

VOL. II.

R.C.A.F. 1 FIGHTER WING, NORTH LUFFENHAM, FRIDAY, JANUARY 30, 1953

No. 2

# W/C DAVIDSON TO 3 WING

## COpsO TO COMMAND OPERATION LEAP FROG III

MR. EDITOR

No. 1 (F) Wing will soon bid farewell to W/C R. T. P. Davidson, DFC, CD, who has been C Ops O here since the forming of this wing. He reports to ADC in Canada on February 2nd. There he will organize three squadrons into No. 3 (F) Wing and as Task Force Commander of Leapfrog III he will be responsible for the North Atlantic crossing of this wing. W/C Davidson will act as C Ops O of 3 Wing at its new base in Europe under NATO.

### Brilliant Combat Record

In 1943 W/C Davidson flew the North Atlantic in an A-20 Havoc and has crossed the ocean numerous times by other means, so this trip should be no novelty to him. With more than 70 types of aircraft in his log book and an impressive number of operational hours in both the last war and in Korea, he more than qualifies for any flying position in a fighter wing. He is one of the very few Canadians who has engaged German, Italian, Japanese and Communist airmen in actual combat. He also has had the somewhat dubious privilege of looking at the business end of a MIG 15 over his shoulder thus qualifying for the Six O'Clock Club.

### Aided French Resistance

W/C Davidson has also had combat experience on the ground as well as in the air. While leading a fighter sweep over France in the last war he had engine failure and did a forced landing in enemy territory. Successfully evading Nazi troops, he contacted the French underground and joined them as a private soldier. For five months he fought with the

French—from May to September, 1944, when he contacted Allied troops again.

In the post-war era he commanded the first RCAF squadron in England; No. 421 "Red Indian" Squadron, which arrived over here in 1950. After this unit returned to Canada W/C Davidson became C Ops O of 1 (F) Wing at North Luffenham in November, 1951.

It is needless to say that we will all be sorry to see him go, but our loss is Number 3 Wing's gain. Godspeed and the best of luck to you, W/C Davidson!



F/O E. A. Seitz

Succeeding F/O Hanson as TALE-PIPE editor is F/O Al Seitz of 439 Squadron fame, member of the Caterpillar Club ('52) and ex-sailor.

Al is 26, single, and a native of Yorkton, Sask. After schooling in Yorkton he joined the Royal Canadian Navy as a seaman writer and served for 2½ years from 1944-46 on the Atlantic side.

In August, 1948 after a term spent at the University of Toronto, Al enlisted in the RCAF and received his wings at Centralia, Ont. the following year. Since enlistment he has flown

a dozen types of aircraft, logging over 1400 hours—some 300 on jets.

As a pilot with 417 Squadron, F/O Seitz took part in Exercise Sweetbriar and later served in North West Air Command at Edmonton. He joined 439 Squadron at Uplands, Ont. late in 1951 and came overseas on Leap Frog One.

Last July Al won new honours when he successfully bailed out of his crippled Sabre jet over the Wash and became one of the few RCAF pilots to experience ejection from the F-86. In August he completed an Instrument Rating Examiner's Course with the RAF flying Meteors.

F/O Seitz, in his fifth year of air force service, is not new to the field of writing. In the past he has not only written a number of scripts for transmission over the CBC, but until taking over his present editorial post was Squadron PRO and a regular contributor to Talepipe.

The sympathy of all personnel is extended to Mrs. Churchill and son Donald in the loss of F/S Ernie K. Churchill who died suddenly on Thursday, January 29.

One of the first airmen to arrive at 1 Fighter Wing, F/S Churchill was a veteran of more than 13 years' service in the RCAF. Previous to his posting here he was stationed at Whitehorse for nearly three years where he was NCO in charge of technical stores.

## "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

#### Starting Up

In the last issue F/L Don Hanson officially handed over his editorship to me. I am proud to be able to serve the *Talepipe* in this capacity but how capable a performance this will be remains to be seen. However, if all of you who worked with Don help me as much I shouldn't go too far wrong. Under the much more experienced guidance of F/O's Nelligan and Chalmers and the rest of the editorial staff I will do my utmost to bring you reasonably interesting reading every two weeks.

In the near future there will be some basic changes in the *Talepipe* in that it will become more a magazine than a newspaper. All criticism, suggestions, and just plain beefs, will be most welcome. I only hope I can hand over to my successor as fine a publication as it is at present.

E. A. SEITZ

### FLYING SAMARITANS

A small group of anxious observers were huddled together yesterday afternoon at the local airport eyes fastened on the South horizon.

Would they make it? It's taken a long time, is everything all right?

There's the sound of a plane motor—no, that's a four-motor job on its way to Europe...

Then at last a pair of sharp eyes picks out a dot just above the horizon. As it grew in size, it kept circling, and it was recognized as the RCAF Dakota, the "mother ship." Shortly afterwards the Helicopter was also picked up by searching eyes.

Quietly and slowly the Helicopter dropped to the runway, the ambulance approached, and a badly burned fourteen year old girl was transferred, and rushed on the final stage to much needed hospital care and treatment.

This was the first time the Search and Rescue lads had come in contact with Yarmouth.

Just about that time, a weary group of men were getting into Yarmouth harbor. They were the crew, accompanied by Dr. W. C. O'Brien, of the R.C.M.P. motor launch Slideout. They had left Yarmouth at Midnight, and were returning fourteen hours later, exhausted, tired, and disappointed, because they had not been able to complete their mission, to get medical aid to a girl suffering from terrible burns.

There you have a story replete with action, suffering, the desire to assist, and the happy conclusion of the patient in Hospital and being cared for.

The group from the 103 Rescue Unit have returned to Greenwood, and Dr. O'Brien was in his office at four o'clock attending to patients.

"Beyond the call of duty" is a phrase that accompanies medals. Dr. O'Brien and the crew of the R.C.M.P. vessel, and those lads of the R.C.A.F. performed a noble act, which should

### INTERNATIONAL NEWS IN RETROSPECT

January 3—10

#### Korea—United States

General Eisenhower paid a three day visit to Korea from December 28, 1952, accompanied by Mr. Charles E. Wilson, Secretary of Defence-designate, Mr. Herbert Brownell, Jr., Attorney General-designate, General Omar Bradley, chairman of the Joint Chiefs of Staff, and Admiral Arthur W. Radford, U.S. C-in-C in the Pacific.

Before leaving Seoul, General Eisenhower declared in a press statement that he had "no panaceas" to offer for the settlement of the Korean conflict, and that he had visited Korea "to get grasp of the feeling in this part of the world, a look at the situation, and a better understanding of many factors that will be important to my associates and myself and to everybody here during the months to come."

President Syngman Rhee (who had three meetings with General Eisenhower during his visit) gave a press conference in Seoul on December 7 in which he expressed his belief that "an all-out drive to the Yalu River" was the only means of breaking the stalemate, and in which he described the Panmunjon truce negotiations as "merely a waste of time." He said that he had informed General Eisenhower, that the Korean people were "becoming impatient" at the existing situation, and that he had suggested to the U.S. President-elect :

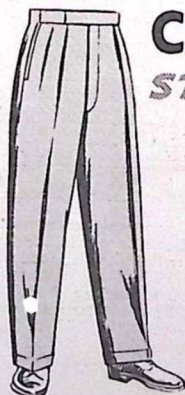
(a) that the Korean deadlock should be ended as soon as possible;

(b) that the South Korean forces should be increased;

(c) that, if this were done, "foreign troops could be relieved from the front lines" and

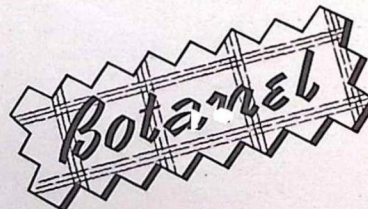
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go down in the annals of local history of notable events.



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If 410's flying has seemed a little "hairy" the last couple of weeks it's because the cream of our pilots have been on leave, cheerfully studying and writing their promotion examinations. They were a tricky set of exams this year the casualty rate may be quite high. The "Empire" certainly went all out to nail us. The writer of the history exam must have been a four letter man (and we know the letters). All I can say is—"May Training Command have mercy on our souls."

On Sunday's ground defence exercise the army attacked the "very heart" of our station (410 dispersal area). Our boys courageously defended Mud Valley against tremendous odds and after two hours of heavy fighting brought the "brown jobs" to their knees on Hangar Hill. During the battle F/O Haran received special mention for fighting off two female cyclists with thunder flashes. The squadrons on the other side of the fence saw practically no action—but remember chaps—you can learn a great deal by listening. Three greens and off.

#### 410 SQUADRON TELECOM

All the members of this section extend our deepest sympathies to Ed Butterworth upon his recent family sorrow.

During the month our section has become a control and filter room for the squadron since we installed intercom and P.A. systems, with all these electronic devices "how jammy can it get for these rigger and fitter NCOs. A lack of cable necessitates a dozen or so splices in the mile of wire and a 400 ohm short had us pretty worried, but wonders never cease and it works better with it.

Last Thursday we bid our farewell to Sgt Sam Coutts and Cpl Moe Montpetit and Bill Long who were all ex-421 types or the wild Savage Indian squadron. Nevertheless we all wish them the best on their new postings. The same day we welcomed our newcomers Sgt Veitch, Cpls Stasiuk and Mastock—come and join our happy gang, fellows. Sunday 25th we all like hard fighting combat men and beat off the maurading enemy.

We hear that an old buddy of ours "Digger" Meyer has just gone to London, Ont. for his Flight Cadet course. Congratulations "Dig."

Well that just about winds up another session so it's over and out.

#### 410 SQUADRON SERVICING

Now that operation "Scotch and Soda" is over with, the remnants of the Servicing Crew are hard at work again; but one still hears talk of that Sunday morning episode, where gallant Cpl Haglund and his small crew, captured or demolished a troop carrier full of would-be attackers and an anti-tank gun. The saga of "Ratsi" Haglund and his untiring devotion to duty, to say nothing of his bravery in the face of tremendous odds, will live long in the hearts of his buddies, as were it not for his courage we might all be deceased. Clip after "imaginary" clip he fired at the enemy horde and when they had all fallen (morally wounded of course), he took out his field glass and surveyed the bloody scene.

Never, since the mighty Napoleon, has so much havoc been wrought by one so small.

The paratroopers who were encountered by other 410 personnel say they were completely misdirected. As everyone knows, 410 Sqn allows no one the upper hand (apologies to Mr. Warren) and it is certain suicide for anyone, paratrooper or otherwise, to attempt a breakthrough in our neighbourhood.

We hear the other Sqn's did pretty well during this very short attack but one hears so many rumours, one doesn't know just what to believe.

A bouquet of roses to the Ground Defence Training School, as the intensive training given us during the past stood us in good stead, enabling us to

withstand the terrific initial onslaught and finally press home our merciless "coup-de-grace."

Excuse us now while we hang up our trusty muskets and wash the blood from our hands.

#### 410 SQUADRON ELECTRICAL SECTION

The news from this part of "Mud Valley" is in the form of a formal goodbye to Sgt T. W. (Scotty) Scott and his right hand man Cpl (Nylons) Jackson. Smooth sailing boys.

The happy (?) replacements for both of them are in and we extend warm greetings to Sgt J. R. Dupuis and LAC H. K. Gehring and assure both of them that their stay here will be a happy one.

Congratulations are also in order to LAC Embury on the successful attack on his group two board. In contrast our deepest sympathy to LAC (Whoa!) Stanyer who is resting for two months up at the battery shop after his unlucky trip before the same board. Better luck next time Stan.

The reason for the cigar shortage is the frantic attempt of "Hotlips" Breton to corner the market in anticipation of "Monster Day."

#### 410 SQUADRON ARMAMENT

Time again for the news and views from the South end of Sun Valley.

There have been quite a few changes in the Armament Section since the last report what with Cpl's MacGillivray, Maracle and Elkes and

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BY F/O SEITZ

First of all we must apologize for neglecting all you faithful readers last issue. It appears that there was considerable confusion with regard to deadline time, and as a result nothing was done. We are late again this time and for all this we must blame the recent promotion exams.

Speaking of exams, a great many officers who attempted to write last week are now in a deeper mood indigo than before, waiting only for the results before really attempting to drown their sorrows. Most of us are now convinced that procrastination or "To heck with it, I can write them next year" is not a very good idea.

However, now that these things are over with perhaps we will get down to some serious flying. Too much time has been wasted through the festive season and the exam period. Seriousness was the theme last Sunday during Exercise Dead End. No flying ensued and as a result many of

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### 439 ARMAMENT

BY CPL R. D. S. SIMPSON

One of our members in Armament systems will shortly be leaving us to commence aircrew training. Harry Classen is the man with ambitions of becoming a wheel and he's due to leave for Canada about the 10th of February. Cheers, Harry, and the best of luck to you in this new endeavour.

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the pilots were inclined to call it Exercise Dead Beat. Some people in 410 Squadron were rather successful in their Pongo role in that they managed to surround a batch of Brown Allies. At other ends of the defence area absolutely nothing exciting happened and there was much philosophic discussion with regard army types and Sunday exercises in general.

To get away from the operational side of life here we came upon some very discouraging news a short time ago. Another single man has capitulated and is on his way home to take the long, lonely walk down the aisle. Fellows, that only leaves five of us freemen left. The situation is becoming desperate. With the defeat of Herb Ruecker our morale is hitting a new low. However some say we need never give up hope until Hickenlooper takes the plunge. We must admit he presents an almost insurmountable barrier to any designing female. Perhaps we should form another club, but on the other hand a subversive element already exists in the mess and maybe we shouldn't tax the patience of the authorities too greatly.

### 439 TELECOM

BY LAC GROLEAU

It has been some time since this column has appeared in the Talepipe and numerous changes have occurred since then. Two of our most popular co-workers have left North Luff and are enjoying "Old Canada." Sgt Hector and LAC Battersby are the two fortunate ones.

Sgt Hector decided that the RCAF could do without him for the next five year term. He bought a farm in Saskatchewan and will practise his wheat-growing talent. There the sound of aircraft overhead will likely bring back memories of Luffenham and such every day, but you must be firm in your resolution, Hec. In any case, we wish you the best of luck and success in your new profession.

All of you who know Harry Battersby expect confusion at all times and we are happy to report that he came through as usual. En route to Montreal on a radio course, he of course missed his boat and after many explanations to all and sundry, he finally made it in a North Star. In spite of the many schemozzles we expect him to come back with the Honor Student diploma.

With the departure of Sgt Hector there have been several changes in the administrative end of the section. Cpl Van Blaricom is now OC i/c and Cpl Ernie Hyppia is the big wheel in the maintenance department.

To end this gossip we would like to say that 439 Sqn had a perfect day on Operation Dead End One last Sunday. No enemy killed, captured, or sighted, and no flying either. That's the way wars should be fought.



**WING HEADQUARTERS**

BY LAC F. T. CLARKE

In this edition we thought it might topical to inform the Station of the vital part that the Orderly Room is taking in defending our Station and our way of life. So today we bring you the saga of :

"The Orderly Room and Ground Defence," or

"The Battle of Typewriter Gully," or

"Who Shot Little Annie in the Middle of the Eighth Act?"

The cold gray light of early dawn seeps through the windows of the Orderly Room. Shadowy figures are seen moving furtively among the desks and file cabinets. As the light grows brighter we see the grim faces of the Orderly Room staff under their tin hats, jaws set? Eyes cold and determined. Each man is armed with the best equipment, and is fully capable of using it to the best advantage. First we see WO2 Thompson, the leader of this highly-trained band of warriors. This veteran of many a battle of wits in the Orderly Room is eminently suited for his job of leading his intrepid flight. It is his responsibility to give the signals for the attack with his coloured flares.

Next we see Sgt Frank Golding, who is entrusted with the smoke screens. Goldie is the perfect man for this job because he spends most of his time hiding behind the smoke screens he creates for himself with his cigar. The rest of the staff made up the riflemen, runners and big gun screws.

Suddenly the Major raps out an order and the Orderly Room is galvanised into action. In no time they are formed up in marching order with their rifles on their shoulders looking the very epitome of an unbeatable force. As one man they march off. Rifleman Eddie Hache is very superior because he has been on the guard of honour and knows which shoulder to carry his rifle on. In the excitement of moving into action LAC Harry Meens dropped his end of the MMG but recovered it immediately. As we said the column moved off as one man, and eventually reached its position. Then began the most grueling part of the battle, waiting.

WO2 Thompson held roll call and then stationed himself by the window in readiness to shoot his flare on the order to attack. Suddenly out of the commander's office sprang Cpl Wally Muzychka, the best runner since Pheidippides—with the order to shoot the red warning flare. In a second the Major fired, but saboteurs had been at work, for instead of a red flare, a yellow burst was seen. Nothing fazed by this unhappy turn of fate—the cool-headed Major instantan-

ously substituted the red flare and fired.

Soon messages were pouring into the HQ, and Cpl Muzychka covered himself with glory by his unflagging spirit and courage in the face of the enemy, by running the flaming gauntlet of enemy attack to bring back—without losing a drop—the coffee!

Suddenly the flight was called into action. As one man they leapt into the truck and then the first casualty occurred. Cpl Stan Bendle slipped on the running board and suffered severe abrasions to his chin. Nothing daunted the intrepid major carried on and not more than five minutes after the order came, the flight was almost ready to go to the rescue. Then came the second blow of fate. LAC Stather that magnificent tactician of the travel claims, forgot, and stood up in the truck, knocking himself insensible, but still the intrepid Major carried on. With his force seriously depleted, he fearlessly took his men into action, and displayed his magnificent ability to deploy his men to the best advantage. They went into battle with the resounding words of the Major "Don't shoot till you see the whites of their eyes." This historic statement of the Major's, we feel sure, will go down to posterity, ranking equal with those famous words of Caesar, "Veni, Vici, Vidi."

In the heat of the battle, Rifleman "Hambone Vachone" was an inspiration to the troops by his fierce example. Even before the enemy was in sight, his gun was smoking and spitting fire and death to all sides. Cpl Lushwell Maclean, was the most dangerous man in the flight. He went into battle without his glasses and created such havoc with his single rifle among the troops that a complete rout was accomplished.

Working the anti-aircraft batteries was Cpl Dead-Eye Gagne. He and his crew beat off waves of Meteors with his accurate and deadly fire. Cpl MacFarland and his crew terrorized the enemy with their Bren gun, and LAC Stalman rivalled the Roman sentries of Pompeii, keeping his post in the NAAFI in the teeth of the enemy.

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**STAMFORD — LINCOLNSHIRE****International News in Retrospect***Continued from page 2*

(d) that economic and industrial aid should be extended to South Korea in addition to military aid. Dr. Rhee also said that he had informed General Eisenhower that South Korea had sufficient manpower to relieve U.N. troops in the field provided that the R.O.K. forces were sufficiently trained and equipped, but emphasized that the General had made no commitments during their discussions.

**Soviet Union**

Control over the Changchun (Manchurian) railway was formally transferred from the Soviet Union to China on December 31, 1952, under the terms of the Sino-Soviet agreement signed in Moscow in September last.

**Israel**

The Israeli Knesset, meeting on December 9, elected Mr. Izak (Isaac) Ben-Zvi as President of Israel in succession to the late Dr. Weizman.

**Canada**

RCAF, 1952: As 1952 drew to a close, the RCAF, its operations extended from the Far East to the European Continent, looked back over a year crammed with activity and achievement.

New operational squadrons made their appearance, new training stations were formed, and new aircraft and equipment came into use. Per-

*Continued on page 11**Continued from previous column*

When the enemy had been ignominiously beaten off, they all went home and a hearty lunch was enjoyed by all.

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## BASKETBALL

### British Open—Midlands Finals

The station team travelled to Leicester to play in the British Open Basket Ball Tournament for this area. The first game was played against a strong team from Grantham. In the first 20 minutes it was a good defensive game with both teams working for openings, play being mostly in the centre of the court and the score low. The second half saw the station team make a few fast breaks and run the score up to 21-12 with 16 points. Play settled down with a more even game until the last few minutes when the Canucks scored more points to make the final score 33-24. The boys won a good game but by the time it was over they knew they had been in a game. It was no pushover. Winning this game put us in the finals against YMCA team from Nottingham. Luker, Hay and McIlraith were the stars of the game.

In the finals against the YMCA boys (not that we're making excuses) the game wasn't very old before the hard time in the first game began to tell on our boys with the score at the end of

the first half 23-18 in favor of Nottingham. In the second half it was easy to see that the YMCA players were mostly instructors in the game and their knowledge of the fundamentals of the game, their passing and cutting in on the floor was soon to show. The boys came within 4 points of the YMCA when they cut loose and the final score was 56-38 for Nottingham. The game was a hard one to lose but it was against a better team so don't feel too bad, boys. That game was the sixth one the team has lost this year.

The following players took part in both games: LAC Luker, LAC Hay, F/O McIlraith, F/L Joy, F/O Bain, Cpl Ursich, LAC White, LAC Morton, Cpl Scanlan and LAC Ash.

## SOCCER

### North Luffenham 4 : Wittering 2

The game opened with Wittering on the attack, and Rossiter in goal making some fine saves. Luffenham rearranged their defences and seemed to settle down. Logan on defence fisted a ball marked for a sure goal, the penalty kick which resulted went over the cross bar. Play continued from end to end with both defences playing a good game. Whiting taking a throw in placed the ball at the feet of Heatherington who made no mistake from 12 yards out. Score, North Luffenham 1. Three minutes later Wittering equalized with the half ending 1-1. At the start of the second a Wittering forward bounced one in off the post. From here North Luffenham set a fast pace in an effort to regain the lead were rewarded when on a long pass from F/O Davies, Tollerton made a nice goal. Five minutes later North Luffenham were awarded a free kick just outside the penalty area, taken by Logan who put it over the heads of the defence where Dakers moving in fast took it from the goalkeeper and passed to Tollerton who scored on an empty net. Wittering then put on the pressure but with good defensive play and brilliant saves by Rossiter they were held off. In the closing minutes of the game Tollerton gathering in the ball beat

## SAN CLUB—DECLINE AND FALL OF SAME

BY FLAKER

Perhaps the above title is a bit premature and misleading and things are not as they have appeared in the past few weeks; however even the most sublime optimists must admit that any recent Club activities could be detected only with a microscope.

Recently the Sleeper took a spot of leave and since his return has lived the life of a hermit. The Leer, too, has become a shy, retiring type excusing himself by saying that he must study. What's become of the iron constitutions, the vows at initiations, and all the gay and carefree spirit which was evident previously? Was this noble organization merely a flash in the pan?

The reason for this complete dearth of activity is said by some to be the recent promotion examinations. However, I fail to see, in view of the previous proclamations of faith and loyalty, how something so insignificant as these little tests could submerge an organization as staunch as the Saturday Afternoon Club. Methinks it was lack of something in the beginning. I have yet to see anyone writing an examination on a Saturday afternoon.

Considering the present state of affairs, there will be no further representation of the Club in this magazine until something noteworthy develops!

## 439 Arment

*Continued from page 4*

F/L Webb returned to the section handing out cigars after a short leave. While Mrs. Webb kept her rendezvous with the stork our OC had a tough time "batching." Being an armament officer is probably considerably easier than cooking for oneself although I guess a son and heir of 8 lbs. 3 oz. is worth it.

*Continued from previous column*

two defencemen and the goalkeeper to make it a hat-trick for the day. The game ended Wittering 2, North Luffenham 4. Our first win of the season and everybody played a good game, so keep it up fellows, we're cheering for you.

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**Mixed Feelings Department**

Biggest unsettling feature of the bi-week is the finish of the flying officers' promotion exams. All 23 participants tried drowning their sorrows on Friday, 23 January.

We also would like to take this corner to wish au revoir to the twenty odd bawds and sods who return to Canada next month. Now that the Empress of Canada has quietly passed away (our boys had reservations on her) there is some talk of paddling across. Ah, that call of home. It's been good to have you with us chaps, and 441 will feel your absence deeply.

**Here and There Niche**

Seven pilots off to Bristol this week for a look around their plant. Bob Haverspoke went unwillingly — it seems that somebody over in Bristol is looking for the pilot who gave the Sabre they have that "new twisted bent back" look . . . How many "G" b?? Jackson Turner whistling the "Lead March" after finishing the Flight Looies' history paper.

**What's New in Flying**

Night flying uneventful last week. Jack "Muleskinner" Ecker finally made the grade and smoked no more than six cigarettes before taking-off (I counted them). His first night-flying since FTS. . . Whoops forgot Fern Villeneuve's comprehensive report from the "Jeep at the end of the runway" section—very daring work ! !

Of interest are the new Wing Flying Orders . . . No more to say.

**THE SAG(A) OF HMCS GROSTENQUIN**

BY PAT PATTERSON

I walked clumsily into the Officers' Mess at North Luffenham (clumsily because shoes are a far cry from rubber boots) and was greeted by a lusty hail.

"Why, Pat, you old —" (He's wrong, dead wrong. I do, too, have a father). "How're things in Grostenquin?"

I smiled a debonaire smile and replied, "If you are speaking of Grostenquin, or Growsstinkin', dear old chap, things are fine, you —." (I have since been proven wrong. He has a father, too).

Grasping the opportunity (seizing the Bull and bearding his tail, in the Lion's den, so to speak) I undertook to tell him how things ARE aboard HMCS GROSTINCAN. Thusly—

"There is a popular misconception going around that the Magnificent is the largest ship in the Canadian Fleet. This is not so! This is merely a dastardly rumour fostered by Naval Brass to further their ends, but we all know that unless armchairs are fitted with motor, Naval ends will not go anywhere.

"We have on, in, under, over, and around our carrier more water than

*Continued from previous column*

**Small Request Spot**

Would some of our ground crew chappies in the squadron who wouldn't mind reporting for their sections see the squadron PRO. It's only fair to yourselves to get busy if you want to see your section activities in this column. It's impossible for me to cover everybody.

**Open Letter to Training Command**

Dear Sirs :—Us peoples in the outposts are stoopids we admits. But even so—and so us feels that your promotin' exams were small bit hard. And if us ends up to be the only peoples in the whole RCAF who say so this writer will eat all the Us's appearing here. Faithfully yours,

"One who used to be a F/L and ain't anymore."

P.S.—We did like writing in pencil, though. OWUTBA F/L AAA

the Magnificent has ever seen. Why, if all our water were placed end to end (a neat trick) they would probably wrap a pipe around it and sell it back to us for a central heating system.

"At a casual glance, or even under close inspection, our carrier is almost undetectable as such, so well have we camouflaged it with mud. From the air, of course, it is a different matter—anything completely surrounded and partially submerged by water, is either an island or a carrier. Surely it must be an island (so round, so firm, so loosely packed), but the CO assured me that it is indeed a carrier, and that he goes around in constant fear that someone will pull the plug and we'll all go to a watery grave. I know he was sincere because when he speaks of Groze-Tinkum (you know how skippers are) his face takes on a deathly pallor and he rolls his eyes independently of each other.

However, he need not fear, for the pilots of 416, seeing the old Skipper's distress, clustered around the Marster in his hour of need, and rising nobly into the breach, took positive action to prevent a sinking of sabotage. When I left our noble vessel, they were out en masse tying ping-pong balls to the edge of the flight deck (i.e. runway).

How, I queried, was this masterpiece of camouflage accomplished? How was this noble ship so swathed in mud as to be unrecognizable? Bulldozers? Earthmover? Nay! the CEO told me. Those are too quick, too noisy, and attract too much attention by making clearly visible changes. Instead it was done

*Continued on page 9*



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BY SGT H. HART

Having at last completely recovered from the after effects of the best Yuletide ever, I am once again in good fettle, and looking forward to the best that 1953 has to offer.

This edition I want to say something about your MEAT RATION, and to tell you how best to cook it.

To begin with, there are two types of beef cuts—the tender ones and the less tender ones which is the kind, from all accounts, that most of us get each week on our ration.

However, each type of meat requires a different method of preparation. The tender cuts include rib roast of beef, rump, sirloin or silver-side. These should be cooked by what is known as dry heat. The tender cuts of meat are never at their best when cooked by moist heat and the less tender meats are never satisfactory when cooked by dry heat.

To roast meat is to cook it by dry heat in the oven. A roast is never cooked in a covered roaster, since it would then steam, and therefore, be cooked by moist heat. The temperature of the oven is probably the most important factor in producing a satisfactory roast. When roasting beef the oven should be maintained at the low temperature of 300 deg. throughout the cooking period. No water should be added at any time. Of course, when the meat is cooked you

will be able to make your gravy from the drippings that will have formed in the bottom of the roasting pan.

Now we come to the type of meat you and I usually get on our English ration, the less tender cuts. These must be cooked by moist heat. That is, simmered in a large amount of liquid as in cooking corned beef or braising in a small amount of liquid in a tightly covered pan (your pressure cooker gives the same effect) as in preparing Swiss steak.

This is just the weather for Swiss steak, so here goes—Why not give this recipe a trial? You need:—

- 1½ lbs. Round Steak
- Well seasoned Flour
- 4 ozs. Fat
- 2 large Onions
- 1 tablespoon French Mustard
- ½ teaspoon celery salt
- 1 teaspoon sugar
- Small can Tomatoes

Here, Mom, is the method. Pound flour into both sides of the steak, using the thick edge of a saucer. Melt the fat in a heavy frying pan. Brown meat well on both sides. Chop onions and add to meat. Mix mustard, celery salt and sugar with tomatoes and pour over meat. Cover tightly and simmer over LOW heat for about 2 hours or until tender. Serve hot and wait for the smiles of appreciation, Mm, Mm GOOD.

#### Tea Leaf Chatter

Tea-leaves are far too valuable to the housewife to be thrown away. Use them in your vacuum cleaner bag and they will collect all the bits of fluff and dust that fly about when you empty the bag. Save the stale tea liquid left in the teapot, and use it for cleaning windows, glassware and mirrors. Bottle it and use when required for it cleans all glass to crystal perfection.

The smell of onions can be removed from cutlery if you stand the knives and forks in cold tea whilst you do the rest of the washing up.

Yes, and cold tea will remove the shine from trouser seats. Just sponge it on with a clean cloth, then press with a fairly hot iron.

Fill your flower vases with cold tea instead of water, and notice how much longer the flowers keep fresh and blooming.

Cold tea may be used for cleaning dark paint, and it is swell for cleaning lino. Wring the cloth out in the tea and rub over the surface of the lino.

I remember that long ago my mother used to tint her faded cream curtains with a strong solution of cold tea in the last starch water. This would tint the curtains a pretty shade of ecru.

Well I guess that's about it for this time, so until next issue, GOOD EATING TO YOU ALL.

#### SPOTLIGHT ON SUPPLY

BY LAC FRANK KENLEY

A convivial evening was enjoyed at the Supply "get-together" on January 16th. Highlight of the proceedings was the presentation of engraved pewter tankards to personnel leaving the unit (see last issue). W/C T. A. Spruston and S/L M. A. Rosenthal did the honours with eloquence and distinction.

This idea of presenting tankards to departing friends is a highly sensible one. With the right treatment, a tankard will last a lifetime. And what is the right treatment? Why, frequent lubrication with a suitable fluid, of course!

The departure of F/L Gil Hodgins for La Belle Province de Quebec has led to the reappearance in Main Supply of F/L G. H. Campbell, recently Tech Wing Adjutant.

Other additions to the section this month are Cpl J. A. R. Fauvel, from Rockcliffe, and LAC J. A. Milete, from Toronto. Cpl Fauvel replaces Cpl Fillon in the Tailor Shop and LAC Milete moves into Clothing Stores.

The results of the last Trade Board brought sad news for some, satisfaction for others. Two Supply types with that "satisfied" look were LAC Dave Salisbury and LAC Johnny Johnson. Congratulations to both.

"Operation Dead End" gave our lads a chance to display their vigilance, though the absence of "enemy" targets was a disappointment. Several prisoners were taken, including one corporal cook, one RAF officer and one Army paymaster. Just as the "all clear" sounded, a fierce engagement broke out in the Supply sector, but it turned out that the "invaders" were our own reserve troops. Someone had blundered...

Spring fever is a little early this year. At least, some of the boys are showing signs of "itchy feet," if those transfer memos are any indication.

Well, this is the end of the line—both for the column and for your tame reporter. Next time we write in the Talepipe, it will be under the date-line "Zweibrucken, Germany," from where we hope to transmit a few impressions of Canada's latest European airbase.



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**SWIMMING CLUB NOTES**

BY PETE DRUDGE

Since the New Year our Swimming Team has made rapid progress although the swim nights are allotted to two nights a week. Maybe its those new sweat suits that have inspired us?

The club wishes all the best to two prominent members of the swimming club who are leaving us shortly; namely, LAC Clazssen who is going aircrew and LAC Roberts whose tour of duty overseas has expired. Don't forget to keep in condition, fellas.

Let me extend here a hearty invitation to all personnel whether you can swim or not to come on out to Nottingham on Thursday evenings for a splash. Al Ablett won't let you drown and he's tops when it comes to teaching beginners, or maybe you like water polo, well, we're fully equipped for that too. For those who are good swimmers or who were at one time, come on out and get on the team, don't let us down.

So don't forget you guys, support your swimming club and there'll be lots of fun for all next summer.

Well, that's about all I can say for this edition, so here's water in your eyes until next time.

**110 Sqn Armament***Continued from page 3*

LAC Cartmell going back to God's country and Cpl's Curwain and Balcom and LAC Leniham replacing them.

One of the Donikers in the Systems section while looking into his crystal ball, saw that in the near future a certain Flight Sergeant is destined to become a Doniker. This might explain the puppy look in his eyes.

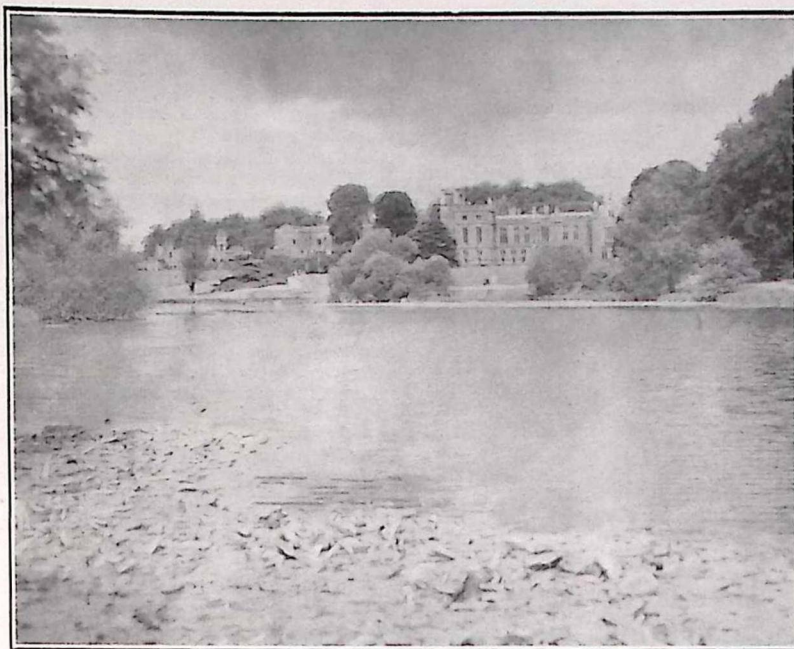
During the Battle of Happy Valley the Armament Section would like to thank the allied trades for their support in helping us win the battle.

Tony is a bit put out these days what with having to move his place of sleeping so often or having to argue with people about staying where he is.

F/O Flavin seems to be quite happy these days with his new Morris Minor. Due to the fact that the doors are so small he bought a convertible so that he can get in from the top ("Watch out when you step on the brakes Mr. Flavin, you may get the clutch at the same time").

We are all sorry to hear that Sgt Grant, better known as the General the Snooker Kid, is going to Langar. The very best of luck to you G.C.

We are glad to see that the Sheep Dog has made it back from London—without any injuries this time. We understand that the curbs are quite high in London.



Newstead Abbey

**12th CENTURY PRIORY  
BECKONS VISITORS**

A few miles north of the City of Nottingham on the Mansfield Road lies the Augustinian Priory of Newstead. The Priory was founded in the year 1170 by King Henry 2nd. Popular legend associates its foundation with Henry's remorse at the murder of St. Thomas-a-Becket, the Archbishop of Canterbury.

The Priory was enlarged in the year 1250. The west front is accounted one of the most beautiful examples of the period when early English architecture was giving way to the geometrical tracery of the decorated style. Set in a niche high above the West window can be seen the miraculously preserved image of the Madonna and Child. Of the Church only the west front, the strong north wall and the two sides of the south transept now remain, the latter now transformed into the Orangery. Nothing more of the church remains that can be traced above ground.

Upon the dissolution of the monasteries during the reign of King Henry VIII, the Priory passed into the hands of the Byron family. The tombs of the family are still to be seen including that of Little Sir John of the Great Beard (died 1603). For a short time it was the home of the great poet of the Romantic Period, Lord George Byron. Many of his relics are to be seen including the room in which he lived and composed some of his early work.

The vast grounds are beautifully kept and in themselves will well repay a visit. Go by Trent 'bus (No. 62) from Huntingdon Street 'Bus Station. Admission to grounds 1/-.

**The Sag(a) of HMCS Grostenquin***Continued from page 7*

stealthily, furtively, quietly, by an army from French Algeria. These noble specialists in their trade, a thousand strong, do it with magnificent cunning. By turning the mud over at an imperceptible rate, these chaps turned the trick. But how, you ask, do you hide an army? A natural, I answer, These chaps, even under close scrutiny, vastly resemble fenceposts with shovels casually leaning on them, and if you turn away they return to feverish (malarial, I believe) activity, at the phenomenal rate (you may not believe this) of four mark you, four (4 IV) shovels full per hour.

*Continued on page 11***DUNCOMB & CO. LTD.**

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## WING MAINTENANCE

BY CPL AL HODGINS

We write this after the great effort our Maintenance Section put up in the defence of our station. Even with the seriousness of our job we find that most people enjoyed their part in the defence.

It was overheard that some Joe Erks wished that live ammunition could have been issued so that the enemy would have stayed dead. If this had happened there would be many less Erks around today.

Many of our boys selected very good cover such as standing on a toilet seat firing at the enemy through a window, others found the trench system underneath the sidewalks a very good bit of cover. Some of these things gave our enemy an idea that we are not so dumb after all.

The old saying still goes, don't shoot until you see the whites of their eyes. It may be your best friend.

### FITTERS AND RIGGERS

In addition to the upkeep of Sabre a/c we have now taken over maintenance for Beechcraft. The boys keep in physical condition by pushing the a/c in and out of the hangar—a tow bar is sorely needed, when can we expect one? Servicing 426 Squadron North Stars is another chore added recently to our ever-growing responsibilities. A few changes in personnel have occurred, a sincere welcome goes out to Sgt Stuart, Gilchrist and Harder. LAC Javens has left these shores to join one of our former members Sgt Peterson in 418 Squadron Edmonton. LAC Belliveau we feel sure will be a worthwhile replacement. LAC Webber received an in-

ternal posting to the Cougar Squadron of "Mud Valley" — hope you like it John. LAC MacDonald leaves shortly for home to take up aircrew training—best of luck Mac in your quest for wings.

A recent change in section heads saw Sgt Lou "Impregnable" Bergeron give up his desk job to take charge of the Paint Shop. Cpl Windy Miller assumes the duties of NCO i/c the Log Book Control Room.

Is it true or false that Sgt "Moose" Moffat had to part with his bicycle due to the excess poundage he now has to carry—walking is hardly sufficient exercise, Art.

Congratulations to Sgt Ed Harder who was married in North Luffenham on December 30th to former Miss Anna Martinik of Edmonton.

### SPARKS FROM THE ELECTRICAL SECTION

BY CPL IRVIN

The RCAF in SHAKESPEARE'S time (McGOOF'S SOLILOQUY)

What is this I see before me?

A deadline, with an article to prepare.

Come inspiration, I need thee

But I hear thee not.

Wouldst better I write

Of section gossip? Idle chatter,

Of value to some but for the most part

Signifying nothing.

Or shouldst I deal with festive happenings.

Strange stories told of raucous parties,

Where man and spouse imbibed

Of the foul, dark potion of

The Witches brew.

Hie! To the hangar—where

Double, double, toil and trouble,

NCO's boil and airmen grumble.

Yon rigger has a dazed and puzzled look.

Fear not. Where trouble is, can

E Techs be far away?

What's in a name?

A rigger by any other name

Would be as lost.

Alas poor 2 Wing type,

I knew him well.

Doomed to serve his tour

Midst mud and sinking runways.

But the sweet are the uses

Of adversity.

These lines are not to condemn,

Said only in jest. 'Tis really

Much ado about nothing.

### TELECOM BRIEFS

The first two crucial weeks of January have passed and now we all have a few pennies in our pockets once again.

Cpl Stewart had a small period of temporary duty in Langar, but is back with us again. We notice that he is using his two-wheeled vehicle more these days. Could it be that he is giv-

ing his big car a well deserved rest?

Rumors have it that LAC Casey is going to have Leicester cleaned up for the Coronation. This is a good show James, just keep up the good work.

A certain Corporal seems to be going around with an air of uncertainty pending his big day on the 31st. Don't worry too much Al, many of us still have to go through that critical period. We all wish you and your future wife the best of everything. Some of us shall be on hand for the tying of the knot.

### STATION WORKSHOPS

Well, here we are again, the boys survived the long draught between paydays okay, a little tough but they made it.

Our "shop crooner," Bill Matthews left for Canada on the Scythia (barely made it too); we will miss his smiling face and his singing, good luck at your new station Bill.

As this goes to press we hear the *Empress of Canada* went up in smoke. Sgt Jermyn was scheduled to sail on it. He is on his second set of finger nails now wondering how long a delay it will cause.

Congratulations to LAC White on passing his trade test; hope you do as well on the next one.

### HQ TELECOM

BY CPL H. DYRDA

Those new faces you see these days waiting for transport to the transmitter site belong to LAC's Graham, Crookes, Gough and AC Iveson. They are from RAF Norton and here to repair our antenna masts. Raising and lowering those 78-foot masts is a piece of cake to these boys. We're glad to have you fellows with us, and to see you are enjoying our Mess Hall meals so well—stay awhile!

Radio reception on the broadcast band has been super the last few weeks. Logged loud and clear on a number of evenings have been CBA Sackville, CJCH Halifax, CBM Montreal, CJON and CBN Newfoundland and a number of east coast American stations. Also heard were NHL Hockey games the other Saturday (from 2 to 3.30 a.m.)—on CBA, the Toronto game, and over CBM the Montreal game. "Joe's" propaganda broadcast knocked the Montreal game off the air for a few minutes. All transmitted on a humble 4-tube General Electric Camera Portable! Of course, the 225 foot aerial helps!! But I'm sure you can do just as well with your AC/DC set and some steel wool or an old "Chore Boy" cleaner for an aerial!

Might mention in closing that anybody interested in taking up radio as a hobby will find parts very reasonable here in England. If you want some information, any of the Telecom boys will be glad to help you!

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## ORDERLY ROOM AND STATS SECTION RETORTS

BY CPL FOLEY

Things are really humming down here. Our two typists "Jewels" (I can speak de Spanish) Rousseau, and "SMILEY" Foley, have been trying their darndest to pound the typewriters right through their desks, but as of this date have been quite unsuccessful. No kidding, they are really kept hopping, and the very mention of a U.C.R. brings a look of terror to their faces, and a forgotten job suddenly brought to mind. Still they are really turning out a fine job, and incidentally "Jewel" has picked up a little bit of Italian so if any of our readers are anticipating a trip to Italy, Jewel can tell you what to say to get your pants pressed,

The Stats boys are always finding new joys in the form of changes from system to system, and it is small wonder that they will walk by you on the street with a far away look in their eyes, and not even exchange the formal greetings one expects in passing, such as — Hi, Bone-Dome, Meat-Head, Sourpuss or Smiley as the case may be. Still our troubles are small ones really and some of our gripes are directed towards guys that come in screaming for a week-end pass, then on Monday morning one finds the pass laying on your desk, not having been picked up by the screaming and so insistent pass-seeker.

Things we would like to know, however, are—

"How come sections who have insisted on hanging on to their old typewriters, bring all their typing in here"?

After listening to all the moans and groans that come in here, "Are the Padres on leave?"

"How big is a little job?" (Sgt Lover L. Bergeron).

## WING ARMAMENT SYSTEMS

Well, since we last wrote you a few notes, a pay day has come and gone and one that was longed for by just about everyone, to try and even up the budget after the Holiday Season.

Starting the New Year, Wing Systems now has taken on a new profession—concrete mixing. We will now give estimates on small jobs—sidewalks, runway and especially anchoring blocks. Please contact Cpl Phillip or Bob Fisher for further particulars.

Our beloved FS Smith took a couple of weeks' leave this month, but he just couldn't tear himself away from the section and wanders in once in a while with a lost look on his face. What's the matter "Smitty," did the wife throw you out?

## ENTERTAINMENT AIRMEN'S REC CENTRE

The entertainment has commenced for the New Year with a busy schedule ahead to keep things humming in the Recreation Centre.

A successful "Bingo" was held on 21 January '53. For the New Year it was decided to do away with the "Snowball" which took a number of bingos to build up to the point where it created sufficient interest to attract a large crowd. Suspense in the "Snowball" was too great, and a let-down was felt when it was not won in an evening's bingo. We, therefore, decided to let the "Jackpot" (raised in the same manner as the "Snowball," by charging 6d. on each card), go each bingo night. In this way there is always a lucky winner, and the amount in the jackpot depends on the size of the crowd. So keep that in mind folks, a "JACKPOT" each night, a winner each time!

Plans are going ahead for a Valentine Dance to be held at the Recreation Centre on Friday, 13 February. Good music by Don Paine and his Glen Miller Style Orchestra, hostesses, buffet, spot dances supplied. We are trying to make these a better class dance, so that the airmen can really enjoy themselves on the station.

By the way, if anyone has experience as an orchestra leader and would like to organize a station dance band, contact the Entertainment and Welfare Office. Sgt Leonard, our genial orchestra leader has been posted back home. Would like to thank him for his effort in providing entertainment for the airmen of this station, and wish him lots of luck back in Canada.

## THE CUB CORNER

BY F/O H. CHALMERS

For almost one year the pack of the 1st EDITHWESTON (RCAF) WOLF CUBS has been meeting every Tuesday evening in the Edithweston County Primary School. This pack, about twenty strong, are keen young cubs with a great desire to learn all about cubbing.

On Tuesday, January 20th, Cpl B. Montpetit, who has been one of the cubmasters for the past year, was presented with a wallet by Senior Sixer Carl Christie on behalf of the pack. Cpl Montpetit, posted to Edmonton, sailed on the Scythia from Southampton on Friday, January 23rd. He will be greatly missed by the Cubs.

Sgt T. Ridley now takes "Akela's" place, and is very popular with the Wolf Cub Pack. We certainly hope his stay with the pack will be a long one.

Until next issue, "Good Cubbing!"

## International News in Retrospect

Continued from page 5

sonnel strength rose from 29,552 at the close of 1951 to an estimated 38,500 at the end of 1952. For the first time since 1945 RCAF fighter planes were based on the European Continent.

Most newsworthy Air Force operation of the year was perhaps the build-up of the RCAF's overseas strength, highlighted by the flight of four Sabre jet squadrons across the Atlantic.

## The Sag(a) of HMCS Grostenquin

Continued from page 9

But, you ask, doesn't it attract attention? I mean a thousand fenceposts with shovels leaning (casually) against them? Aha, I reply, this is where their skill and cunning really shows. Some of them just stand around looking like fenceposts without shovels!

This natural phenomenon is so marked that one of our airmen nailed a fence on one bloke and if you look along our North boundary fence, you can still see him. He's the shortest post, wearing the Tarboosh. I suppose one day we'll have to replace him, because while the other posts have a concrete (or sorts) base, he has not and he's slowly sinking out of sight in the mud. However, that's not my problem, and perhaps we'll sail off down the Rhine before long and he can go home, comforted in the knowledge of a job well done!

And so I ended my soliloquy, smiling, proud, with our Battle Cry rattling around in my head—

"Sail on, O Ship of Mud—or—It Shouldn't Happen to a Dogfish."

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1953	JAMES 98 c.c.,	£76 0s. 7d.
1953	NORMAN 98 c.c.,	de-luxe, £94 0s. 2d.
1952	B.S.A. GOLDEN FLASH,	£231 5s. 7d.
1952	ARIEL RED HUNTER TWIN,	£242 15s. 7d.
1952	ROYAL ENFIELD 500 c.c.,	£185 5s. 7d.
1952	DOUGLAS 350 c.c.	Twin, £180.
1951	TRIUMPH 3T,	spring hub, as new, £149 10s.
1947	ROYAL ENFIELD 350 c.c.,	£75.
1947	B.S.A.,	250 c.c., £65.
1946	A.J.S.,	500 c.c., £85.

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**EDUCATION CENTRE**

BY WO2 A. D. COOPER

New TRADE ADVANCEMENT PROGRAMME for Electricians, Airframe Technicians and Aero Engine Technicians will commence on Monday, 2 February, '53. This programme will be a course of one week duration for the above mentioned trades. The course will cover all subjects relating to their trade. Also taken into consideration is the summary of weaknesses prepared by Training Command Headquarters.

The proposed programme has now been outlined and instructors are being accommodated in the Trade Advancement Building. The instructors chosen will be on a rotational basis of 3 months, who are selected from the various squadrons and 1 Fighter Wing.

All tradesmen of the aforementioned trades will be taken from the squadrons and Wing on a percentage basis worked out over a period of 6 weeks, which means that only two men will be taken from a squadron at any one time for a one week duration.

The aero-engine technicians will be capably instructed by Cpl R. N. Tasker and Cpl W. Stan. At present these two instructors are busy scrutinizing all reference books for all the latest information that can assist our jet engine technicians.

Programme outlined for electricians will be run for 4 weeks and will take only one man from each squadron for a period of one week.

The electricians' course will be handled by a very competent instructor, Sgt R. Pearson, ably assisted by Cpl K. Hird.

The airframe technicians will be very much on the same basis as the aero-engine technicians. The course will last for one week and run over a period of 6 weeks. Personnel taken from the squadrons or Wing will be approximately two per week. LAC A. G. Brett has been appointed instructor for the airframe technicians.

The Trade Advancement Building is now open Monday and Wednesday

*Continued in Column 3*

**JET AGE??**

MEDICINE HAT, ALTA.—(CP)—A flying machine with moving wings is ready for a trial flight at this South-eastern Alberta City.

Called an Ornithopter, the 280-pound machine made of metal and balsa wood, has two sets of wings.

"It will be the closest approximation to bird flight ever designed by man," said James E. Caldwell, the inventor-engineer.

It was constructed by Hartley D. Shannon, a Medicine Hat businessman who is an aeronautical engineer. It will be piloted by William Francis of Medicine Hat Air Services on its test flights.

"In principle," said Mr. Shannon, "if this model is what we hope it is, the cost of air transport would be cut down to the cycle class."

In appearance the 'thopter is radical in design from modern airplanes, helicopters and gliders.

**Flapping Wings**

Its main feature are the four wings or flaps which simulate a bird's locomotive and gliding power. Each wing is eight feet long and five feet from lead to tail edge.

The pilot sits front and centre and there are two wings on each side of him. The wings move one foot both up and down from normal position. Behind the pilot's seat is a 12-horsepower motor which, Mr. Shannon says, is more than ample for the lifting power required.

Each wing is conventional in shape but the construction is not. The top above the ribs is open. The bottom is lined with long rows of plastic foil hanging loose at one edge. As the

evenings from 1900 hours to 2000 hours for study. Room 1 is reserved for clerks. All clerks writing the next trade board should contact WO2 S. V. Thompson for study material relating to their trade.

The NEW TRADE ADVANCEMENT PROGRAMME should prove more effective. The courses will all terminate on the 13th March with a general review taking place from March 16-18 inclusive, the examination date being set for 19 March, 1953.

The eligibility date for this examination is 15 March, '53, even though the examination will be written on 19 March, '53. That is to say that if an airman attained his group 2 on 15 March, 1952, he is eligible to write the March Trade Board being held 19 March, '53. If an airman attained his group 2, 17 March, '52, he is not eligible to write the March Trade Board due to the fact that the cut off date is 15 March, '53. In this case, the airman would write the June Trade Board and would be back dated to 17 March, 1953.

At present, the names have been submitted to us for all trades, but bear in mind that if you are a new arrival at this unit, please get in contact with the Station Orderly Room or Station Education Officer, if you think you are eligible to write. If in doubt, contact us anyway, and we will assist you to the utmost.

*Continued from previous column*

wings lift, the pents are open. On the downstroke, the vents close by gravity providing the lifting power.

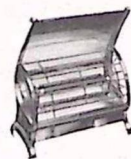
Mr. Caldwell said that in flight the vents would be practically closed all the time.

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