have managed to iron out a good many of the accounting problems that confronted us and have more or less become accustomed to the ways of a unit in the U.K. We, as with all "Old Timers" at this station, have gained a world of experience which should serve us well. I feel sure that, although at times we have been severely tried, we will have many fond memories of North Luff and this country as a whole to take back to good old Canada with us.

For the first time since this unit became self-accounting the official departmental rate of exchange has taken a considerable jump and this has occurred in the middle of the month. As of the 18th November, '52 that rate skyrocketed from 2.69 to 2.77 and any sterling cash received by you from that date until the end of the month either from claims or service pay was computed at the new rate. It is encouraging to see the old pound taking an upward trend for a change even if it does cost us an extra 8 cents.

If, and I repeat IF, Cpl. R. W. Sanderson can get a seat in one of the aircraft he will be back in Winnipeg shortly, enjoying the company of his wife, after completing his tour in this country. Good Luck "Sandy," it's been nice having you with us. Cpl Dunn is coming from Gimli to replace

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GROUND COMBAT TRAINING

BY LAC GAULD

One silent night you are pleasantly sleeping and, all of a sudden, you hear noises of hostile aircraft in the sky. The station alarm system starts to whine! What would you do? OR what would you do if someone gave you a rifle and told you to go out and defend the station, that there were enemy troops approaching, and only half a mile away? You wouldn't know what to do, you'd be completely lost if Ground Combat wasn't there to TEACH you what to do, half of the personnel on this station might be killed or severely wounded, and our station would be knocked out. A lot of personnel think that Ground Defence is a waste of time and effort, and just another "Joe Job." Well, let me tell you, that some day what we here in Ground Defence teach you, may come in very handy, it may save your life!

What you have read in the few lines above, is actually a message to you all. Don't forget, it might happen to you. So when you come to "Ground Combat Training School" remember all that is taught, don't just come here 'cause your name appeared in DRO's, try to remember that we here in Ground Combat are going to help you to stay alive in actual combat, in case this station, or any other station on which you are, is invaded by the enemy.

I would like to welcome P/O Moore to our little section. I would like to take this opportunity to wish F/O C. I. Adam the very best in his new position at Air Division HQ in Paris. I would also like to thank P/O Moore, Cpl Clarke and Pte Lemmons for all the overtime that was put in to get our school in more efficient and comfortable working order.

There has been a few changes around here. We have a new orderly room, a training aid workshop, and the class-rooms are to be re-painted and properly weather-proofed. If I do say so myself, they look very smart. In due time we hope to have this whole building painted and repaired.

The training programme is to be re-vamped shortly, and actual tactical works on the ground will begin. We will also soon have a new range of weapons and field equipment. We hope to have an opportunity to test our Wing's defences early next year with an attack by an actual "enemy."



BY AXEL

Main item of interest this time is the birth of a baby boy to F/O and Mrs. Ray (Jabara) Jolley in Oakham on the 17th of November. The odour of cigar smoke has been heavy in the flight room ever since!

At the time of writing F/L Dean Kelly, F/O's Bob Simmons, Murray (Buzz) Neilson and Jack (M.S.) Ecker are enjoying a short trip to Germany.

Sgt Bill Crago has been telling me a scheme on how he is going to be a millionaire in one easy lesson... something about outhouses on wheels to follow your caravan.

Lorne Cox has decided to return to the fold after about six weeks sight-seeing between here and Sculthorpe... Ditto for Willie Williamson who has also been "on tour" ????

Rocky Paquette (still in hospital) sporting a new cast for his move to a convalescence home in Sussex. All look forward to having the k back with us.

Postings in for many of the boys and we expect to lose Ian M. McDonald early next year. Sorry to see the chaps go but we hope it's where they asked for.

New faces finds F/O Len Fine and Ken Branch have joined the ranks of the "boys who used to put footprints on the ceiling but don't anymore" ... Welcome aboard.

Doug Cooke expected to rejoin us again this month and Lorne Cox moves to "Byrne's happy home for irreparable Sabres."

Bob Lay sure works hard at trying to look like he's working hard. Only nine for tomorrow, Bob ???

Daig Daigneault looking happier after he found that the posting reads before the name and not after. I guess North Bay wasn't suitable.

Major Craig still claims that it's the pilots who keep the serviceability low.

What F/O went around in the guise of a Wing Commander (like a sheep in wolf's clothing) at West Raynham when he was stranded one night ??? We have a new song to the tune of "Who put the overalls in Mrs. Murphy's chowder" that we are calling "who put the Sabre in the mud at West Raynham."

One more choice bit. Red McIlraith off to coach the RAF Basketball team to victory (it says here)... Somebody actually requested it... Yuk Yuk.

That's all for now. Remember "Big Brother" is watching !!!

HQ POSTS 100% RESULTS

BY LAC F. T. CLARKE

Many people have remarked the haggard looks, and the creases between the eyebrows of the Orderly Room clerks in the past couple of months. They have not been getting their proper sleep and their nerves have been shattered. All this has come about because of training command. Three months ago the results of the Trade Board were posted and since that time the clerks have been biting their nails, and having appalling nightmares about failing and all the money they would lose. But relief came at long last. The results finally arrived and now the clerks are all beaming from ear to ear. For one hundred per cent. of the clerks who wrote the exams passed. On being interviewed, LAC Chuck Stather, the travel claim wizard, smiled a modest smile and said "It was a tough fight, but the old typewriter brought me through." LAC Eddie Hache's remarks on hearing the good news were "Now I can go to Brighton more often." Congratulations go out from the Orderly Room to all those who passed the Board, and hopes that all their other exams will have the same results.

Some while ago there was a spot of demolition work being done around the Orderly Room and LAC "The Strong Man" Stather decided to lend a hand. Little did he realise his massive strength and skill at wielding a pick until with a mighty blow he completely wrecked the radiator causing somewhat of an inundation in the Orderly Room. It is little events like this that bring a ray of adventure into the otherwise drab, dull lives of clerks. Since that fatal day the temperature in the Orderly Room has been comparable to a deep freeze. The typists' fingers congeal on the keys. LAC Vachon, valiantly carrying on with the DRO's, has a constant struggle to keep from falling into the treacherous sleep that precedes death from cold. LAC Harry Meens has been stuffing his tunic with record documents in a vain attempt to keep warm. Sometime in the next six

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PRINTING . . .

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BY F/O SEITZ

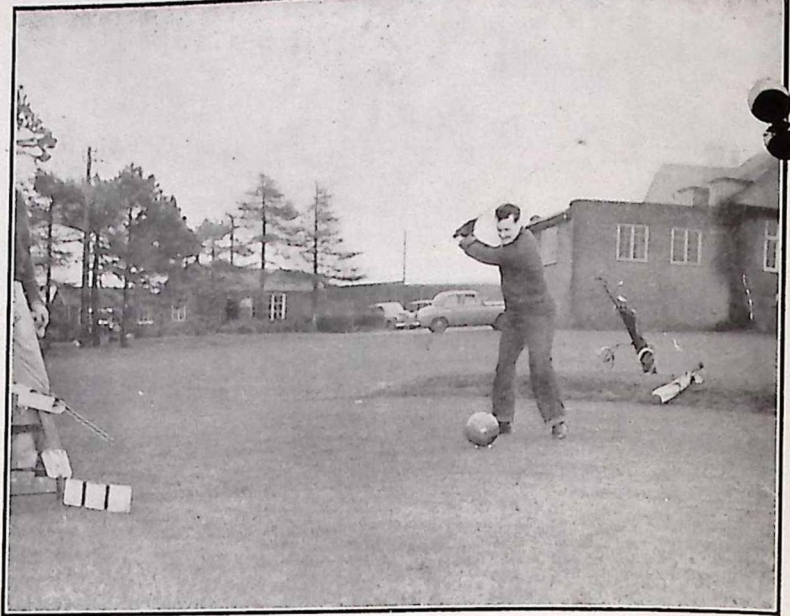
After the long spiel in the last issue we find ourselves completely void of brilliant and profound statements to set before you for this issue.

However we must say that we were sorry to have recently bid farewell to F/O (High Tension) Wilson who has returned to the ever lovin' arms of his wife in Canada. Tom is soon going to be flying bigger kites and may his TD forms be bigger and better. Very shortly we shall also be saying Adieu to Rocky Laroche who is also returning to Canada. We are always very sorry to see one of the squadron members leave, but such are the whims and vagaries of the powers-that-be so all one can do is mumble "C'est La Vie" in one's beer.

A character who drifts around this station and is oft times known as "Canso Pete" recently came to us with the solution to UN's dilemma of finding a fighter aircraft better than the MIG 15. The following article was placed in our hands:

SUPERIORITY OF CANSO OVER MIG 15 AND/OR F86 SABRE AS ALL METAL, ALL WEATHER, HIGH ALTITUDE, LOW LEVEL INTERCEPTER FIGHTER/BOMBER AND WHAT NOT!

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6. Bomber—Carries depth charges, hand grenades, practise bombs, Verey Pistols, bricks, coshes, razors (they fly so low and so slow you can shave gook while passing by if he's particularly dirty) and even a Bolo or lariat to catch one if you want one.
7. Besides which they don't have flame-outs. You can paddle if the engine quits.



S/L Bricker of 439 Squadron, Tees Off

8. No ejection seats. The thing stalls like a parachute anyway, so who wants to bail out.

9. Built in dinghy. It floats on water like a barge. (Very fine idea, that).

10. No Sonic Booms. It'd boom you about the head and ears of you tried it.

With those ten points how can you hit or miss? Another thing; Kelly would love it. It flies slower than anything.

We're going to start a petition. Anyone in agreement may buy the writer a Rum'n Coke, thank you...

439 ARMAMENT

BY CPL R. A. S. SIMPSON

This article has not appeared in the Talepipe for sometime due to the fact that your reporter has been busy on Firebird. However, not that things have eased off a bit, I will try to keep

up with the news and views of the Armament section.

To begin with we would like to welcome three new arrivals to the section: AC Swain, AC Gregory and AC Laursen. You fellows couldn't have come to a better squadron. AC Zasejibida (Smitty) has returned from the hospital at Chessington and is feeling much better. He's glad to be back on the job cleaning guns and doing the occasional barbering job.

Continued on page 9

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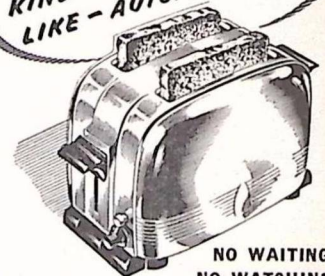
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SUPPLY REPEATS "LOST NOTES"

BY LAC FRANK KENLEY

Fate has conspired to prevent this column from appearing in the two previous issues and we apologize to our faithful readers (both of them) for this enforced absence.

In these "lost notes" we recorded several items of Supply interest that bear repeating.

For instance, the arrival of new Supply Techs as replacements and reinforcements. We welcome LAC's Harry Froman and G. M. Bedard from Lachine; LAC's R. G. Crowe and Wally Frotten from Halifax; LAC H. S. Miller from Camp Borden; LAC G. C. Bateman from Goose Bay; and LAC J. L. Desjardins from Greenwood.

Another item that got lost in the shuffle was the birth of a son to LAC and Mrs. H. E. Ireland. (Weight at birth: 8 lbs. 15½ ozs.). Mother and child are doing fine.

The section enjoyed a "mixed" party some weeks ago in the Airmen's Lounge. The wine flowed freely and a good time was had by all. Now, with Christmas in the offing, a further

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WHAT SIZE THE DOLLAR

BY SGT T. H. RIDLEY

The recent change in the official departmental rate of exchange has caused some speculation as to why our Canadian Dollar fluctuates from time to time. This subject covers a broad field and would take far more space than is available to cover fully. However, one of the major factors governing the values of the various currencies was recently discussed in an article published in the magazine *Saturday Night*, written by B. K. Sandwell under the heading "Our Dollar is Too High" and seemed to cover this point very nicely. It should be considered recommended reading for those interested in Canadian Economics.

Canada, of course, is one of those fortunate countries that is able to produce agriculturally and industrially those essentials required by the world market in sufficient quantities to warrant a highly active and competitive export trade. This in turn results in the exchange of currency. The variations in rates of exchange is largely dependent on the age old principle of supply and demand. In other words the greater the demand for our products the more the foreign power is willing to pay in his currency for it.

For example, the U.S. financial interests recently made a rush on Canadian securities and in order to buy they had to have Canadian dollars. This influx coupled with other factors has had the effect of bouncing the Canadian dollar from a controlled .90 c. to a high of \$1.07 in dropped to approx. \$1.02.

Now the world market prices, whether we like it or not, is based on U.S. Dollars. When the value of this goes down in terms of Canadian currency the Canadian producer for export gets that much less Canadian U.S. Currency value. This has since money for his products. To illustrate the Canadian wheat farmer produced a bumper crop of approximately 650 million bushels in 1952; a large portion of which will be exported under an international agreement at \$1.80 a bushel in U.S. Funds. The present discount on American money means that instead of getting \$1.80 in Canadian money they will only get approx. \$1.71 which means nine cents out of the pocket of the Canadian producer for every bushel he exports.

More recently this trend of buying Canadian dollars by the Americans has dropped off somewhat and the rate of exchange has been affected accordingly. This, of course, will reduce considerably the loss to the Canadian wheat farmers.

The United Kingdom because of its size and population must import many of its essentials and largely from the world market whose prices are quoted in relation to U.S. Dollars. Canadian dollars, therefore, became more attractive since they had the ability to buy more U.S. money and consequently a very favourable rate of exchange resulted. As the Canadian currency drops off in relation to the U.S. Dollar so the Sterling-Dollar rate of exchange will alter.

It would seem from this that the American dollar is the all-important factor in setting not only the Canadian dollar value but also the English Sterling and possibly many other currencies. Why, you ask, must a country as wealthy in natural resources as Canada have to bow to the American Dollar? To answer that, one must consider that of all the countries that participated in the last

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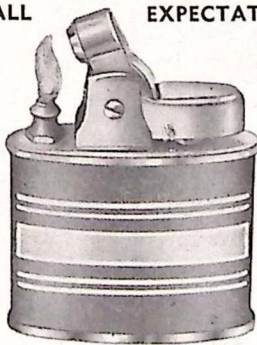
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Shirts (Officer's)	21/0 & up
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Trousers	19/0 & up
Corduroy overalls	17/6 & up
Dressing Gowns	22/0
Shirts (white and plaid) ...	10/0 & up



for GIRLS

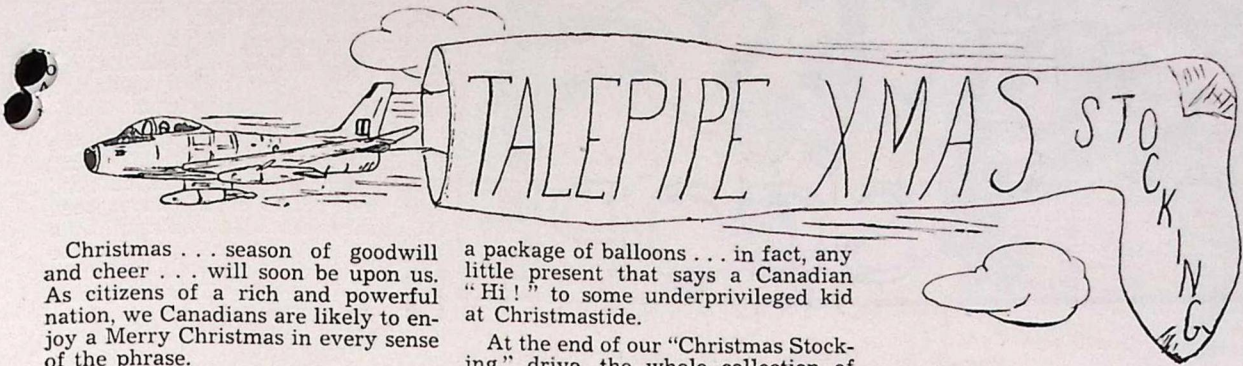
*For that little angel of yours or a friend's,
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Christmas . . . season of goodwill and cheer . . . will soon be upon us. As citizens of a rich and powerful nation, we Canadians are likely to enjoy a Merry Christmas in every sense of the phrase.

Unfortunately, there are many other folk . . . some of them not a great distance from our fighter base here in England . . . who will be short on Christmas cheer when the festive season rolls around.

The needy children of Rutland, are a case in point. These underprivileged kids could really use a Santa Claus.

And that's where we come in.

Talepipe is anxious to help these kids to a slice of old-fashioned Canadian kindness—in the shape of a "Christmas Stocking" packed with candies, toys and small gifts. Will you help us to do it?

During the next few weeks, a large carton will be exhibited in a prominent place on the station. Our ambition to see it filled by you, the officers, airmen and dependents of 1 Fighter Wing, Royal Canadian Air Force.

Anything in the nature of a gift will be acceptable . . . a few chocolate bars, a box of candies, a small toy (used or new), an article of children's clothing, a box of Christmas crackers,

a package of balloons . . . in fact, any little present that says a Canadian "Hi!" to some underprivileged kid at Christmastide.

At the end of our "Christmas Stocking" drive, the whole collection of candies and gifts will be handed over to the Rutland County Council for distribution.

So how about it, folks? Are you with us in this goodwill enterprise? If so, tell us by supporting the drive.

Pitch in and fill that stocking. You'll like doing it . . . and the kids will love you for it.

P.S.—If you find it more convenient to donate cash, there will be a money box inside the carton. Just drop your cash in this—and leave the rest to us.

HQ Posts 100% Results

Continued from page 3

months we will get a new radiator, we hope. However, any persons on the Station needing some demolition work done need only apply to LAC Stather in the Wing Headquarters to get prompt and efficient service.

And now a bit of news for the card sharks on the Station. Cpl Wally Muzychka reports that he got a twenty-nine hand in Crib last Tuesday night. He had the Jack of Clubs and three fives in his hand, and the five of cubs turned up. He was playing with LAC Bud Mercier, and the hand was witnessed by Cpl Frank Dalton and LAC Gregory. It must be wonderful to live right and get the rewards that Wally does.

Cpl "Lushwell" Maclean of the Central Registry, has been very reticent about his affairs of the heart in London lately. What's the matter, Lush, is the noose tightening? Sgt Frank Golding, the shy, quiet NCO

of the secret Central Registry has been a changed man since his return from Canada and we venture to guess that the reason is a bright-cheeked girl from Ontario.

We now must bid a belated welcome to Ernie Constant, our new Headquarters Canteen Steward. Ernie has taken over in Cpl Goddyn's place, and is carrying on in the Cpl's fine tradition of the best coffee in the UK. Ernie comes to us from Centralia and has already seen many of the ancient and educational sights of London, viz: Piccadilly Circus, The Chez Moi, etc. LAC Constant and his coffee are the mainstay of the Headquarters staff. Every time records get to much for LAC Fergie Ferguson he drags his tired frame to the canteen and renews himself for the struggle with a cup of coffee.

Congratulations again to all who passed the Trade Board, and the best of luck to all those writing next month.

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Basketball

The station team went to Wyton to play an American Team at that Station and lost by a very close margin 47-54. The game was a fast moving one with the score at the end of the first half 18-22. In the second stanza "Kid" Luker our centre forward, found his stride and racked up 18 points for a total of 18 points in the game.

Sharing the scoring honours was Bill Edmondson scoring 14 points. F/O McIlraith was strong on defence playing practically the whole time on the floor. F/L Joy scored 3 baskets, LAC Horne 2, Cartmell 1, and Frank Adams 1, with Mac McIlraith getting the other.

There are lots of chances to make the team for anyone who wishes to try out practice on a Monday and Thursday evening. We have found four new players for these tryouts, so come along fellows, spots are open for the best players.

With the amalgamation of the two teams for the purpose of getting

strength in the team, we practice on Tuesdays at 7 p.m., until 9 p.m., and on Thursdays, from 6.30 p.m. until 8 p.m., when boxing takes over the hall.

The team looks very good and will no doubt make a name for itself in the Nottingham League, also in the British Open Championship.

There are lots of games on tap for the team and we need players, so if you play come out and practice on the days and time mentioned above.

Boxing

The plan to get a team on the station is still in its infancy, but can only be developed with the help of station personnel, men and officers.

Boxing will be held on Mondays and Thursdays at 8 p.m. in the sports hall. So it's up to you whether this column will be longer, or will be out!!!

Soccer

Station team went to Syston to play soccer on Wednesday afternoon. The Station fielded 11 players who un-

fortunately are not the regular Station Team, there being some difficulty in getting the regular players off duty. But in spite of this, the team that did go, put up a good show against a smoother working opposition.

The score was 5-0 against the Station, but for the playing "Logan" Dokers and Sulek who played good ball, the score might have been higher, the team as a whole put up a very good show. It is hoped that the Station Regular team will be out in the next game played here against RAF Station Spittlegate on Wednesday, 26th, November, 1952.

AGE IS RELATIVE

REIGATE, ENGLAND—(CP)—Once a week Mrs. Mary Reason leaves her home here to visit her friend, Mrs. Humphries, in neighbouring Redhill. Mrs. Humphries, 105, "is getting on a bit and can't get about," explains Mrs. Reason, who is only 102.

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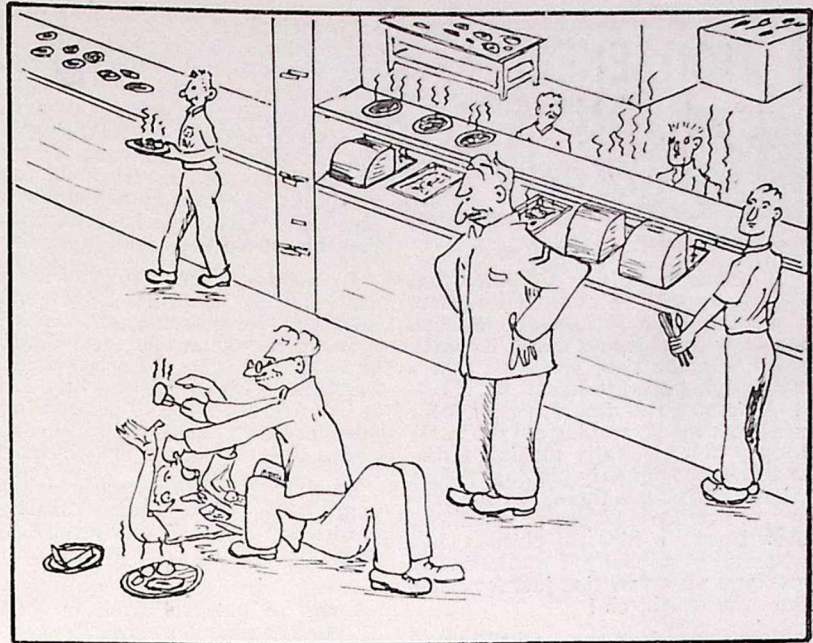
Continued from page 4

WO2 Matthews must have had an ail well come in as he's suddenly come up with a brand, spankin' new Austin. Most of the rest of us still rely on bicycles and feet.

Suggestions have been heard about improving the squadron parties by allowing wives and other sundry females to attend. Stags are OK but sometimes some of the boys would like to share their fun with their wives, I guess. Any ideas on the subject of squadron fun and games should be presented to F/O Pappas, the squadron entertainment officer. So let's hear from you!

It seems that Cpl's Hughes and Turner challenged S/L Bricker and F/L Bliss to a round of golf. At the ninth hole the Boss became a bit peeved at not being able to hit a normal-sized pill and promptly substituted a soccer ball. It makes us wonder what the Brass won't do to prove their superiority. In spite of this the Sabre Tooth cup went to Porky Hughes and Bulgy Turner.

Well I guess it's time to put on the Parka and crawl into the Tailpipe to keep warm until the next issue. Cheers!



"NO FOGWORTHY, HE DOESN'T HAVE TO EAT HIS POTATOES BEFORE HE CAN HAVE HIS DESSERT!"

Supply Repeats Lost Notes

Continued from page 5

occasion for merrymaking is being cooked up in Stock Control. Nothing like planning ahead! This party is to take place on 23rd December and is expected to draw a record crowd.

Cpl A. D. Wadmore, we are happy to report, is out of hospital and relaxing on sick leave. Everyone else around here seems to be in rude health, although we have one "operation case"—LAC L. H. Viau—who should be minus his tonsils when this reaches print.

Stock Control office has been re-organised more than somewhat and "old friends" dropping in nowadays sometimes fail to recognize the place. The famous "counter-blockade" is apparently having the desired effect of keeping casual visitors at a distance. It's all very unfriendly... but

probably quite sound from an "efficiency expert's" viewpoint.

F/S J. E. Robinson, just back from a spell of leave, is now our NCO i/c Warehousing. He seems to be quite happy in this new appointment and we wish him every success.

The recent cold spell has brought a spate of demands for heaters, but not everyone is likely to obtain full satisfaction in this regard. Why, we're even short of heating equipment in some sections of Main Supply! (LAC Johnson of Technical Stores reports that he is slowly freezing to death. Hospital, please accept this as fair warning).

That's all for now, folks. My fingers are too numb to continue typing. Besides, it's coffee time.

Accounts Advise Exchange

Continued from Page 2

Ross Waddell Sanderson and should be with us before printing time.

During a talk your reporter had with one of the bank managers the other day the differences in our banking systems was discussed and it appears that a good many chaps are still not familiar with the many services available at the local banks.

Remember that in order to get sufficient money for travel on the continent you will usually find it necessary to use Canadian dollars. The only way to get Canadian Dollars from your pay account is by having it deposited by Canadian Treasury Officer (Overseas) or by a Canadian Dollar Instrument (cheque, draft or money order) deposited in your Canadian Account at the bank of your choice. It is readily convertible then to any currency required. If you have any financial problems see any member of your accounts staff who are fully familiar with financial problems in this country and are only too willing to assist in any way possible.

Enough said for now.

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BY H. H. HART

It seems incredible to think that Christmas will be over in less than a month's time. Yes, this Festive season with its joyous music, its party spirit, and the time above all others for enjoying good things to eat. Such is Christmas, the time when the folks next door are screeching out the latest boogey and generally making a din, and mother is quietly playing "Silent Night." Of course there'll be the Turkey, or the Goose maybe, or you might even favour a nice fat chicken, but whatever your choice, I would like to give you all a few tips just for what they are worth, eh!

Now a few days ago I asked one of the cooks in the Mess, to see if the roast chicken were sufficiently cooked and a few minutes later he was busy with a large fork, prodding the birds from the gizzard to the parson's nose. In my opinion this is sacrilege—annihilation, NEVER, NEVER, use a fork on a bird of any sort, whilst it is being cooked.

I will use as my illustration a chicken, but the same method applies to any bird or game you may choose.

Of course, the main requirement for successful poultry cooking is **LOW TEMPERATURE**. Regardless of the method of cooking or the age and size of the bird, a low temperature cooks the bird *more* uniformly tender, and keeps the meat more juicy. A bird cooked at a low temperature shrinks less, has better textured meat, and is more attractive when served. *A high temperature toughens and dries out the meat by any method of cooking.*

Choose a good roaster (a cock bird over 3½ pounds and should be from 5 to 9 months old) my choice would be a Capon—unsexed male, something over 4 pounds in weight—the deluxe in finish, flavour and tenderness, brought about by caponizing, full breasted, yielding a very high proportion of white meat.

Now note *carefully*. Place your bird in the roasting pan **BREAST SIDE DOWN**. Brush well with melted fat. Roast in a moderate oven (325-350 F), allowing 30 to 45 minutes to the pound. (The larger the bird, the shorter is the time per pound) When cooking time is half over, turn her over on her back and brush again

with melted fat. So many folk reverse this process by placing the bird on it's back to begin with, and having to finish the chicken breast down thereby ruining the color and appearance of the breast. By following my instructions you will discover that by cooking your bird breast down first, it will not be necessary to disturb the bird once the bottom is cooked, and your breast will look really tempting.

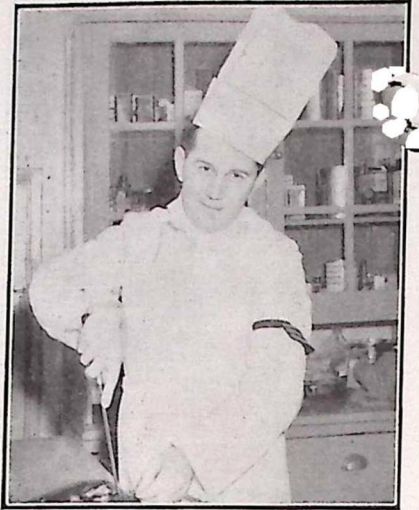
To test for doneness, move the leg, and if the drumstick-thigh joint breaks or moves easily, the chicken is done, the drumstick meat should be very soft when pressed between the fingers. Do not pierce with a fork to test, as this allows all the delicious juices to escape, and is one of the main causes of the resultant dry chicken.

As you will probably wish to stuff your bird with the traditional "dressing" may I offer you my recipe for a really good one. Here it is:

- 1 can of chicken broth or good chicken stock (1½ cups).
- 2 eggs beaten.
- 6 cups course stale breadcrumbs.
- 1 teaspoon seasoning poultry.
- ½ cup chopped celery.
- 2 tablespoons chopped onion.
- ¼ lb. butter.
- Salt to taste.

Mix well together all ingredients—and there you have it. *

My Christmas page next issue will contain some last minute suggestions for your yuletide pleasure. Bye for now.



Sgt. H. Hart

"LEAPFROG I"

A Worm's Eye View


BY CPL LEN GRAVELINE

439 (F) SQN.


May 30th, a day to be remembered as the beginning of a truly historic operation by the RCAF. For the first time in the history of the RCAF a jet fighter squadron took off from its home base in Canada with its destination being the UK. For the first time an entire fighter unit, aircraft, personnel, and equipment, was transferred across the Atlantic by air.

On May 30th, after months of preparation by all members of the squadron, we became airborne on route for our first stop at Bagotville. First airborne were two North Stars of Air Transport Command with half of the groundcrew. One hour later the Sabres started taking off in groups of four, led by S/L Bricker. With the able assistance of 416 squadron ground crew everything went as smooth as silk and the fighters got away on schedule. After an appropriate wait to ensure that none were returning in trouble the two remaining North Stars started up with the remainder of the 439 ground personnel, arriving at Bagtown at 1145. All Sabres had arrived safely although one had blown a tire on landing.

The a/c were duly serviced; then with typical Air Force timing, signal came through to the effect that a special inspection had to be done on the drop tanks. With the help of a crew from Canadair we worked the rest of the day and part of the night to complete the job.



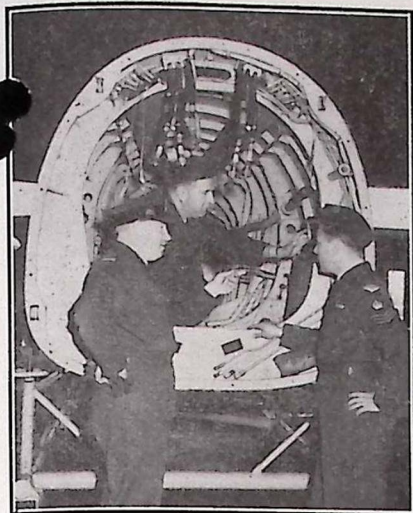
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S/L Byrne looks over the Sabre's shell with Sgt L. A. Watkins and F/S E. Pearson.

In the natural sequence of events the weather clamped for the next two days but most of us spent many hours airborne in the North Stars orbiting various spots en route just in case. Finally on June 2nd we took off for the second time that day and landed Goose Bay at 1840 hours. The Sabres were already there, having passed up sometime while we were en route. Two legs of the journey were now complete.

Now we were in for the "Long Wait." From the 2nd of June to the 10th we fixed snags, did two engine changes, and a million other minor things expecting to leave at any minute. Of course in the meantime we orbited over the "Duckbutts" between Goose and Bluie West 1 in Greenland to the tune of some fifteen hours flying time. We had now flown 26 hours and 25 minutes to reach a destination which normally required about 5½ hours of flying.

With the daily orbiting of "Duckbutts" the North Star crews had composed a song of that name to the tune of "Waltzing Matilda."

While at Goose Bay we also learned something of desert operation since Goose, at times, is worse than a miniature Sahara. Even with intake and tailpipe shields and cockpit covers on the sand managed to drift in enough to make it uncomfortable for all concerned.

Finally on the morning of June 10th half of us again took off in two North Stars and landed at BW1 at 1340 hours after flying up 52 miles of fjord. Looking at the fjord it suddenly became very clear why we had to wait

so long for good weather. Even the most sublime optimist must think twice about going in there in bad weather. The hard-centered type clouds are rather prevalent.

The Sabres began to arrive at 1900 hours led by F/L Bliss and all got down without mishap. It's just as well that none had to do an overshoot after touchdown as it would have been rather hairy, to say the least, at least so it seemed to the non-flying types. Of course the pilots say it would have been a piece of cake, but then what can one expect of pilots?

It was midnight before we finished servicing the a/c but strangely enough it was still practically daylight. That's not surprising since Greenland is nearly far enough North to be the land of the midnight sun. On the morning of the 11th the other two North Stars arrived with the rest of the personnel.

Luck was finally with us and the weather remained favourable so half of us lashed out to Keflavik at 1300 hours on the 12th, arriving in Iceland at 1645, again under a bright, almost noonday sun. The Sabres arrived on the afternoon of the 12th and by this time all were feeling like veterans as with a combination of hard work on the part of the groundcrew and sharp flying on the part of the pilots the trip was running as smooth as silk.

With the arrival of the other North Stars our group left Iceland at 2300 hours for Scotland and finally on to North Luffenham, arriving here at 0700 hours on the morning of the 13th. The advance party of the squadron who had left Ottawa on the 23rd of May were of course already here and soon briefed us on the set-up here in dear old "Blighty." Nottingham was highly recommended as a village of relaxation.

On the afternoon of the 15th of June, 1952, the 21st Sabre of 439 Squadron touched down at North Luffenham and the 3300 mile journey was completed without damage to an aircraft or injury to any of the personnel. It is interesting to note that we in our particular North Star were airborne for 37 hours and 25 minutes on the journey from Ottawa to here. This may not speak well for 426 Sqn. but we must admit that most of this time was spent "Orbiting a Duckbutt," as it were.

We should like to give our thanks to the personnel of 416 and 413 Sqn. personnel, and the USAF for their aid in making this crossing a success.

ME DISPLAYS ITS PARTS

Everyone in the Air Force today has at one time or another had reason to utilise the services of the Mobile Equipment Section. For this reason we are going to attempt to take ourselves apart and explain our jobs to other personnel of the RCAF. The following article is the first in a series of short sketches through which we hope to attain this aim.

Why Despatchers Go Mad

The quietness of 0630 hours is suddenly shattered by the shrill, insistent ring of an alarm clock at the side of the still sleeping Airman. Slowly a hand is seen to issue forth from the warmth of the bed clothes, grasp the clock tightly and press it to the ear of the owner. A sleep shrouded voice is heard to mumble "ME Despatch Office, Corporal Carubrettor here, Sir!" And so begins another day in the life of the ME Despatcher.

Unassuming though he may appear, the ME Despatcher is nevertheless the pivot man of the ME Section, the man around whom the operation of the entire section revolves. He is our contact with the rest of the Air Force and vice versa. It is his job to satisfy all incoming requests for transport, to assign each driver to his run and to ensure that all runs are properly carried out.

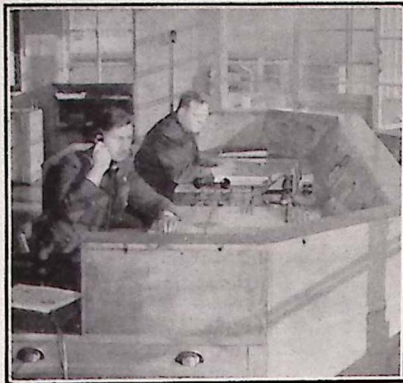
By 0745 hours the day is well begun for the Despatcher. Routine runs must go out on time; drivers must be boked out on their respective vehicles and already incoming requests are beginning to pour in. By 0815 hours

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- 1952 JAMES Comet Standard, £76 0s. 7d.
- 1952 NORMAN 98 c.c., de-luxe, new, £94 0s. 2d.
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F/L Peden of the Control Tower.

upwards of 50 per cent. of the drivers are on the road, of the remainder several already have their day's work laid out and will be pulling out within the next few minutes. This is a typical morning, so let's follow the Despatcher's chain of thought for the next short while.

Two Hangar has a request in for a vehicle to pick up some wing tanks at 0830, two officers to be picked up at Peterborough railway station by 0845 "What's that?—Engine trouble with the truck for Supply? Get an ME Tech working on it, we need it bad." Hospital wants a station wagon to go to Ely. † / \$! ? ! ! There goes that 'phone again! "No Corporal, I'm afraid we haven't a vehicle going to

Nottingham." Two drivers gone on sick parade—that leaves me three—and four runs on the books for action—'Phone again—"Yes Sir, I'm afraid not Sir, no drivers available, yes Sir, I'll let you know if there is a run we can work it in with."—Now, station wagon to Ely and another to Peterborough. "You—driver, remember the details of that run? Well here they are again—"Damn that telephone, "Yes Sir the vehicle for 2 Hangar will be leaving immediately." Can't anymore sit that 'phone down than it rings again. "Yes Sir, North Star 0900 hours, two freight trucks—one to load and one to unload, 'bus and station wagon for personnel, 6 Hangar. O.K. Sir, we'll have them there."—I hope. Now what can I give Supply? . . .

And so it goes. No, a Despatcher's lot is not a happy one, yet it is the Despatcher's voice you hear on local 64, which with diplomacy, courtesy and tact, answers all requests in spite of the fact that he is in the middle of a big "Flap" during most of his working day. The Despatcher is the man who on an average of seven times a day threatens to "throw that d—'phone through the wall if it ever rings again!" This little emotional outburst however, never does take place and as a result the ME Despatcher must be rotated on his job at least every three months in order to keep him from beating his wife when he goes home at night and she says "How did things go at work today, dear?"

INVESTITURE OF 1st EDITHWESTON (RCAF) PACK OF WOLF CUBS

An investiture of Wolf Cubs was held in the Airmen's Ballroom NAAFI, on Wednesday, November 26.

Guests included Group Captain E. B. Hale, DFC, CD, Field Commissioner Martyn Lamb, District Commissioner, the Rev. H. Prytherch, the 1st Langham Troop and the parents of the cubs.

The District Commissioner and Cubmaster Cpl Montpetit conducted the investiture.

Lunch was served and enjoyed by all, and the evening ended in a happy sing-song.

What Size the Dollar

Continued from page 5

world war, the United States was the least to suffer and the quickest to recover. Not because they didn't put forth as great an effort as any other nation or bear their full share of the cost in man-power, machinery and money, but because (1) They were an exceedingly wealthy country before the conflict, (2) They suffered comparatively no loss to their productive industries, (3) They were still a wealthy nation after war.

Because of this they were the only major nation with the wealth and the productivity to assist the war ravaged countries financially in the immediate post-war years until such time as these countries had built up their agricultural and industrial productive machinery sufficient to carry their own loads. Since the U.S. was providing the money through the medium of the World Bank and had the productive capacity to supply the immediate needs on the world market, world trade and the U.S. Dollar became almost synonymous.

Canada has in the last decade been recognised by the world as a whole as one of its leading nations and as its natural resources are further developed and its world trade increases its currency and productive potentiality will be second to none.

It is again pointed out that this is only one of the many factors to be considered in determining the reasons for variations in the rates of exchange of various currencies. One must also consider all the elements of supply and demand as well as the undulations of temperatures in the "Cold War." Politics and foreign policy has a great deal to do with world economics.



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