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Talepipe

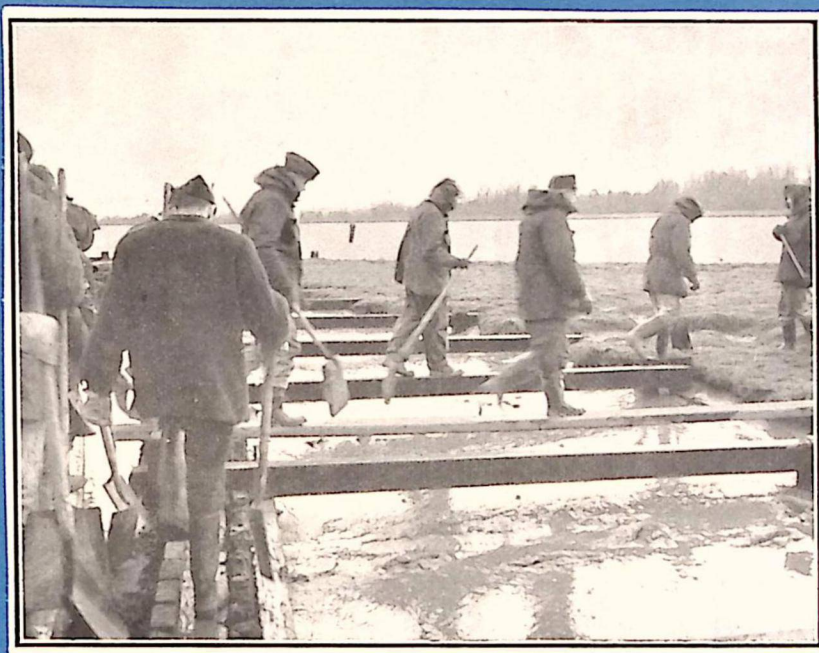


THE HOTTEST THING EAST OF THE ATLANTIC

VOL. II

FEBRUARY 15, 1953

No. 3



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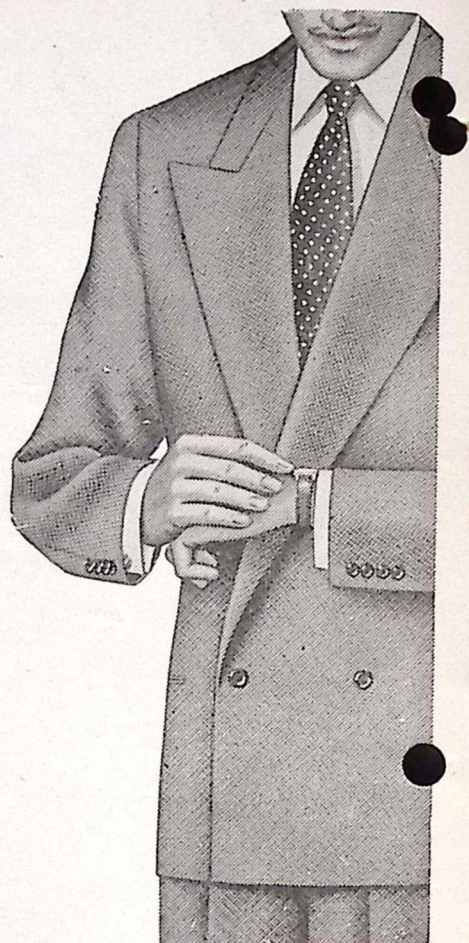
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—Airmen at the dikes

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G/C E. B. Hale, DFC, CD

Editor:
F/O E. A. Seitz

Associate Editors:
F/O H. C. D. Chalmers
F/O J. M. Nelligan

Business Manager:
F/O E. G. Steeves

Advertising Editor:
F/O E. G. Steeves
Sgt T. H. Ridley

Photo Editor:
Cpl P. J. Roberts

Sports Editor:
WO2 L. S. Williams

Circulation:
LAC F. T. Clarke

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EDITORIAL

Having gotten my first issue into print with no little relief and surprise I now hand you something slightly changed. There is no doubt that many of you will have criticisms of this new style and if so, let's hear about them. Having accepted the job of Editor I must say that had I known of the amount of work necessary in producing a paper even as small as the *Talepipe* I might not have been so keen. Believe me, it came as quite a shock.

With a view toward easing the burden on the editorial staff and at the same time giving you a bigger and better magazine the idea has developed of making the *Talepipe* a monthly issue. There is the argument that this may cause a lack of interest on the other hand more time could be spent on each issue with more varied and interesting features. That, however, is something that will be decided upon at a later date and you will be informed of any changes.

E. A. S.

Canadian Airmen and Operation Canute

Sharp on the heels of an Ottawa announcement two weeks ago that Canada would supply all-out material aid to flood ravaged Britain, a contingent of 60 North Luffenham airmen was on its way to Great Yarmouth, Norfolk, one of the hardest hit cities in the east coast flood zone. Since then, twice that number have played their part in re-building the dikes and sea walls breached by the worst flood disaster in England's history.

Operation Canute was a new kind of exercise for personnel of this wing right from the start. (Canute—a Danish king of England, 1016-35, who, the story goes, sat down close to the rising tide and bade it go no further). Armed with shovels instead of spanners, filling sandbags in place of fuel tanks, the men pitched in alongside civilians, soldiers and R.A.F. personnel to bridge gaps in coast defences against another rise of the sea.

The airmen took quarters at R.A.F. Horsham St. Faith, an hour's run from Great Yarmouth. At this large seaport of 51,000 people, the tide waters had receded, but not before causing severe property damage and considerable loss of life. On the day following the RCAF arrival at Great Yarmouth, vehicles from this station were used in the evacuation of residents who had returned to flooded homes to salvage what was left of their belongings. These air force 6-wheelers proved ideal for operating under flood conditions, and were kept in constant use relaying men and sandbags within reach of the landing barges conveying them to the break-water.

Canute began as a dawn to dusk operation. Sandbagging at first near the operation's headquarters at Burgh Castle (just west of the city), the Luffenham airmen on the second day out were assigned a new task repairing earthen dikes in marsh land

encircling the inland sea. The location, not far from one of the few remaining serviceable windmills in England, offered little protection against cold, strong winds. Here, Flt. Lt. Doug Cooke and his crew dug in.

A second detachment of 30 men left Luffenham for Great Yarmouth on February 6th, following the first by two days. Relief parties from both Luffenham and Langar moved out on the 8th, 10th and 12th to join in the work of reconstruction along the Norfolk coast, some working at Sea Palling. The replacements were headed by F/O's Frank McMullen and Ken Gildner.

Among the flood workers were airmen who had known the Winnipeg disaster of two years ago. In that operation as in this, the RCAF gave valuable assistance. There were a few too who spent leave at Great Yarmouth—working on sea defences.

On the 'home' front, meanwhile, personnel did work of another kind. While a campaign for clothing and funds for flood victims went on, the airmen on the dikes had to be kept supplied with field rations, cigarettes, mail and a shilling or two in their pockets.

Operation Canute is a venture whose cost in time, money and effort may come high before it ends—possibly February 18th—but for value received by all participants and the wing as a whole there can be no comparison.

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THE DIKES

BY LAC J. CORBETT

When I was in North Luffenham
A tragedy did strike
The sea came up on England
And flowed in o'er the dike.

Of sand and shovels and Airmen
A story I will write
Of a hundred million sandbags
And the men who built the dike.

The sergeant told the corporal
And so it passed to me,
They needed a hundred airmen
To help hold back the sea.

So we climbed aboard the buses
And they started with their loads,
A hundred men with shovels
Down rough and winding roads.

We stayed the night in Norwich,
Next day began the work
Of shovelling sand in sandbags
Though some men tried to shirk.

McMullen led the troops that day
He did his share of work,
While PRO's took pictures
And the R.A.F. stood by and smirked

To and from the beaches
We sang and told old gags
And Robbie wrote a new song
Of men with sang-filled bags.

There was Mort and Bill and Dennis
And Joe and Ray and Len,
And though our backs were breaking
We'd volunteer again.

SAN CLUB—MONSTER REVIVAL

BY FLAKER

With gladness in our heart we are able to publish a rebate on last week's article. You will probably remember that it was stated that unless something of note occurred there would be no further accounts of meetings in this rag. Well, last week-end, multi things took place. Unfortunately, the majority of them are comparatively unprintable in a respectable magazine. However, we shall attempt to give you a not too-censored account of some adventures.

On Friday evening, with the arrival of some personnel from Number 3 Wing and the consequent gathering in the Milk Bar, it occurred to this non-participating observer that some rowdy events might occur. At the same time one of the squadrons decided to ingratiate themselves with the rest of the Wing by supplying free booze for a couple of hours. Naturally, since even the lowliest have the privilege of buying the occasional drink, their invitation was cordially accepted by all and sundry (even by the usually retiring members of another squadron, I might add).

Before the thrash was many hours old the Sleeper and little Jackie Turner had lashed out for the Night Life attractions of Notts. and many others thought it was Springtime and their fancies were turning. The most amazing event of the evening was the sudden interest evinced by Studs and The Doormouse in a rousing game of squash. Now you might say that 9.30 is a rather unusual time for athletics but then again there is reason to believe that their variety of this very fine game is slightly different, to say the least. Personally, we cannot understand how they could possibly see the ball with the lights out. On the other hand perhaps these two gentlemen have an exceptionally well developed sense of radar feel or something.

At the Em-Ergency meeting the following afternoon another excursion to Notts. was planned and a fair amount of liquor Amour was partaken of. One chap became quite keen in his consumption of Mountain Dew and finally developed into somewhat of a Beacon. That is to say, that his personality changed somewhat. This particular individual later glided into a local village for the purpose of courting wearing extremely distinctive footgear. Somehow, Looie, we don't feel that wearing oddly matched shoes and falling into the arms of your lady-love as she opens the door is specially impressive to the potential in-laws. However, you never can tell!

The aforementioned junket to the local fleshpots took place as per

schedule and on arrival there the various club members separated like a bombshell. All local attractions were thoroughly and penetratingly explored. Many discoveries were made and competently followed up. One lad, in his search for enlightenment, accidentally found himself in a somewhat doubtfully respectable establishment named after the Tower of London and therein discovered a previous acquaintance and as a result finished the weekend in Leicester. Truth certainly is stranger than fiction.

From the foregoing it is obvious that the writer was decidedly premature in reading the epitaph of the Saturday Afternoon Club in the last issue. On occasion the boys do show some life. However we must apologize ahead of time for this organization because we feel that things may not be too active for the next few weeks. Reason being that a number of our most faithful members are proceeding on a tour of the continent. So, we shall just sit back and await reports. There may be some intriguing adventure to be had Switzerland and Austria and such like. Cheers . . .

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RCAF Able To Train 3,000 Air Crew A Year

RCAF aircrew training facilities are presently capable of accepting approximately 3,000 aircrew a year. A considerable proportion of this capacity is devoted to the training of candidates from NATO countries, the approximate break down being in the nature of 1,400 for NATO and 1,600 for the RCAF.

RCAF aircrew trainees are obtained from two main sources; direct entrants from the 22 RCAF Recruiting Units, and serving airmen from RCAF Stations.

The direct entrance candidate who can fill the education, character, citizenship and physical requirements outlined in previous paragraph is considered by a Board of Officers at a Recruiting Unit. The board reviews the candidate's qualifications for aircrew training and prepares an initial report as to his suitability. Candidates, who meet the entrance requirements and are qualified as to motivation and character, are enrolled in the RCAF with the rank of flight cadet. They are not enrolled in a specific aircrew branch.

Aircrew candidates are posted from the RU's to RCAF Station, London, Ontario, to pass through the Personnel Selections Unit (Officers). The PSU (O) has the two prime functions of aircrew classification and officer assessment. Aircrew classification is carried out by means of written tests and sensory motor assessments. Officer assessment is based on information gained in interview coupled with a variety of practical and written tests.

At the conclusion of the tests conducted by PSU (O) successful candidates are advised of their aircrew selection and posted to 1 Officer School, also located at London, Ontario. The purpose of the officer schools is to introduce the new officer to the RCAF through the study of RCAF history, organization, law and

career information. The candidates' executive abilities are developed by the study of administration, public speaking, service, ethics and leadership. Knowledge of drill and military courtesies are taught in the time honoured manner—the parade square.

The graduates of 1 OS are posted to the aircrew training schools for pilot, navigation or radio officer training depending upon their selection at PSU (O). At present there are four pilot training establishments.

Navigation training is conducted at two schools, namely:

Summerside and Winnipeg.

Radio officers are trained at Number 1 AROS at Clinton, Ontario.

The period of basic aircrew training is approximately thirty-six weeks. Recent national advertising have characterised this instruction as "100% Training." The standards of training in all three aircrew branches justifies that statement. Instructional staffs are highly qualified, having for the most part the combined benefits of wartime and post-war experience.

The aircrew officer, on graduation from the basic aircrew training, is awarded his wing and receives a commission with the rank of Pilot Officer. Further training is required, however, before the graduate is considered at operational standard. In the case of the Radio Officer and Navigation Officer this further training is given at an Operational Training Unit. Pilot graduates complete a further period of training at an Advance Flying Unit before their posting to an OTU.

The candidate has progressed to the rank of Flying Officer at the end of his first year of service. He has gained flying experience and has been given training for leadership and executive roles. He has been fully prepared for a career in the Royal Canadian Air Force and wears his wings with confidence, knowing he has earned them.

ALTITUDE PILOTS FACING DANGER OF COSMIC RAYS

Heavy Particles Can Plow Through Body, Kill or Hurt Cells on Contact

BY LARRY SIMS

PENSACOLA, Fla.—Test pilots in Navy experimental planes are already reaching altitudes where cosmic rays from outer space can cause severe injury to human being, Dr. Hermann J. Schaefer, a German biophysicist who heads a Navy research project here, said.

Serious danger begins at 70,000 to 80,000 feet when a man undergoes prolonged exposure at that height, Dr. Schaefer noted.

The Navy confirmed last year that Bill Bridgeman, the Douglas Aircraft Corp test pilot who holds the world's altitude record for piloted aircraft, had reached 79,000 feet during tests of the Navy's D558-II Skyrocket, a tiny rocket-powered plane, over the Mojave Desert, near Edwards Air Force Base, Calif, in July and August, 1951.

Cosmic Ray 'Particles'

The danger is caused by radioactive particles with enormous energy, showered from above the earth's atmosphere. Scientists call the showers "cosmic rays" but have not yet discovered their source. One of these heavy particles can plow a straight line through the human body. As the particles reach lower altitudes, Dr. Schaefer said, they split continuously into smaller particles that have little effect by the time they reach the earth's surface.

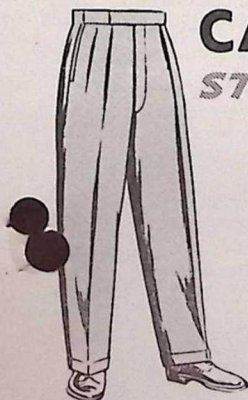
Little is known about the nature or effect of the heavier particles. Dr. Schaefer, who was brought to the United States in 1948 to work on this problem here at the Naval School of Aviation Medicine, is trying to determine how long a pilot can stay at the dangerous altitudes.

Some scientists think most body tissues would suffer only negligible injury damage for about the first hour of exposure, but that even a single hit by a heavy particle could permanently damage delicate reproductive organs and the marrow of the bone. So far test pilots have stayed at hazardous heights only a few minutes and have not been noticeably affected.

Density Increases

Dr. Schaefer explained that the density of cosmic rays at 70,000 feet is increased 200 times more than their density at sea level. This increase is still small, he said, but since the ray energy is concentrated in a small number of scattered particles at high altitudes, the danger is serious.

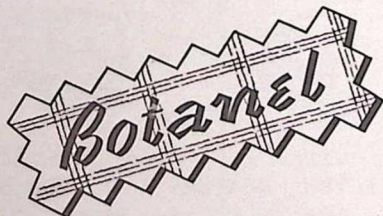
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INTERNATIONAL NEWS IN RETROSPECT

BY F/O H. CHALMERS

January 10—31

France

M. Antoine Pinay, who had been Prime Minister since March 1952, tendered his resignation to President Auriol on Dev. 23 after the M.R.P. (one of the parties in his coalition cabinet) had refused to support certain provisions of the 1953 Budget, which had been the subject of prolonged controversy in the National Assembly for some weeks beforehand. After M. Mollet (Socialist) had declined an invitation to form a new government, and after M. Soustelle (Gaullist) and M. Bidault (M.R.P.) had unsuccessfully attempted to form an administration, M. Rene Mayer, the Radical Socialist leader, eventually succeeded in this task and, with Gaullist support, obtained a vote of confidence from the National Assembly on Jan. 7, 1953.

United States

General Eisenhower was formally sworn in as 34th President of the United States at the Capitol, in Washington on Jan. 20.

President Eisenhower, in his inaugural address, enunciated nine principles by which U.S. policy should be guided. These principles are:

(1) Abhorring war as a chosen way to baulk the purposes of those who threaten us, we hold it to be first task of statesmanship to develop the strength that will deter the forces of aggression and promote the conditions of peace.

For, as it must be the supreme purpose of all free men, so it must be the dedication of their leaders, to save humanity from preying upon itself. In the light of this principle we stand ready to engage with any and all others in joint effort to remove the causes of mutual fear and distrust among nations, and so to make possible drastic reduction of armaments. The sole requisites for undertaking such efforts are that, in their purpose, they may be aimed logically and honestly towards secure peace for all, and that, in their result, they provide methods by which every participating nation will prove good faith in carrying out its pledge.

(2) Realizing that common sense and common decency alike dictate the futility of appeasement, we shall never try to placate an aggressor by the false and wicked bargain of trading honour for security. For in the final choice a soldier's pack is not so heavy a burden as a prisoner's chains.

(3) Knowing that only a United States that is strong and immensely productive can help defend freedom in our world, we view our nation's strength and security as a trust upon which rests the hope of free men everywhere. It is the firm duty of each of our free citizens, and of every free citizen everywhere, to place the cause of his country before the comfort of himself.

(4) Honouring the identity and heritage of each nation of the world, we shall never use our strength to try to impress upon another people our

own cherished political and economic institutions.

(5) Assessing realistically the needs and capacities of proven friends of freedom, we shall strive to help them to achieve their own security and well-being. Likewise we shall count upon them to assume, within the limits of their resources, their full and just burdens in the common defence of freedom.

(6) Recognizing economic health as an indispensable basis of military strength and the free world's peace, we shall strive to foster everywhere, and to practice ourselves, policies that encourage productivity and profitable trade, for the impoverishment of any single people in the world means danger to the well being of all other peoples.

(7) Appreciating that economic need, military security, and political wisdom combine to suggest regional grouping of free peoples, we hope, within the framework of the United Nations, to help strengthen such special bonds the world over.

(8) Conceiving the defence of freedom, like freedom itself to be one and indivisible, we hold all continents and peoples in equal regard and honour. We reject any insinuation that one race or another, one people or another, is in any sense inferior or expendable.

(9) Respecting the United Nations as a living sign of all people's hope for peace, we shall strive to make it not merely an eloquent symbol but an effective force. And in our quest of honourable peace we shall neither compromise, nor tire, nor ever cease.

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BY CPL. "DOC" BAKER

To date we have had hunger pangs in regard to Station Sports, the teams that perhaps are getting out of infancy are the newest started on this station, and from where your sports editor sits, one must hand out congrats to the Fencing Club first and to give reason, this sport of the olden days when irate husbands and bewitched lovers fought over women in the dawn's earliest light at some secluded park has now come to light on this station and has very good following some of the fair sex are getting into the swing of the combination of steps that would put ballet to shame under the guidance of P/O Moore and Cpl. Spattie of the Ground Defence Staff, the Cpl. being on the Olympic team, they are gradually getting a bigger following than ever so my first star of sports promotion goes to the fencing club

BOXING

We still are looking. Plans are under way to have a boxing show on the station on the 19th March. Representing us in this card will be LAC's Logan, Rache, Lawson and a few more boys. We are hoping to have top line boxers from several RAF Camps out to fill the card so this is a night to make a date to watch your pals in the square cricle go to town. Watch for posters as to time and place. Also remember training takes place Monday, Wednesday and Fri-

day at 7 p.m. in BB 57, and the more taking part the better the card on the 19th March.

BASKETBALL

Operation Sandbag has slowed up this sport but it will soon open up again with games in Notts., Leicester, Grantham and Derby, also a number of games are on tap with our American friends. Players are wanted, also some supporters to go with the team always there is a 40 passenger 'bus laid on to take players and fans to the game. New players are asked to contact F/O McIlraith of 441 Sqn., at Local 141 and tryouts will be arranged.

Dates to Remember:—

- 15th February.—Badminton in Manton.
- 16th February.—Basketball in Notts.
- 18th February.—Basketball in Spittlegate.
- 19th February. — Inter-Station Dart tournament in the NNAAFI Building starting 7 p.m.

24th February. — Rifle shoot at Grantham range. This is all in sports for this time.

BADMINTON

(A "BIRD'S"-EYE VIEW)

If you all read DROs, you will have noticed an announcement in DRO 28 of the 10 Feb. that an RCAF BADMINTON CLUB for all ranks and dependents has been formed. The Village Hall at the nearby village of Manton is reserved for the RCAF every Sunday and Tuesday evening from 1900-2200 Hours—Sunday being spent practicing and Tuesday for tournaments with local village clubs.

Our thanks go to Cpl. Ralph Lundin, Sports representative and organizer of the club, and to F/L A. J. Lewis, Sports Officer, without whose help we could not continue.

The first business meeting was held on January 27th and the following offices filled:—

- President: LAC G. C. Flaxman.
- Vice-President: F/Sgt M. R. Brown.
- Secretary-Treasurer: Mrs. R. B. Roddy.

Tuesday, 10 Feb. saw the first tournament—a friendly match with the Oakham Club. Congratulations go to them for ending the evening in a 6-3 victory! Better luck for the RCAF next time! Representing the RCAF were LAC "Flaxie" Flaxman, Mrs. Fran Lundin, Cpl Ralph Lundin, Mrs. Audrey Brown, Cpl. Chuck Brown and Mrs. Millie Oldham.

Wednesday, 11 Feb. will see the RCAF in a friendly match with RAF Cottesmore; and LAC Flaxman will represent the RCAF in the RAF Fighter Command Finals to be held shortly! Let's wish them all the BEST OF LUCK!!!

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A shiny new mug full of rye was presented to F/L "Moe" Morrison last week at his goodbye party. Moe and his family are now on their way abroad the Sumaria heading for Montreal and 438 Sqn. Another farewell party is planned this week for F/L "Gordy" Joy who has been posted to Wing and now holds the position of Wing Weapons Officer.

F/L "Bill" Bain was not afforded the usual congenial hospitality of the RAF last week when he visited RAF Stn Polebrook, in fact he had to spend the night in a cold empty hangar guarding his Sabre. He is now writing a book entitled "Land and Live in England." (EDITOR'S NOTE—RAF Stn Polebrook is an abandoned airfield).

F/O "Denny" Denouden has left us for a month's leave in Canada to visit his "one and only." The mess bridge boys are going to miss a courageous bidder for the next few weeks.

At the last mess dinner 410's program went off with a "bang." F/O "Al" Robb, our star, brought another first to 410—the first pilot to kiss the Commanding Officer. Some people will do anything!

In closing here is a little confidential information that I would like to pass on to you. F/L "Frank" Sylvester is attempting to grow a moustache and it would make him very happy if a few of you fellows would notice it once in a while. Thank you.

Three greens and off.

410 TELECOM

Well once again we're back on the job after a pleasant expense paid week at Yarmouth, one of Britain's popular sea side resort towns on operation "Keep the Island from Sinking." The weather had been a beautiful mixture of sun, snow, rain and sleet and it was noticed that some of the fellows on the night shift picked up bad moon burns. It appears that playing sandcastle has been replaced by that new and exciting game of "filling sandbags." We note that when playing this game the number of players is unlimited and its purpose is twofold. Firstly, it is a source of entertainment and a means of whiling away 12 or 13 hours a day and, secondly, the body building advantages must be recognized. Those able Donkeys Cpl Pete Stasiuk and LACs Jack Talbot and Dick Lovejoy were the first volunteers??? The Donickers,

Bud Beaton, Art Binnie and Len Bastock are eagerly awaiting their turn to go. Our Sgt Jack Veitch has had a full time job latterly dodging orderly sgt duties and the taking over of the inventory, but I noticed that to-day they finally nailed him for the orderly sgt. May I make a suggestion to the MT Section? Why don't they hire the RAC to act as guides for our vehicles when they leave the station. It would undoubtedly reduce the number of times of getting lost on the highways. It is rumoured that one of our six by six's even got lost on the RAF Station at Norwich.

The luck man of the week is Bud Beaton who after driving for 35 days without road tax was finally stopped by the police, but he had fooled them and had four hours earlier purchased a year's taxation.

Here's a little article from the Toronto Star with the head line "Old Hydrants go to Kennels." Since it seems that in Toronto the Humane Society buy old hydrants and install them without water connections for the use of dogs. The theory being that it tends to calm them down and reduce their nervousness after a long ride to the kennels, and makes them feel more at home.

Well bye now.

410 SQN ELECTRICAL

"What's wrong with this section?" "Alright, alright, one at time please!" —The reason I ask the above question is because no sooner did we formally greet Sgt J. P. Dupuis than he escaped (?) to Tin Can, and as of 1100 hours Feb. 9th, 53, there's nobody to administer and organize this section but rumours of replacements are rife. Question 2 of the week then is quite logically, "Who is going to lose the warmth, congenial companions and the regular hours of Wing Electrical to come to "Mud Valley"?"

"Sandbag" at the moment has 50% of our staff, this reporter refuses to assist this project (VERBALLY only of course) until the valiantly brave but stubborn English (ask anybody) admit that the Sea isn't rising but the blooming place is sinking. If you don't believe it read any (not English) Geography book.

Excuse me a moment a 'phone call, "Blank here sir, Yes sir, reverted in rank sir, yes sir, but sir, yes sir."—P.S. The .../*q&/X:ill:.\$lll water it seems is rising after all, I was just convinced by the 'phone call, well no, but it "HELPED" me to re-appraise the general situation and begin to see that perhaps (I'm not sliding out and I do so have the courage of my convictions, especially the one with which I was threatened) the water was just rising a wee bit and I made an honest mistake, just a point of view see!

All kidding aside, Operation Sandbag is very important and is getting enthusiastic and whole hearted support from this and every other sect here in Mud Valley, because we appreciate from our own personal experience just how bad an excess water can be.

The next article will give an inside report on the workings of the nearest glass house. So long.

410 ARMAMENT SECTION

More Gen and nonsense from 410 Armament section. Due to the boys being on flood relief the section was almost depleted of bods, but flying went on just the same. A very good show boys. LAC MacLean, LAC Lenihan, LAC MacIntosh, Cpl Curwain and Sgt Hempseed were on flood work for five days. There was plenty of hard work and the boys put up a wonderful effort. Too bad they can't go back to the "Blue Room." Sgt. Hempseed set a very good example on how to carry bags. Good show "Knockey."

After moving an 8 ton pump by hand winch (the English way) one of our lads had a very bright idea to use our own 6 x 6 to push it. All that hard work could have been done in five minutes and now the civvies know how. We hope they throw their winch away. Some of the lads took a ducking in the water but fun was had by all even if the weather was murky and wet.

The mess was not to our liking and our own was closed when we arrived back, so it was not unusual to find the "sand baggers" becoming members of the Early Morning Breakfast Club on their first morning back.

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BY F/O NORM MACKERACHER

Now that F/O Seitz has left for bigger and better things (Talepipe Editor and check that article in Flight Magazine) I'll try my best to keep 439 in the news.

It seems that our feathered friends have also taken a greater interest in Al's career. He conked one with the canopy of a Sabre and discovered that they can do a lot of damage in the right place at the wrong time, or was that flak?

S/L Bricker, who has been on the sick list for a long time will shortly be on the receiving end of a scalpel again. We hope they get everything back in the right place this time, Boss, and that we see you back in the Flight Room again soon.

Speaking of the Boss, Flight Commander and acting OC F/L Bill Bliss has gotten the good word and will be off to Korea shortly for a crack at the MIGs. Put a swivel on that neck Bill and we'll be expecting you to get a few so you can give us the word when you return.

F/Os Frank Raymond and Sherm Hannah have both put in a few days in hospital recently. Nothing serious although Frank still hasn't informed us exactly what the nature of his illness was. Likely they'll both be rushing like mad to get into the Blue when they hear we've all been getting three or four trips a day.

Flying hours for February are off to an excellent start with promotion exams and such out of the way for another year. The only other think in the immediate future that can possibly interfere now is the weather.

By the time this comes to press we should be receiving cigars from Frank Fowler whose wife is expecting the Stork any minute now. It'd better be soon before Frank fades away to a shadow.

Sharing in Britain's largest bit of current news is F/O Ken Gildner and a large number of airmen from No. 1 (F) Wing who are helping build dykes on the East Coast. It probably isn't the cleanest or driest job in the world but nevertheless very necessary and we can only hope that it will have been effective when the expected high tides come next week.

I'm sure all the boys enjoyed the free refreshments last Friday night so generously sponsored by our neighbours in 441 Sqn. We shall have to reciprocate in the very near future.

Closing note: Another year before TABT's are encountered again.

439 ARMAMENT

BY CPL R. D. G. SIMPSON

This issue we find a few of our members on "Operation Sandbag," helping to stem the floods on the East Coast. When asked for volunteers practically the entire section appeared keen, but all couldn't be spared and a few were chosen by the name in a hat system. The lucky ones were ACs Carstairs, Gregory, Hamilton, Morrison, Corbett and Morton. Local rumors have it that they will be wearing the "Order of the Sandbag," minus the sand, of course. Well done, fellows!

The best news in the section is that the Cpls who wrote their exams all passed. LACs Hohm and Corbett were also successful and are now Group 11 techs.

This will be all for now but in the next issue we should have the gen from the boys back from the mud flats. Cheers

WHAT'S OFFERED IN ENTERTAINMENT

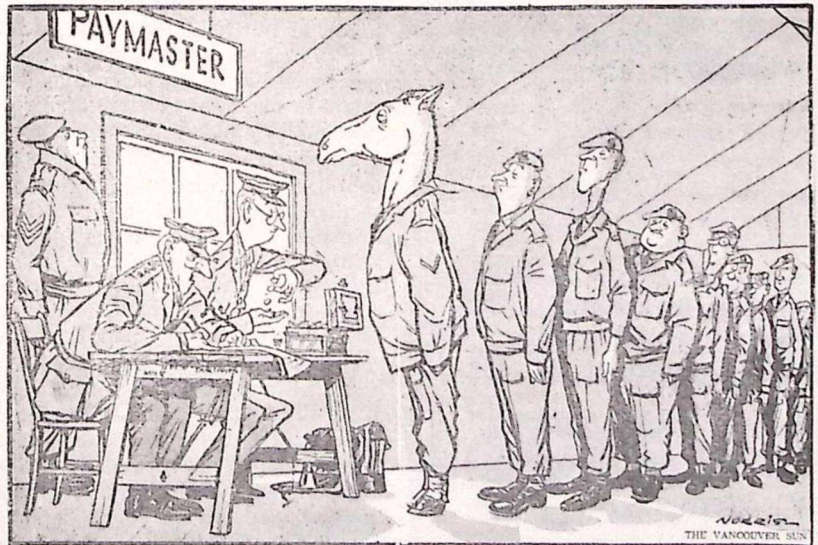
BY SGT YATERNICK

Bingos are proving quite popular on the station. Everyone is getting in on the games. We are trying to make them more interesting by offering a wider selection of prizes, especially for you single fellows. Would you be interested in winning a tailored to measure suit by Alexandre Tailors located on the station in the Commissary building? A triple-head Remington all voltage electric shaver, a Parker 51 set? Are you interested in learning to play golf and building

up a set of clubs, we're giving away golf clubs as prizes, so here's a chance for you single fellows to practice up your shots and putts on the camp grounds during those long Sunday afternoons, you can win yourselves drivers, putters, and other clubs at the station bingos held every other Wednesday in the Airmen's Recreation Centre in the NAAFI Building. And remember there's always a "JACK-POT" won every time.

Many people were on hand to see the travel films on Continental holidays shown by Thos. Cook Travel Agency a couple of weeks ago. These holidays, especially to us Canadians who want to see so much whilst over here, have so little time to see them in, and don't know where to start. We have a variety of folders in the Entertainment Office, and Cooks will always be glad to offer every travel assistance in regards to routes, accommodation, points of interest and pleasure in whatever place you may wish to visit whether travelling by air, rail, sea or car. So drop up and look over the folders if you can't make up your mind where you would like to spend your holidays.

Quite a few people are taking advantage of our little booking agency for theatre tickets for the shows in London which are usually hard to get on your own. This is only one of the many ways we try to help you to enjoy yourselves on your visits to the Big City. So if you think you would like to see a special show, and don't know where to get tickets, see us and we'll certainly try to get them for you. We can't guarantee them, but very few who have asked us have been let down. No extra cost.



"Trust those politicians in Ottawa to make a big fuss about nothing . . ."



BY "AXEL"

Goings and Comings Department

Annual inocs and all couldn't keep us from adieuing Ian McDonald, scheduled to leave for Canada on the 14th Feb., and Frank Wise who left the Sqn for the higher portacles of Wing Headquarters on the 1st of Feb., when the Silver Fox's officers department partied in their honor on the 6th of Feb. Apparently it was so successful that 439 opened another bar in the squash courts.

Passports and visas are the flight room banter these days as Jack Turner, Bob Haverstock, Whully for a continental tour next month. With so much unharnessed power being loosed at one time, we feel that the blow to Europe will create more panic than the first thousand bomber raid. We really do hope that Expedition - we - are - going - for-the-ski-ing-only has itself a good time. As Spring when a young man's fancy turns to travel?????

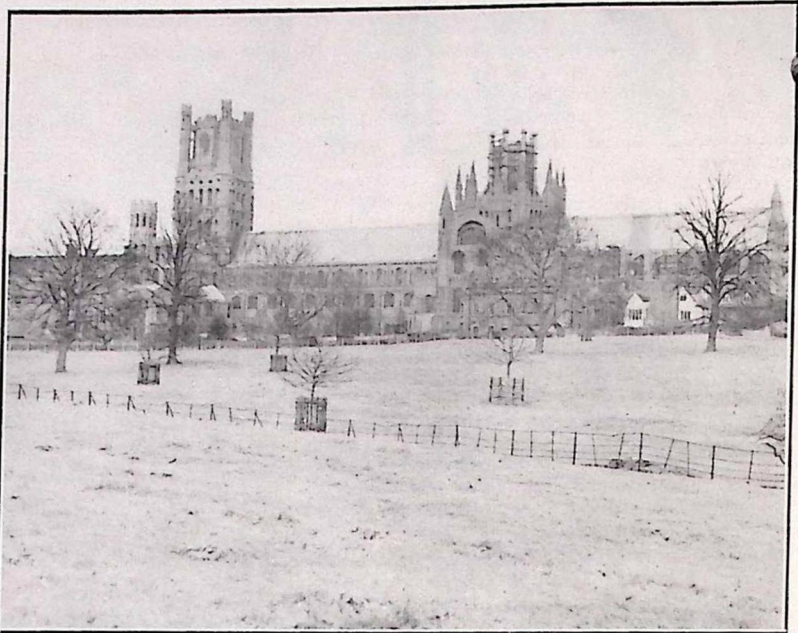
New Arrivals

Congrats and bouquets to Buck Bowes and his Mrs. on their double addition to the family. Twin boy and girl, the first twins on the station, arrived on the 3rd of February.

F/L Neil Burns expected in shortly as a replacement pilot for F/L I. R. McDonald. Glad to see the happy face of Al Shaw, a former 441'er from the past, who stopped for a short visit while on his way to Zweibrucken which is soon to be the new home of 3 Wing.

Pat on the Back Corner

W/C Lindsay who replaces W/C Davidson shortly is an old friend of 441. We checked him out on Vamps in the early days of '51.



Ely Cathedral

THE CATHEDRAL OF ELY

Ely and its church trace their beginnings far behind the founding of the Benedictine monastery, and of the Bishopric, to the year 673. In that year Etheldreda, a princess of East Anglia, who had been married to the King of Northumbria, established a monastery and convent where the Cathedral now stands. The Danes sacked the monastery in 870; but the tombs of St. Etheldreda and her fellow saints, her sister and niece who succeeded her as abbesses, remained intact in the ruined church and were preserved by a body of secular clergy.

The Benedictine monks came to Ely in 970. They took the place of the secular clergy, and built a new Minister over the tombs of the saints. The second church lasted little more than a century. By the standards of the Norman Abbots who came in after the Norman Conquest, the Saxon Minister was small and cramped, and unworthy of its purpose. The existing and third church to be built on the ancient site owes its inception to the Norman Abbot Simeon, who, in his 87th. year, embarked upon the building of it about 1080. The whole was completed with the finishing of the nave about 1189.

In 1249 it was decided to pull down the Norman apse and extend the church eastward, so as to provide a more splendid setting for the shrine of the saints. This extension was completed in 1252, and into it St. Etheldreda and other saints were removed. The next century was a period of prodigious building, the beautiful Lady Chapel was begun, the central Norman tower was replaced with the octagon and lantern, the latter being completed in 1342. The lantern of the west tower was added soon after 1400, and to the same period belongs the Walpole Porta.

The shrines of the saints was destroyed in 1541. Much destruction was suffered during the Great Rebellion. Nevertheless, the original internal arrangement of the Church survived until in 1770 it was ruthlessly remodelled by Essex. A partial, and unsatisfactory, restoration was carried out by Sir Gilbert Scott during the last century.

The Bishopric of Ely was founded in 1109, and the then Abbot became appointed first Bishop. Until its dissolution in 1539, the Prior was head of the convent. In 1541, Henry 8th. constituted a new Chapter consisting of a Dean and eight Canons. From this 'college,' the designation of the Cathedral precinct is derived.

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HQ TELECOM

BY CPL H. DYRDA

As I sit down to write this article I am heavily burdened by the numerous chips on my shoulder. You ask why? Well, I've just finished reading a copy of the last TALEPIPE and it has set me hopping mad! I submitted what might have been classed as a journalistic masterpiece, and what appears in print but a rehased, unrecognizable Readers Digest version of the "Blunders" of some Lower Slobovian imbecile!!!

What happened to the section news in the said article? Was it censored? And, how did you manage to convert my 4 tube Portable "Receiver" into a "Transmitter"? Why, if the G.P.O. hear of me "broadcasting" hockey games, I'll be sent up the river for years; and me a married man with a wife and four kids—gosh, I'll be ruined!

Here goes with the Section News again—maybe we'll make it this time! The section has been hit by an epidemic of postings and we have to look high and low to find somebody to flip with for a cake or coffee—things are bad!! To Air Division HQ, Paris, have gone our jovial newly married Telegraph Techs LACs Banks and Chicorli. With them has gone that rare form of humour known as "Chichorlism"! Missed by us and a Miss in Notts. is LAC "Ollie" Hudon, who has departed for Macdonald, Manitoba, and thence to Clinton. Cpl. Nicholson and family have left us for Langar. Jim will enjoy working at his trade after a long session of stores work. Adam Hogg has taken over the reins as our stores man. To these we all wish you the best at your new stations.

Congratulations to LAC Snow on his recent success with the Trade Board. Studying like beavers are LAC Edens and LAC Lohnes for the coming tests. Cpl. "Waterpipe" Dugdale has left for a spot of T.D. at "Mudhole" (2 Fighter Wing)! We understand that LAC Gehl is making regular trips to Stamford—I'll give you one guess why!

No other developments from the lovelorn column, but we're expecting a number of the boys to be hitting the headlines shortly.

Just a last bit of advice to who ever find me dirt in the last issue—next time you are short of space why don't you leave an egg out of Sgt Hart's Recipe?

Guess I'd better hit the road now! (P.S.—Apologies to Sgt. Hart, both my wife and I read your articles religiously.)

THE PHANTOM PATROL

A few week-ends ago our station was "attacked" by an enemy force as a means of testing the strength of our ground defenses. One of the outstanding incidents in this attack, to many minds, was the part played by the "Phantom Patrol."

The "Phantom Patrol" was the brain-child of F/O Moore of Ground Defense. The idea behind it being, to have a mobile, motorized patrol to harass the enemy and inflict casualties on him, strike and disappear, gradually wearing down the enemy's striking power with a minimum of casualties to our defenses.

To accomplish this purpose the patrol was given four M.E. vehicles, each mounting a .50 caliber heavy machine gun. To man this detail each vehicle had a gunner, an observer and a driver.

A route was planned and divided into four patrols. Each patrol was numbered and check points were measured off. Radio contact to base was established by the civil police and at each check point a call was made to report patrol progress.

The personnel of the patrol were:
 Patrol Commander and Chief Observer—F/S Harry Sewell—M.E. Section.
 Driver—Cpl. Ross Smalley—M.E. Section.
 Driver—Cpl. Carl Pettigrew—M.E. Section.
 Driver—LAC "Scotty" Scott—M.E. Section.
 Driver—LAC "Luke" Luker—M.E. Section.
 Gunner—Cpl. Jack Clark—Air Div. Hdqtrs., Paris.
 Gunner—Sgt. 'Brownie' Brown—Airmens' Mess.
 Gunner—Cpl. 'Spud Island' Harkness—M.E. Section.
 Gunner—Sgt. "Les" Watkins—410 Squadron.
 Gunner—LAC Ken Powell—M.E. Section.
 Observer—LAC Joe Gauld—Ground Defense.
 Observer—LAC Johnny Derasp—Ground Defense.
 Observer—Cpl. Nadeau—2 Wing Gros Tenquin.

During the course of the patrol's operations on the day of the big "attack" they succeeded, quite by accident, to discover the "drop-zone" of the enemy paratroops and inflicted heavy casualties on them even as they touched the ground. An enemy vehicle was captured, also five prisoners including two officers. Later a "Battle Royal" took place just off

SAYS ESKIMO LIFE CHANGING RAPIDLY

St. John's, NFLD-(CP)-used igloos are a dime a dozen in the Arctic. The Eskimo is going modern with Government-subsidized housing.

R. Rockwood, head of the Division of Northern Labrador Affairs of the Welfare Department, said here that the pattern of Eskimo life is changing so rapidly that there is hardly a native left who has actually seen the old Eskimo culture.

One of the most obvious changes was the switch from Igloos to Government-built houses. Igloos now are used only when a trapper is caught on his line by storm.

The Government has provided the tools and the Eskimos have proven themselves a good craftsmen with hammer and saw. Eleven small dwellings, for instance, have already been erected at Hopedale.

The Eskimo is changing his fishing methods, too. Once he speared seals from a small boat. Now he follows the white man's methods. ICW moved 24-1-53 EB.

Continued from previous column

the airdrome between enemy paratroops and the patrol, during which encounter heavy casualties were again inflicted on the enemy.

The "Phantom Patrol" by its actions by all means justified its formation, the sting was taken out of the enemy attack giving our not as highly trained lads a far better chance to withstand their assault and eventually subdue the "enemy."

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ACCOUNTS CHATTER

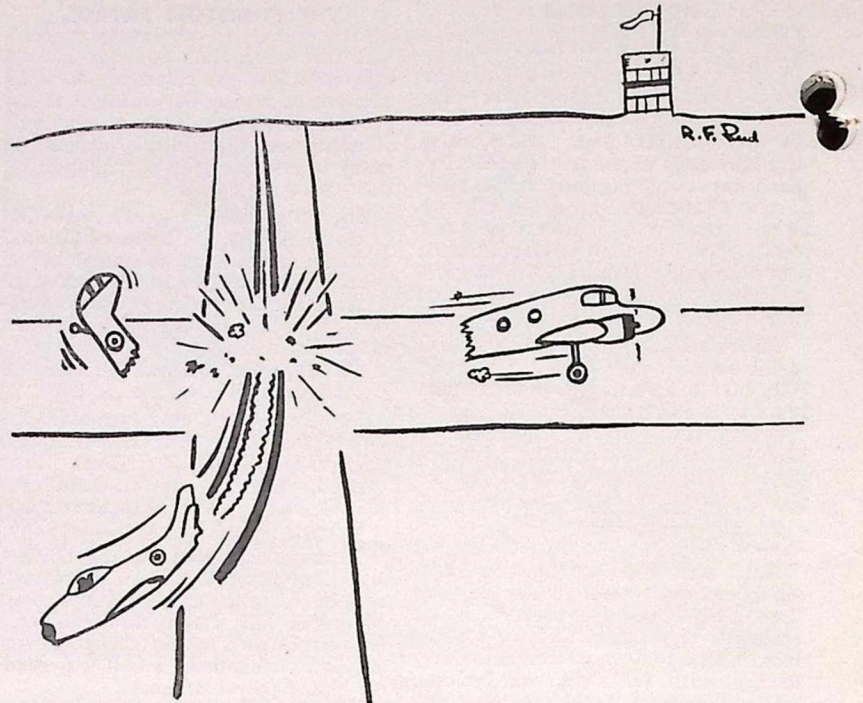
BY WO2 J. HIGHET

The time has come again to bring you up to date on the happenings in the Accounts Section. After having covered ourselves with glory in the protection of our station in Operation Dead-end, we have, more or less, settled down with our trusty pens and typewriters. Except for a few minor disturbances, things have returned to normal routine.

The worried looks on the faces of F/L Fink and F/O Hawkins, caused by exams, have now been replaced by anxious ones, which we all hope will turn to cheerful looks when the results are known. Our four Corporals, who wrote their promotional exams, already are wearing that satisfied look, having all passed with flying colors.

We take this opportunity to introduce our latest arrival, LAC T. D. Graham, late of Maritime Group Headquarters. He has been seeing some of the country already, having joined with LAC Stuart as the section representatives in flood relief work. We have also two more stalwarts wielding shovels and sandbags at present in the persons of LAC Bryant and LAC Hume. We are all glad to offer any help we can in such an emergency, only regretting the necessity for doing so.

A very enjoyable stag party was held recently and, as usual, a good



I SAY REGGIE, RUNWAYS BIT ROUGH

time was had by all. As this took place on a Friday night, everyone was sufficiently recovered to make it to work by Monday morning.

Things are a little rough these days due to the absence of so many of our staff on annual leave. It seems that there is always a great deal of it to be taken in the closing months of the year, and this year is no exception. From addresses shown on passes, Scotland and Ireland appear to be the popular places to visit right now. I

guess the boys want first hand information about the lassies and colleens, or could it be that they want to get close to the source of Scotch and Irish refreshments?

In closing, we advise that the Departmental Rate of Exchange has been set at \$2.73 for the month of February. At the time of writing, this is a little lower than the rate quoted by the banks, so we have a slight margin in our favor.

See you again next month.

STATION FUND — 30 NOVEMBER 1951

	£	s.	d.	£	s.	d.
Cash on hand	43	4	1½			
Cash in bank	2542	5	9			
Accounts receivable	87	4	6½			
Inventories	110	10	8			
Property			Nil			
Accounts payable				279	14	5
Trust Funds:				71	16	5
Church Funds						
Library						
Deferred Accounts payable	2428	15	2			
Capital Fund				2	19	1
Current assets minus liabilities				2	19	1

STATION FUND — 31 DECEMBER 1952

	£	s.	d.	£	s.	d.
Cash on hand	225	0	0			
Cash in bank	5043	13	10			
Accounts receivable	2119	10	3			
Inventories	7320	18	11			
Deferred charges	368	11	9			
Property	2178	2	3			
Accounts payable				7581	9	10
Trust Funds:				1112	9	7
Church Funds						
Sports						
Library						
Cpls Club						
Rifle Club						
Pipe & Drum Band						
Deferred Accounts payable				591	16	0
Capital Fund				7970	1	7
Current assets minus liabilities (Including Merchandise Inventories)				£5423	7	7



BY SGT H. HART

Breaking Your Fast

There are many different opinions and schools of thought on BREAK-FAST — not only personal but national. The way people begin to eat again after sleep varies tremendously. Most Continental peoples, however much they indulge their appetites—break their night long fast gently. I well remember a visit to Ostend, Belgium, a few years ago. There, coffee, rolls or croissants and butter was the usual breakfast. It is called in France *le petit déjeuner*, or “the little fast-breaking.” I am told that our ancestors ate chops or steaks with beer or claret every morning. Australians continue this tradition with steaks and eggs for breakfast.

Before the war the usual breakfast in England was of course Eggs and Bacon. So much so that this popular dish earned the nickname of “365”. However, due to the rationing of these foods, eggs and bacon have become to the British people, almost a tribal memory. But whatever your tastes, whether you trifle with tea and toast or like porridge or cereal, followed by fish or eggs and anything you can get, do include some fruit juice or fruit for good health. The make porridge into a complete and pleasant breakfast, add a well beaten egg and a few sultanas to the cooked porridge and serve it with golden syrup instead of sugar. Now this will surely shock Scotchman, but it will “stick to the s” all the morning. Two eggs can serve three people, if you served them buttered. It would not be wise for you to make this dish unless you can spare the butter as margarine is a very poor substitute, and does not give that lovely buttery taste.

Beat the eggs well and add a tablespoonful of milk to each egg plus pepper and salt to taste. Now melt an ounce of butter in a small saucepan. Add the eggs, stirring until they begin to thicken. Remove from the heat and let them set—they will continue to cook in their own heat. Serve at once on hot buttered toast, sprinkled with chopped parsley.

And have you ever tried Fried Potato Scones for Breakfast? — All you require for these is — ½lb. Hot Mashed Potato, 3ozs. Flour, a good pinch of salt, bacon fat and milk.

Add the flour to the mashed potatoes, mix to a stiff dough, adding a little milk if needed. Roll out on a floured board to the thickness required, and cut into small triangles or squares. Fry for five or six minutes on each side in a little hot bacon fat or dripping. Serve with bacon, eggs or fried tomatoes. Alternately these scones may be baked in the oven.

Pass the Bi-Carb Please

Bi-carbonate of soda, the cook's standby, is also the housewives friend. It has numerous uses and should be available in every home. In baking, a pinch of bi-carb added to the mixture of cakes and scones increases the lightness and improves the texture. Added to milk in hot weather it prevents souring. Clogged pipes can be cleared by shaking the powdered bi-carb over the drain; follow this with a little vinegar in hot water. Tarnished silver can be quickly cleaned by a damp cloth sprinkled with bi-carb.

When blueing whites, add bi-carb to the water; it prevents the blue from marking the linen.

Blistering from burns and scalds is prevented by the prompt application of strips of linen soaked in a solution of bi-carb. The irritating rashes on children are soothed by dabbing with bi-carb solution. Add it to the bath to take the sting out of sunburn.

Tired, strained or inflamed eyes are greatly relieved by bathing with bi-carb solution (one teaspoon to a pint of water).

Apply bi-carb directly to ulcers of the mouth and tongue; it gives instant relief and assists healing.

There are many more uses for bi-carb, but unfortunately space does not permit the recording of them here at this time.

So until next time Good Eating to You All—To relieve nausea, flatulence, and acid dyspepsia, a pinch of BI-CARB in a glass of warm water, WORKS WONDERS.

FILL THEM ALL

BY RON ROBERTS

Fill them all, Fill them all
The short and the green and the tall.
Fill all those sand bags
With fine Grade A sand
Fill them with shovels
And fill them by hand
Fill them high; Fill them high
So the wall nearly touches the sky.
With all this commotion
We'll hold back the ocean,
So cheer up my lads fill them all.
Fill them all; Fill them all
Throw them to the top of the wall.
Some rat in the group
Threw his boots in the soup,
But cheer up my lads, fill them all.
Fill them all; Fill them all
The short and the green and the tall,
We'll bail with our mug
If they pull out the plug
So cheer up my lads fill them all.

SCOTT & EAYRS

OAKHAM

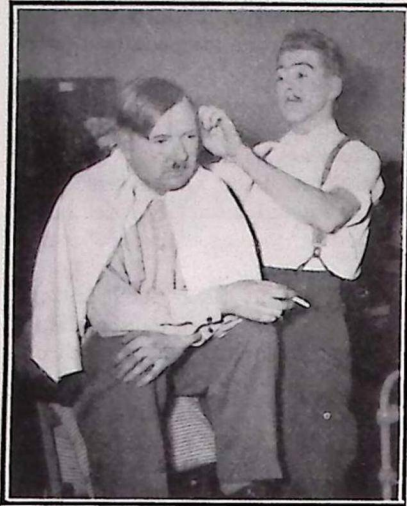
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WING HEADQUARTERS

BY CPL BENDLE

One of our clerks, LAC Eddie Hache, at the time of writing, just returned from Operation Sandbag at RAF Stn Horsham St. Faith. The correct name for this operation, is, I believe, "Operation Canute." We were all very glad to see Eddie again, because the Orderly Room has been operating understaffed for the past two days, as two of the boys are away on leave and two more are either sick or in the hospital. As soon as Eddie walked in the Orderly Room he announced that he was going on sick parade, and the latest rumour is that he will be there for a few days. I guess shovelling sand is quite different from pushing a pencil all day. Don't get the idea that we clerks don't work hard enough, because we do.

Minnie, the Headquarters cat, caused a little excitement one day last week. As LAC Vachon was pounding away at his typewriter trying to get DROs out on time, he heard a lot of meowing in the stationery cabinet. "Good Havens," LAC "Lofty" Stather exclaimed, it sounds as if Minnie is having her kittens again. LAC Vachon immediately jumped over his desk and made a

mad dash for the stationery cabinet to investigate what all the meowing was about. Vachon quickly announced that Minnie was not having her kittens yet, and that she had only caught a mouse. It should be noted that, since this Orderly Room opened about a year and a half ago, Minnie has had two batches of kittens. Her first ones were born in the RAF Orderly Room and the second batch were born in the stationery cabinet in the Wing HQ Orderly Room. They say that lightning never strikes twice in the same place. Let's hope not anyway. I think a good place for Minnie to have her next set of kittens would be the SWO's office, so I think I'll drop her a gentle hint the next time she spends the afternoon in my "in" basket. I am quite sure that FS Harry Sewell, who is acting as SWO during the absence on well earned leave of WO2 Lorne Williams, wouldn't mind being a mother to Minnie's kittens.

A couple of nights ago, Cpl Murray McFarland, who is the proud owner of the "Green Hornet," offered me a ride home. Immediately, I had visions of having to push the darn thing part way home, which is what happened the last time he offered me a ride home. To my surprise and amazement, the "Green Hornet" started without hesitation, and believe it or not, we arrived home safely.

Incidentally, congratulations are in order for the corporals in the Wing HQ Orderly Room who tried their qualifying examinations. Each and every one of them passed.

SHADES OF HARVEY !

MONTREAL—(CP)—Pegi Edwards of Victoria, who for the last 10 years has been working in the Airways Engineering Section of Trans-Canada Air Lines, has been causing a bit of eye-strain up aloft.

Pegi is a map-drawer for the airways and also has a feminine inclination to rebel against routine now and again.

So Pegi introduced rabbits.

One day when mapping in formalized figures indicating trees, she doodled in a few extra lines, and the sitting among the trees, was a 1/32nd inch-high rabbit.

She thought no one would notice this little feminine touch and left it in.

Shortly afterwards she noticed a group of pilots having some fun over a map. The embarrassed officers said they were "looking for rabbits." Trans-Canada pilots had formed a "Bunny Club."

Officialdom was not to be outdone however. Department heads heard about it and put out the order "No more bunnies."

Rumor has it though, there is still that little feminine touch sometimes hiding among the trees.

Pilots Facing Danger of Cosmic Rays

Continued from page 5

Dr. Schaefer said the cosmic-ray problem will become acute as commercial and war planes capable of supersonic flight at high altitudes are developed. The higher a rocket plane flies, the more efficiently it operates, he noted, so aviation will increasingly emphasize high-altitude flight.

Because of the earth's magnetic forces, heavy particles are most numerous near the North and South Poles and are virtually absent near the Equator, he said. Hazards to occupants of a plane at high altitudes increases as the plane flies northward or southward from the Equator.

Dr. Schaefer was associated with the Max Planck Institute in Frankfurt during World War II, where he did research on atomic radiations in German uranium mines. At Pensacola he collects and analyzes data obtained from physicists who send Navy balloons to the upper atmosphere. With assistance from Emory University in Atlanta, he is now preparing biological specimens to be sent aloft in balloons later this year and is reproducing in laboratory experiments some of the reactions of cosmic rays on human tissue.

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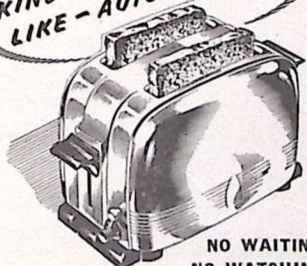
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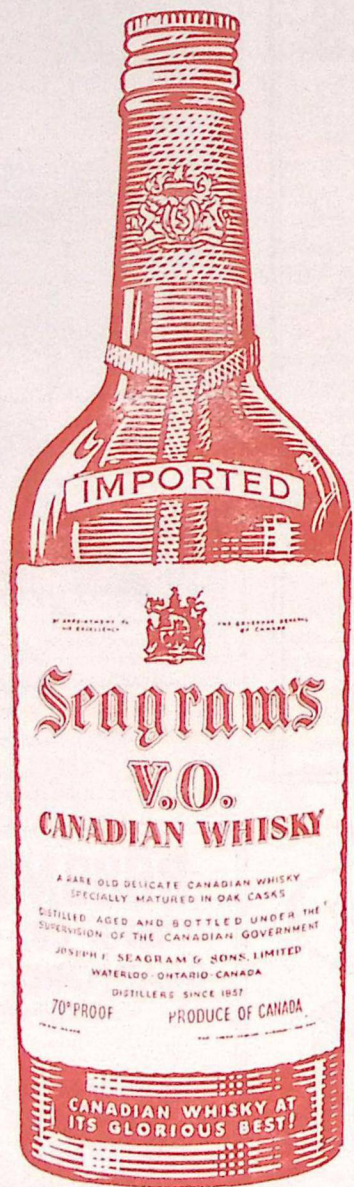
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