

NORTH
LUFFENHAM



Talepipe



THE HOTTEST THING EAST OF THE ATLANTIC

VOL. II

FEBRUARY 28, 1953

No. 4

Message

from

The High Commissioner for Canada

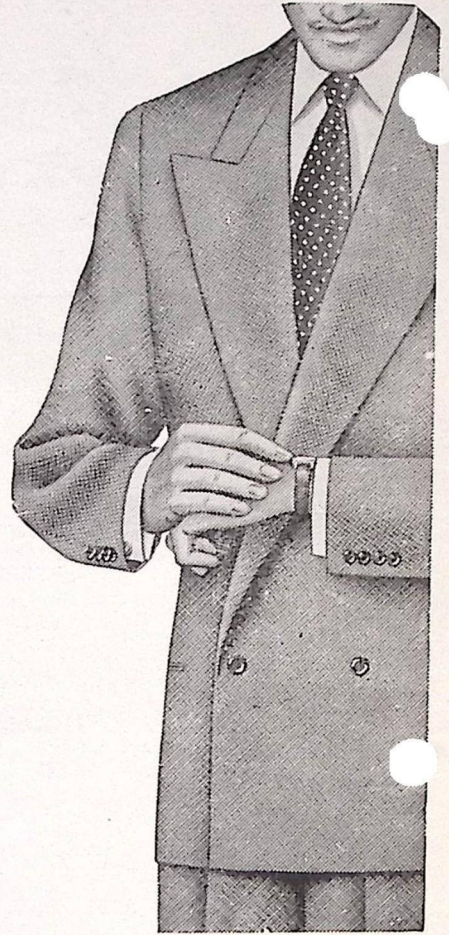
in London

The Home Secretary, Sir David Maxwell Fyfe, who is Chairman of the Cabinet Committee co-ordinating Flood Relief and Defence Policy, has asked me to convey to the Canadian Government the grateful appreciation of the United Kingdom Government for the help rendered by RCAF personnel from North Luffenham who worked on the sea defences of East Anglia.

- C-O-P-S-O SPELLS LINDSAY
- DE-BLITZING THE BUZZ-BOMB
- FIRST OF THE BRITISH JOURNALS

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Introducing W/C J. D. Lindsay C Oop O



W/C J. D. Lindsay, C Ops O

The latest arrival at North Luffenham is W/C J. D. Lindsay, DFC, of Arnprior, Ont., replacing W/C R. T. P. Davidson, DFC, who has returned to Canada to bring Number 3 Wing overseas.

An air force veteran of twelve years, W/C Lindsay joined the RCAF in February, 1941, as a pilot and won his wings in August of the same year with only 110 hours' flying time. He was then promptly relegated to instructor's duties for about 18 months.

After this tour he came overseas in February, 1943 to a Fighter OTU, after which he was posted to 403 Squadron. It was with this unit that he saw his first combat over German-occupied Europe, completing one tour of operations. On completion of this tour W/C Lindsay did six months on non-operational flying duties with the Fighter Command Delivery Flight. With this flight he was checked out in a large number of different types of

aircraft and flew into most aerodromes in this country while operating out of York.

W/C Lindsay returned to operational flying with 416 Squadron after the tour of ferrying, and completed his second and final tour of ops with this Squadron. He returned to Canada a few weeks after VE Day as one of Canada's top ranking fighter pilots.

In two tours of ops and approximately 400 hours of operational flying W/C Lindsay had destroyed 7½ German aircraft, probably destroyed three more, and damaged eight others. He was awarded the Distinguished Flying Cross for shooting down three ME 109's in one mission on July 3rd, 1944.

Back in Canada in a peacetime air force Doug Lindsay took an instrument flying course at the IFS which was then at Comox, BC. On completion of this course he was posted to NWAC "K" Flight in Edmonton, Alta.

Here he flew single-engined airplanes of a different type and gained considerable experience in bush flying a Norseman in Northern Canada. Operating along the North West Staging Route and along the Mackenzie River he was stationed at Norman Wells with a "K" Flight detachment until 1948.

Next in store for him was a three-year stint of desk flying in the Officers' Selection Branch at AFHQ. Early in 1951 W/C Lindsay was given a new assignment—the organization and command of 413 Squadron at Bagotville, although he did some flying with 441 Squadron while putting in time at ADC HQ. The new unit was officially formed on the 1st of August, 1951, and W/C Lindsay remained its OC until he was posted to Korea in July, 1952.

In Korea W/C Lindsay put to good use his previous air combat experience and proved that seven to eight years of peace-time flying does not detract from the ability of a natural fighter pilot. Two MIG 15's fell before his guns and three others were damaged in fifty missions.

W/C Doug Lindsay comes to 1 (F) Wing with thirty-four types in his log book and over 3,500 hours flying time, of which 470 were in operations against an enemy. Welcome aboard, W/C Lindsay!

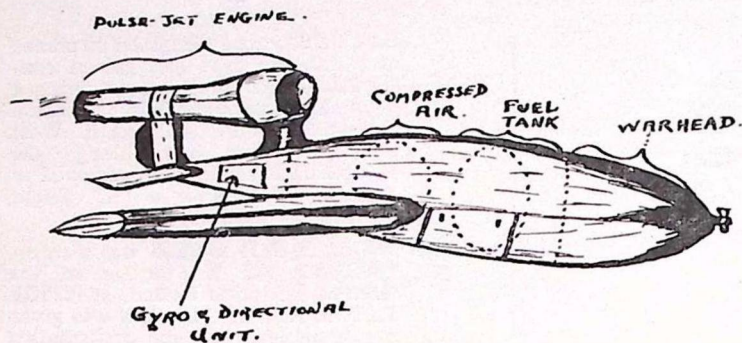
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Tallyho the Doodlebug

By F/O H. R. WINGATE.



"A FLYING BOMB - FZG 76 OR V-1"

Illustrated by WO2 A. D. COOPER



F/O H. R. Wingate.

While I was with a Tempest squadron stationed in the south of England at a small strip near Folkstone the Germans first began sending what was more or less the first reasonably successful pilotless bomber over the UK. Since the Tempests were at that time one of the only Allied fighters capable of overtaking the V-1's in level flight it came as no surprise when we were taken off our normal duties as fighter-bombers to intercept them.

In the very early stages of this phase of the bombing of England there were reports that these were manned, but these were soon disproved when the machines were seen to crash on this side of the Channel. This was somewhat disappointing to the pilots who were quite keen to tangle with a live German jet aircraft. However, the thought of getting some air to air target practise on real aircraft was interesting, and after due consideration we decided that a rest from ground attack work wasn't really unwelcome.

It was soon found that the buzz-bombs were generally launched so as to arrive over England in the half-light of dawn or dusk. As a result we found ourselves doing cockpit readiness in graveyard shifts which wasn't too popular at first. However, the first kills were obtained during these hours and as a result before long there was no difficulty in finding volunteers for standby.

Early warning radar picked up the Doodlebugs shortly after launching in France and the scramble usually came soon enough to enable us to be waiting for them over the South Coast anywhere up to an altitude of 12,000 feet. Unless we managed to intercept

them over the Channel the anti-aircraft guns always had first crack at them, and when this happened we were forced to wait outside the ack-ack belt until they passed through, if they made it.

If such was the case almost invariably nearly all the fighter aircraft near the South Coast managed to hear of the attack and were in the immediate area. Since the V-1's were comparatively easy meat it was not unusual to see as many as fifteen or twenty assorted Spitfires, Mustangs and Tempests all chasing the same V-1. As our machines were the fastest of the lot we were at a distinct advantage, but because of this kind of situation some really keen types would dive in on the Doodlebug before the ack-ack had ceased firing. The occasional fighter was damaged by our own gunners as a result, and naturally the brass were none too pleased with this development. Many orders and such were posted warning pilots against this type of action but with little effect.

Whenever possible the fighter would try to get the doodlebug in a quarter attack but due to their high speed (anywhere from 350 to 400 m.p.h.) it almost invariably wound up in a tailchase. Although this resulted in an easy shot it had its disadvantages. Most pilots attempted to hit the warhead of these flying bombs to explode them since if they were merely shot down they would explode on impact with the ground which was what Jerry had intended in the first place. If the fighter nailed the bomb from a direct line astern shot it was highly probably that debris from the explosion would damage the attack-

ing aircraft. Many fighters were destroyed in this manner.

Another method of destroying buzz-bombs was more favored in newspapers than in actual fact. If the bomb was slower than normal it was possible to ease up to it and by putting the fighter's wing under that of the doodlebug its gyro pilot could be toppled and it would spin in. On one or two of these attempts the bomb did not crash but was actually turned 180 degrees to return whence it came. Just what effect this had on the morale of the Germany launching crews is not known, but I believe I am safe in saying that it was disturbing.

Although chasing the doodlebugs was by no means as exciting as combat with conventional enemy fighters it was very interesting work for those of us who had done most of our previous ops in air to ground work. I must also admit that the fact the buzz-bombs could not shoot back did not make the job any the less popular

Eds. Note :
F/O Dick Wingate is probably one of the best qualified men in the RCAF to speak on this subject since during his tour on intercepting V-1's he accounted for 20½ of these primitive jets.

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The New Entrance

None of the Thompson and Bailey heirs, if there were any, is now with the newspaper. Its present owners are the East Midland Allied Press Group. And incorporated in *The Lincoln, Rutland and Stamford Mercury*—to use its full title—are the Stamford and Rutland News, the Boston Guardian and the Spalding Guardian, a trio of weeklies acquired in 1935-36.

The earliest copy of the Mercury to come off the press was hardly the size of a sheet of foolscap. It was a 12-page issue measuring only 8 inches by 5½ inches (see illustration). Although later publications were never any smaller, they ranged in size from year to year until the present standard format was adopted a few years ago.

Due largely to the foresightedness and guiding influence of manager Sydney Andrews, currently directing

the Mercury's future, a file of bound volumes starting with the earliest copies of the newspaper has been assembled and maintained in the Mercury "morgue." The collection is Andrews' private pride, and a consolation to local archivists.

British journals of 250 years ago derived their contents chiefly from News Letters, compiled in London and on the Continent. These summarized the most important events of the day, and were borne from point to point on the main roads by post-boys in the service of the coaching contractors. The local "gossip" column was as yet unheard of.

Typical of a major news item is this account of a highway robbery from the pages of the Stamford Mercury, datelined London, Sep. 8, 1737:

Last week the Ipswich Stage Coach on its return home, was robbed of a very considerable Booty, with the following merry circumstances

Stamford Mercury

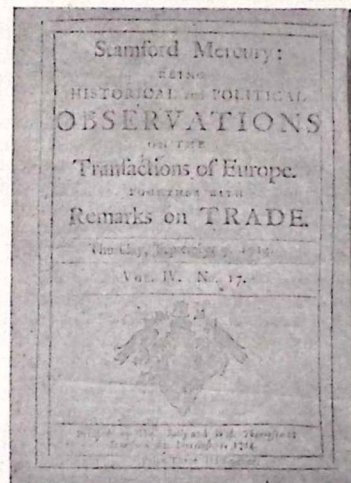
First of the British Journals

by F/O J. M. Nelligan

In downtown Stamford is a scrap of paper you can't buy for all the money in the Bank of England. It's a copy of the Stamford Mercury dated January 19, 1714. That date, clearly visible after nearly two-and-a-half centuries, establishes the Mercury as Britain's oldest living newspaper.

If that isn't enough, the Mercury's history goes back even further. Although there is no actual proof of its existence before the 1700's (it is said to have been established in 1695), the paper claims to be more than 250 years old. The latest issue, February 27th this year, is number 12,553, which would place the first date of publication sometime in 1712. In any event, the Stamford Mercury was appearing weekly when the first settlers were colonizing North America and when the Battle of Waterloo was still a hundred years in the future. It is today a leading British journal with an international reputation.

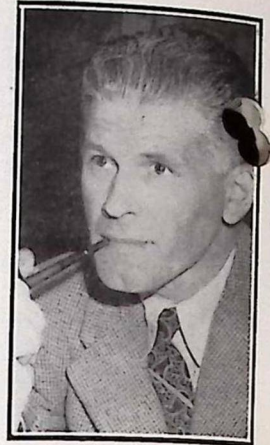
The founders of the paper were two printers, Thomas Bailey and William Thompson, who under terms of a charter in 1714 were ordered to live within the town and publish "all such papers warr'ts passeportes sum'ons etc. as shall be made use of within this Borough for 7 yeares next to come." They were further required to hire, on the Mayor's recommendation, "such poor people in their servisses to disperse newspapers, etc."—the forerunners, perhaps, of our present day street corner "newsies."



Front Page Sept. 9, 1714



General Manager :
S. H. G. ANDREWS



Editor :
L. W. WAINWRIGHT

attending it. The Highwayman, meanly mounted, fell in with the coach beyond Colchester, and rode along many miles, familiarly talking with the coachman and a friend he had on the box with him, who frequently would take the whip and drive, and whip the highwayman's Rosinante (a worn-out horse) bidding him by the nickname of Mr. Turpin, ride faster or we shall run over you ; he bore all this with a singlar patience, 'till a proper opportunity presented, and two of his supposed companions appeared near at hand, when he faced about, drew a pistol, and ordered the coachman to stop, and raided the passengers of a large sum of money. . . . He then took leave of the company, and wished them a good journey.

Twenty years earlier, the talk in Leghorn was all about a sea monster, according to this report in a September, 1717, issue of the same paper :

The letters from Leghorn of the 15th say, that here has been seen in those seas a terrible Mermaid, or rather Merman ; that it shews itself 13 or 14 foot high above the water . . . Several that have seen it represent it as the most hideous monster ever seen in the World.

One interesting feature of the early Mercury was the weekly "Bills of Mortality," or statements of causes of death in London, a report eventually blue-pencilled by succeeding editors, and no

longer in use. At any rate, the names by which certain maladies were known in the 1700's would rouse the keenest imagination of many a 20th century medical student.

The Bills of Mortality in August, 1717 read thus :

stoppage in stomach	2
purples	1
cancer	1
cholick	5
aged	28
convulsion	197
grip'g in the guts	14
lunatick	3
suddenly	3

It is worthy of note that cancer, a No. 1 killer today and still baffling science, accounted for only one death against the many resulting from other causes. On the other hand, an ailment relatively high on the list 235 years ago, grip'g in the guts—a term probably used to describe appendicitis—is low in the mortality scale nowadays.

Advertising in the first editions of the Mercury, though kept to a minimum of space, was then as now a costly business, but for a very different reason. An advertisement tax which in one year alone yielded the government more than £1,000 of the paper's total revenue, led the proprietors to decline any ads not pre-paid, a practice apparently not customary in those days. In addition, there existed a stamp duty of so much per copy issued. These taxes were not removed until after 1850.

Abolition of the duties lowered the price of the newspaper, at one time 7d. a copy, to a penny per copy in 1866 when the weekly sale jumped to 40,000 copies—an increase of 10,000 over the previous five years. Today's

Stamford Mercury sells for 3d. and has a substantial circulation throughout the globe.

An interesting sidelight on the matter of the Mercury circulation is afforded by the accompanying reproduction of the special postal "frank" which is used even today by arrangement with the Revenue authorities. A very considerable portion of the circulation has always been done through the mails, and to save congestion of work at the office receiving the papers for despatch they were packed under the supervision of postal officials, in wrappers already franked "Stamford Mercury, Stamford," and placed direct into special mail bags, according to destination, at the paper's centre of distribution. The frank represents something unique in the realms of philately, since, although several newspapers used to enjoy the privilege, the Mercury is the only one to do so today.

Own Paper Mills

For over 30 years previous to the 1880's the Stamford Mercury manufactured its own paper until the advent of modern paper-making methods made it uneconomic. The mill had been erected by the owners at Wansford, east of Stamford, in the



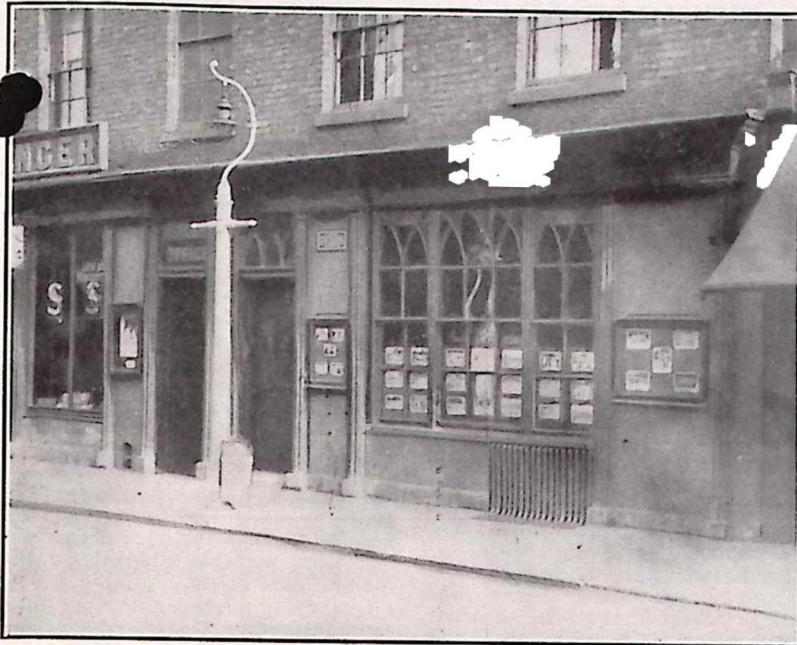
middle of the century. A plentiful supply of newsprint, obtained cheaply, offered no problems. When World War II broke out the Mercury was producing 20-page editions. But at the close of

the war the drastic rationing of newsprint resulted in the limitation of all issues to six or eight pages and to ten pages for alternate issues from May, 1949. The newsprint situation for the Mercury as for all other papers in the country is gradually improving.

Along with the new methods for making paper came the revolutionary Linotype, the machine used for setting type mechanically. Until the early 1900's the type matter was set entirely by hand. Each compositor stood at a shallow tray, divisions of which were filled with metal castings about an inch long impressed with the various type characters of the alphabet. These characters—letters, figures, punctuation marks, also spaces—were picked up separately and assembled in a box-like receptacle held in the left hand, known as a "stick," and about eleven sticks were needed to fill a column. After the columns had been assembled and the pages printed all the type characters had to be distributed back, one by one, into their respective divisions, ready to be picked up again for the next week's paper.

The Linotype machine simplifies the whole operation. The operator sits at a keyboard resembling that of a typewriter and presses the keys operating the letters he wishes to use. The machine automatically spaces out each line, casts it in metal, and delivers it in proper sequence. After the paper is printed the lines of type are melted down and cast in ingots ready to be used again. The Mercury was one of the first provincial newspapers to employ the Linotype, and the present installation numbers 10.

January 6th, 1938 was another milestone in the rapidly moving history of the Stamford Mercury. It marked the inauguration of the paper's print-



The Old Entrance

ing press by a prominent landowner, the Marquess of Exeter. The new machine, a 70-ton giant, 30 feet long, 10 feet high and 14 feet wide, produced full size newspapers (up to 32 pages) at the rate of 36,000 per hour. The flick of a switch sucked the paper into one end of the machine, passed it through a web of reels, and deposited it at the other end completely printed, cut, folded and counted. A vast improvement over the manual method in use until that time.

Just about then the Mercury underwent a face-lifting. The old offices were torn down and new buildings erected in their place. One of the buildings, which formerly stood in the High Street entrance—unique in that it was the only gabled three-storey domestic building of the 17th century existing in the town—was accepted by the Corporation of Stamford, who re-built it on the Sheep Market car park where it now serves as a waiting room. A window, removed intact from the old Mercury office in 1937,

was incorporated in an exhibit of early English shops on view at the York Museum.

Printing Department

Associated with the Mercury is an extensive general printing department equipped with the latest in modern machinery. The plant, established in 1869, prints everything from medicine bottle labels and posters to high-class brochures.

The Mercury also boasts an up-to-date photographic department utilizing science's best developing and printing processes.

Under the editorship of Leonard W. Wainwright, today's weekly Mercury has all the appearances of a lively daily. It deals in timely sport-

ing events, the state of business, and county and district news. Its columns are ever open to the expressions of the reading public. Such is the extent of its news coverage and its popularity as an advertising medium, that four editions are issued every week.

The Mercury, still affectionately known as "The Lincolnshire Bible," seems assured of a future equally as colourful and as dynamic as its storied past.

(The author is especially grateful to Mr. S. H. G. Andrews, manager of the Mercury, for his co-operation, and acknowledges the splendid "History of the Mercury" by Mr. H. L. Evans (editor 1920-1950) for much of the background material used in this article)

Short Hop

Cuba, largest of the West Indies, is only 90 miles from the tip of Florida.

Lofty Island

colony, is a high plateau at 9,000 or 10,000 feet altitude.

Pioneer Surgeon

Anthony Von Iffland, Quebec physician, founded the first Anatomical School in Canada at Quebec in 1820.

Historic Island

Wolfe Island at the eastern entrance to Lake Ontario is 21 miles long with maximum width of seven miles.

Important Post

The Speaker of the United States House of Representatives gets a \$30,000 salary plus \$10,000 non-taxable allowance.

Original State

Delaware, first of the original 13 States of the United States, has an area of only 2,057 square miles.

Unique Bridge

The floating portion of the Lake Washington Floating Bridge at Seattle extends 6,500 feet.

Space reserved for—

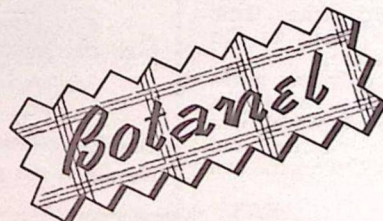
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This magazine is published bi-monthly by the personnel of RCAF 1 Fighter Wing, North Luffenham, England, with the kind permission of G/C E. B. Hale, DFC, CD.

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The *Talepipe* has a circulation of 1,300 free copies. It is distributed in Canada and other parts of the globe. Advertising rates for display ads may be obtained on application. Small classified ads are accepted (cash with order) at the rate of 2d. per word, minimum 2/-.

EDITORIAL

Now that your *Talepipe* has undergone a slight face lifting we hope some of you will let us know what you think. Already there have been some complaints about our jokes and cartoons but to that we can only say that when better material is submitted it will most certainly be used. Any publication is only as good as its authors make it.

There will be no issue of the *Talepipe* for March 15th because all three editors and a large percentage of the staff will be on leave. However the end-month issue will be double the size of the normal one in that it will be made up of twenty-four pages instead of sixteen. We hope to make this a regular procedure because we feel that it will make for a better magazine.

Now that F/O Nelligan has gotten an office to himself in the Wing Armament building the *Talepipe* office will move with him. Therefore those who contribute regularly to our paper should remember to take their material there rather than to the Education Office as before.

In closing we can only say again ideas, articles and what have you have or know about are most welcome so make your beefs to us rather than to your friends and we'll see what can be done about them . . .

EAS

GUEST EDITORIAL

Ed's Note.—The following comments by Sgt W. J. Wilkinson of Wing Maintenance begin a series of what we hope will develop into regular Guest Editorials with contributions from you, the reader. Choice of topics is your own, but the subject should deal with current happenings and must bear a signature. All submissions will be reviewed carefully, and those selected will be edited and published in the order in which they are received. We solicit YOUR comments.

In this edition of *Talepipe* you will have noticed many comments on the floods in this country and Operation Canute. I believe I speak for all our readers when I say that each and everyone of us joins in the hope that there will never be a recurrence of such a devastating and unpredictable catastrophe.

Our hearts go out too to the people of Holland who have seen a life's work destroyed in a matter of hours, many being left with absolutely nothing. Their families, homes and land washed away by the sea.

Yet, when these people who have lost so much look about and see that the rest of the world is with them, attempting to ease their burden and fighting in common with them against Nature's worst, it must give them a feeling of reassurance to help them carry on.

It nevertheless seems strange to me that a disaster such as this is required before so many countries unite in a struggle to aid a neighbour in need.

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EDUCATION CENTRE

by WO2 A. D. COOPER

The newly organized trade advancement courses are progressing favourably. At present we are in our third week, which has shown a decided improvement over our opening week. Some films have been obtained from 12 Group, R.A.F., Newton, Notts.

Recently we received the summary of weaknesses for the December trade board, which are being incorporated into our present syllabus.

A review of the Quarterly Statistical Summary, compiled and issued by T.C.H.Q., shows a remarkable decrease in passes in all groupings. The percentage attained on the last trade board shows the air force at 47.65% 1 (F) Wing showed a slight improvement over this figure with a 48.4%. So you can see we are a little over the average, but still below the 50. We certainly hope that a decided increase in passes will be attained on the March Trade Board.

Qualifying Examination results came in for the Flight Sergeants and Corporals. The senior NCOs—50% passes, the corporals 89.7%. Congratulations and better luck next time to those who failed to qualify.

Thirteen electricians (Aero) have attended the courses now held in T.A. Centre and have attained an average of 64.5%.

Seven aero-engine technicians have gone through the one week's course and their average is 80%.

Ten airframe technicians attained 67% average.

See you next issue for more "gen" from the T.A. Centre.

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INTERNATIONAL NEWS IN RETROSPECT

BY F/O H. CHALMERS

January 31-Feb. 7

United States

President Eisenhower delivered his first State of the Union Message to the U.S. Congress on Feb. 2. His most important announcement was that instructions were being issued that the U.S. 7th Fleet was no longer to be employed "to shield Communist China," thus ending the "neutralization" of Formosa which had been ordered by President Truman on the outbreak of the Korean War. In regard to this matter, President Eisenhower's words were as follows:

"In June, 1950, following the aggressive attack on the Republic of Korea, the U.S. Seventh Fleet was instructed both to prevent attack upon Formosa and also to ensure that Formosa should not be used as a base of operations against the Chinese Communist mainland. This has meant, in effect, that the U.S. Navy was required to serve as a defensive arm of Communist China. Since the date of that order the Chinese Communists have invaded Korea to attack the United Nations' forces there. They have consistently rejected the proposals of the U.N. Command for an armistice. They recently joined with Soviet Russia in rejecting the armistice proposal sponsored in the United Nations by the Government of India. This proposal had been accepted by the United States and 53 other nations.

Consequently there is no longer any logic or sense in a condition that required the U.S. Navy to assume

defensive responsibilities on behalf of the Chinese Communists, thus permitting those Communists, with greater impunity, to kill our soldiers and those of our U.N. allies in Korea.

I am, therefore, issuing instructions that the Seventh Fleet no longer be employed to shield Communist China. This order implies no aggressive intent on our part. But we certainly have no obligation to protect a nation fighting us in Korea."

President Eisenhower also discussed the Korean War as follows:

"In this general discussion of our foreign policy, I must make special mention of the war in Korea. This war is, for Americans, the most painful phase of Communist aggression throughout the world. It is a part of the same calculated assault that the aggressor is simultaneously pressing in Indo-China and Malaya, and of the strategic situation that manifestly embraces the island of Formosa and the Chinese Nationalist forces there. The working out of any military solution to the Korean war will inevitably affect all these areas.

The Administration is giving immediate increased attention to the development of additional Republic of Korea forces. The citizens of that country have proved their capacity as fighting men and their eagerness to take a greater share in the defence of their homeland. Organization, equipment, and training will allow them to do so. Increased assistance to Korea for this purpose conforms fully to our global policies."

Poland

The Polish Government, in a Note presented to Israel on Dec. 19, demanded the recall of the Israeli Minister in Warsaw, Dr. A. L. Kubovy, who was concurrently Minister in Prague and whose recall had been demanded by the Czechoslovak Government a fortnight earlier. The allegations made by the Polish Government against Dr. Kubovy were virtually identical with those made by the Czechoslovak Government, viz, that he had "abused his diplomatic privileges," that he had "illegally claimed to have the right to act on behalf of Polish citizens of Jewish origin, contrary to their own wishes," that the Israeli Legation had become "an organizational centre for remnants of Zionist organizations which were abolished long ago in Poland," and that it had tried to persuade Polish citizens of Jewish origin "to take steps to leave Poland."

The Israeli Government, in a Note to Poland on Dec. 21, categorically rejected the allegations made against Dr. Kubovy, and emphatically denied that he had acted in any way contrary to Polish interests.

Soviet Union

The official Tass agency, and Moscow radio, issued an announcement on Jan. 13 alleging that nine doctors and specialists, six of whom were said to be of Jewish origin, had caused the death of two Soviet leaders, and had plotted to kill others, by deliberately incorrect medical treatment. The accused men, who were said to have "confessed," were described as "paid agents" of Britain and America, and were alleged to have killed Andrei Zhdanov, one of the most powerful members of the Politburo, who died in 1948, and A. S. Shcherbakov, director of political administration of the Soviet Army until his death in 1945.

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FOOTBALL

NEWTON R.A.F. v. N. LUFFENHAM

North Luffenham started on defence for the first 10 minutes, Rossiter making a couple of fine saves. Finally, RCAF settled down to the offensive, having some tough breaks, Heatherington being robbed of two shots that were certs. Newton made an effort and scored taking the defence by surprise. Score: Newton 1, Luffenham 0.

Luffenham were on the ball all the way, but owing to interfering whistles on adjoining fields, were losing time, the play going back and forth. Logan made a long pass to Viau on the right wing, who made a good cross which was not missed by Hagwood on left wing. Score 1-1. Heatherington making some fine shots and passes put Luffenham in the lead at half-time 2-1. Headley receiving a kick in the first half on the knee had to return to the left wing, which weakened the defence.

Newton on a break-through were stopped by Rossiter and a second time the ref blew for offside, so Rossiter let the ball into the net the ref allowing the goal which should have been disallowed.

Fox had a penalty against him, and Newton made the score Newton 3, Luffenham 2.

The Newton goalie blocked Heatherington's shot again and Lenbrick doing some fine work missed a couple of opportunities. Luffenham still getting the ball, lost it to New-

ton's right wing who broke through to make the final score Newton 4, Luffenham 2. The score didn't do the RCAF justice.

BOXING

Look out for our Grand Boxing Show on March 19th, 1953. We have several service champions from the RAF filling the bill, which will last for three hours from 2000 hours to 2300 hours.

This being the first show we have attempted during our stay at Luffenham, it will give you a good idea how sport organization is progressing, and how far it could go with your co-operation. Boxing training and lessons are in progress on this station on Mondays, Wednesday and Fridays at 1900 hour under very capable intructors.

BASKET BALL

We played Grantham on Thursday, February 19th in the Nottingham League. Score: RCAF 58, Grantham 30. Outstanding scorers were LAC's Luker and Hay.

BADMINGTON

A "Bird's Eye" View

Every week, more and more interest is being shown in the club, and we welcome our new members! Sunday, 22nd, and Tuesday, 24th, were record nights, and a lot of really "smashing" games were played. Refreshments, served under the direction of FS "Browne" Brown, were also enjoyed.

Last issue we mentioned the forthcoming match with R.A.F. Cottesmore on February 11th, we lost 3-6. However, on the return match (home ground) February 17th we are proud to relate that under the able "bashing" of LAC's "Flaxie" Flaxman, Jack Oakes, John Cox, Harry Meens, F/O "Pete" Knox-Leet and Cpl. Doug Snow, we won. Scores:

R.C.A.F.	7
R.A.F. Cottesmore	2

Congratulations, fellas! Refreshments were provided by the R.C.A.F., capping a most enjoyable evening.

On March 4th, we will be the guests of R.A.F. Spittalgate. Outcome of this game, plus the date of the return match, will be announced next issue.

Remember every Sunday and Tuesday 1900-2200 hours. Transportation for service personnel from the Guard House 1845 hours!

SWIMMING

By Joe Corbett

There was no news from the swimming club in the last issue because your reporter was down getting some much needed exercise at the dikes, so I will try to bring you up to date. A meeting was held early this month to elect a new president, as our last president, Ron Roberts, had returned to Canada. Pte. Drudge was elected. It was emphasized that the club was for recreational purposes primarily, and secondly as the nucleus for the formation of a station team.

Everyone is welcome to join us every Thursday night whether you can swim or not. The bus leaves the Guard House at 1830 hours for the Victoria Baths in Nottingham and returns at 2200 hours. During evening beginners are given excellent instruction by our capable and qualified instructor, Al Ablett. At the same time, in the deeper water, the more experienced swimmers can enjoy themselves diving, swimming with flippers, and warming up for water polo. Everyone may participate in this game. We provide caps for the two teams which we choose from both swimmers and non swimmers.

After the polo game the swimming team practices distance and speed swimming. Experienced swimmers are asked to try out for the team, and if they wish they can come out to our practices on Friday nights.

The big thing about swimming is that it is free. All you are required to bring with you for the night's enjoyment, is a bathing suit and a towel. For any information concerning swimming you can contact Cpl. Ablett, AC1 Drudge, myself or any other swimmer.

So long for now, I hope to see you all on the bus Thursday, and until next issue remember, "You are all wet unless you get all wet swimming."

FLOOD RELIEF FUND

A total of £10 7s. 4d. was collected on the station for flood relief. A cheque to this amount has been sent to the Lord Mayor's Fund

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If 410 pilots are seen walking to dispersal these days it's not that they have missed the bus—it's just part of our new "Get Fit" program. Our new type "G" suits reveal the odd "paunchy" pilot in our midst, so with the Escape and Evasion exercise coming up soon we have decided to start our spring training now. Two miles a day is the 410 way, or as Johnny Marion put it—"I'll walk to the dispersal or bus."

Four of our boys are on leave this week. F/L Frank Sylvester is dicing with death on the ski slopes of Switzerland. F/L Red Morris and F/O Bill Bain are visiting their Navy friends up in Glasgow, and F/O Speed Bentham is spending a quiet week on the West coast contemplating matrimony.

Congratulations and best wishes go to F/O "Pat" Mepham, who is being married this week in Stamford. His

fiance arrived from Canada last Tuesday, and Pat is busy these days equipping his new home.

Our squadron visited the Martin Baker Ejection Seat Plant to try out their training seat. Got quite a "kick" out of it.

The question this week is—did Speed elope?

Three greens and Off

ELECTRICAL

This report comes to you not from "Mud Valley" but from "The Asphalt Jungle." You should come down and survey the wondrous road. It pushes it's black-topped way past the huts over torrential rivers, through mountainous country and finally terminates at that wonderful "Holiday Resort," the Arm't Systems Hut.

The answer to last issue's Q.II is Sgt Graves, Elect. Maint. Sup't Group 3 (0) and Bar. Welcome sergeant, and I'm sure you'll make your stay here a happy one.

Now to acquaint you with a marvellous scientific discovery that we borrowed from an aging columnist back in "T.O." It's a very intricate electronic marvel called a Thought Recorder or Interpreter (by the trade) the official name being,—"The Front Lobal Egocentral Cranium Divulger." Now this machine can, when trained on unsuspecting heads, record the thoughts occurring therein. Therefore from now on when I have nothing else to write about, I'll transcribe one of these reports censoring only the more frank language, but I will make sure the context is not altered by the necessary deletions.

Our combined section mates (Inst.) are back to strength and I was going to try the machine on Cpl "Jock" Paterson but his leave was spent in Scotland and an alcoholic saturated brain is not magnetically conductive so I'll have to wait until he recovers.

P.S.—The damned machine also has a burnt out coupling transformer so I don't know whether I can get it repaired in time for the next issue. I hope so.

Continued from column 3

maintenance. He has the bearing and demeanor of a man who is prepared for a trip to Canada. His patience is showing. Never has another shore looked so good to anyone. At any rate he missed all the pleasures the remainder of us derived from being with an "operational" squadron, as we rose in the cold grey of dawn, and patiently waited for something that seldom came—the take-off.

Speaking of "take-off" it's a good idea, so we'll close on that note 'til next time.



TELECOM

by Cpl. VanBlaricom

Another month has rolled by, and the time has come to set pen to paper with the news, views, etc., of our erstwhile section. As usual, a fair number of changes and occurrences have transpired in a short while, starting with operation "Canute."

Our "Sandbag" representation consisted of LAC Groleau and LAC Brassard, said pair having volunteered for the job in the early stages. They came back reporting a very "successful operation," although reports have it that the cuisine left a bit to be desired.

Two more of our technicians are returning to Canada in the imminent future, with LAC McInnis and LAC Groleau being posted on a six month advanced course. This has made it necessary for them both to take their remaining days of annual leave before the fatal date. LAC McInnis is returning just in time to start clearances. At any rate we wish them both the best of luck on the course.

We now have a new man on strength in the section—AC McKay, replacing LAC Battersby.

Added the list of "qualified technicians" is LAC Little, who has progressed to Grp II level, in the Radar Tech. (Air) class.

Cpl Hyppia has again joined our happy throng after his sojourn in

Continued in column 2

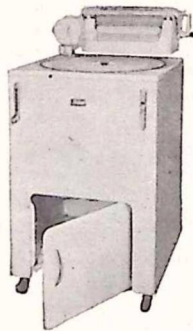
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This edition we lay out the welcome mat to S/L W. T. H. Gill, DFC, who comes to us from Wing Headquarters to be the chief flag bearer of 441's checkered ensign. Although February 1st was the official day of his posting S/L Gill, due to his position as acting C Ops O, wasn't able to be with us until February 20th.

Anniversary Notes

441 celebrated it's first year in England on Friday the 20th of February, and thanks to Sgt. Hart and the staff of the Officer's Mess we had a beautiful cake, dutifully decked out with one candle.

We gave the pleasure of cutting it to our new OC as one of his first official functions with the squadron.

New Faces Nook

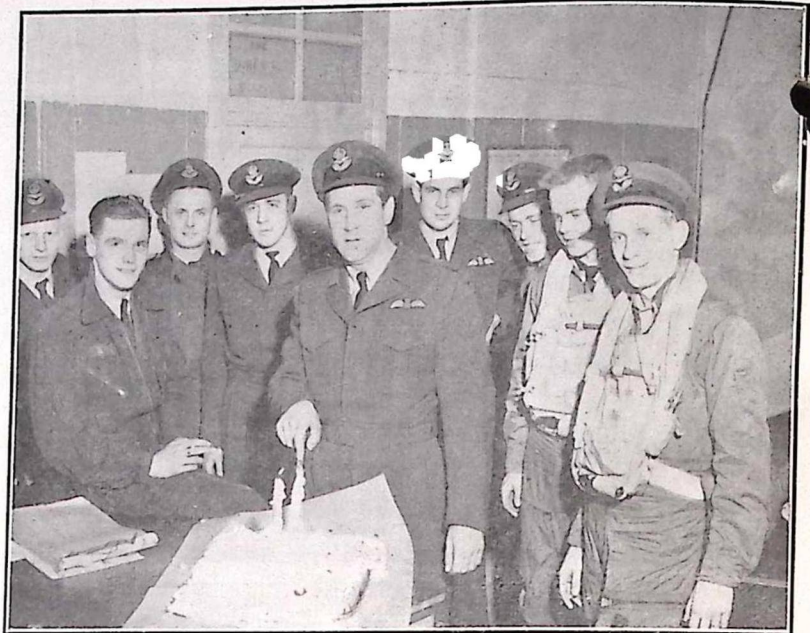
This corner of the column is laid open to our newest squadron members who have just arrived from Canada: F/S Hoyer, Sgt. Charles, Sgt. Chester, Sgt. May, Cpl. Forchuk, Cpl. Hammond, Cpl. Harrigan, Cpl. Holmes, Cpl. MacNaughton, Cpl. Spenard, Lac's Blais, Gallant, Jacowec, Lepage, and Gillen, and AC's Collins and Owen. Glad to have you with us chaps and we hope you enjoy your stay in England . . .

This may be out of place but talking of new faces we like the look of Al Seitz's new cover for Talepipe . . .

March Holidays

Is it true that Gar Brine is using Jaxson Ecker as el torro while singing La Toreado in preparation for their invasion of sunny Spain this month? For confirmation of this we rely on the flight room banter when looking for authenticity. Neither of them answers in the affirmative any more. It's always si si this and si si that.

No word yet as to how our single six are doing on the continent . . . However it is, it's probably bad.



S/L W. T. H. Gill, DFC, cutting the cake.

WING HEADQUARTERS

by Cpl. Stan Bendle

The Wing HQ Orderly Room has acquired two new "bods," namely, LAC "Louis" Cloutier and LAC "Bill" Sapsford, who have recently decided to remuster to the trade of clerk typist. LAC Cloutier is presently a DMech and LAC Sapsford is an AFTech. These "new bloods" are, at present, on contact training in the Wing HQ Orderly Room, in an endeavour to absorb enough information on service procedure to successfully pass the forthcoming trade examinations. At the rate these people are going, I think they will be successful and wish them lots of luck. If there are any more ambitious airmen who would like to remuster to a white-collared job, all they have to do is to arrange an interview with WO2 SW Thompson, local 17.

Rumours are also flying that the LOAF'S are coming on this station. LOAF is my name for airwomen — LADIES OF THE AIR FORCE. A hearty welcome awaits the belles when they arrive to add lustre to the scene.

I noticed Sgt "Goldie" limping around Central Registry. I had heard that he had injured himself during a recent game of pool. Upon interviewing him it was ascertained that he had strained his back while executing a difficult job.

We are all glad to see LAC "One Arm" Moir back in CR again. He has been away on three weeks' leave in

London, Paris, Spain and Birmingham. Moir says that he bought a good suit of clothes in Barcelona reasonable cost and was able to have the clothes made to measure in one day.

Congratulations to WO2 "Lorne" Williams and Cpl "Doc" Baker on having successfully remustered to the new trade of Recreation and Athletic Specialist.

Through the kind efforts of WO1 Edey the OR have now had installed two fluorescent lights with the hope of receiving the remainder **right soon we hope.**

On Friday a.m. a gentleman having the appearance of a doctor, satchel complete, walked bravely into the OR and boldly stated that he was the long lost typewriter repairman—we immediately bought him a coffee—he then proceeded to apply himself with vim and vigour — now you cannot hear the typewriters when operated — SUCCESS !!

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WING MAINTENANCE

ELECTRICAL SECTION

by Cpl. E. V. Anderson

Here we are with news from the section that solves the riddle of the Sabre circuits.

There have been some changes in the section of late, both in personnel and the type of jobs they do.

Sgt Aubrey Graves is now on loan to 410 Sqn.—our loss and their gain. Filling his slot is Sgt Roy Pearson, who has until recently been instructing at Trade Advancement.

We wish to extend a somewhat tardy welcome to Cpl Tim Timlick. He is in charge of the Station Battery Shop. Tim has been here for over two months now, and tells us that he is enjoying his tour in Blighty, and hopes to have Mrs. Tim come to England this summer.

We are fortunate to have with us LAC Jim McKenzie, LAC Ralph Maahs, LAC Bernie Buttner and AC Ivan Blacquiére, who are on indefinite TD from Gros Tenquin. Sure can use the extra help fellows, as recent postings left the section under strength. Bernie works in the Energizer Bay, Ivan in the Battery Room, Ralph is

doing section shop work, and Jim can be found doing Sabre maintenance. The boys say that they prefer the "Shandy Queens" in Notts to the Champagne Queens in Paris. Seeing that you like it here fellows, we hope you have a long stay at North Luffenham.

RIGGERS AND FITTERS

It is said that the RAF discipline took a bit of a beating when some of our boys went to Horsham St Faith camp to help out on Operation Canute. Still they were welcomed by the Yarmouth community and their appreciation was shown by the local ladies serving teas.

It's good to see some of our boys taking leave, but its harder for the ones that are left to push in the Beechcraft at night.

Sgt Stew (I think I'll get a car) Stewart has taken over the whip from FS Ray (if your sweetheart writes a letter) Grandy, who is on a long, we hope, enjoyable leave.

Glad to hear that the Watts family is back to full strength again. His four children were in Peterborough Hospital for a couple of weeks.

INSTRUMENT SECTION

Everything in the Instrument Shop is progressing along very well, with everyone trying to get the remainder of their leave in before the first of April.

Nick Nicholson just arrived back off leave from Scotland, but it's the first time I have heard that Nottingham was 'way up in Scotland.

The boss of the section, F/S Whelan, we understand spent a couple of hours at Peterborough Station last weekend and is now considering buying a car. (LAC Olesen has a good used car for sale cheap. Interested Flight?)

We have had a couple of postings since our last report, with the arrival of LAC Ritchie from 410 Sqn. Here's hoping you enjoy your stay Ritchie. LAC Bouchier was transferred to Canada, and all are wishing him well on his new Station. I guess that congratulations are in order for Sgt Lapner on the arrival of another daughter; still with the advent of modern medicine we hardly ever lose a father.

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TELECOM BRIEFS

I am happy to report that another member of the section has successfully walked that last long mile. From now on it is double harness for Cpl AL SPRINGATE, who was married in Leicester on Jan. 31st. All the boys gathered for the occasion and I don't remember seeing anyone at the reception who wasn't going all out to give Alfie a proper send off. As part of the entertainment Des 'RED' Foley gave his rendition of several songs including 'Nature Boy.' The refreshments had Des in excellent voice and the guests really went for his efforts.

If anyone saw an airman walking around with his eyes closed on Feb. 9th forget the idea that he was trying to memorize all the streets on the camp because it was only Cpl BOB ETCHES back to work after what is generally referred to as a quiet leave. Also back to work is Cpl LEE FIRLOTTE, who is patiently awaiting his transfer to Langar.

A few new faces have been noticed around the section since the last report went in. Among them is the beaming countenance of LAC RED ARMSTRONG, who is convinced he'll never see Rockcliffe again. Incidentally, Red has already qualified as coffee maker 'extraordinaire' — no easy task down here in the wilds. Another arrival is AC1 D. C. Parker, who immediately volunteered for action on Operation 'Sandbag' and was promptly obliged.

As expected there is a transfer to be mentioned too. AC1 PETE PLEWES had to leave the happy life of Wing Radio and go to work with 410 Squadron. Since they use a bus I can see where Pete will miss the roadwork he used to get running to work twice a day.

In closing I leave you with this thought. If the restaurants in Canada can get a dime a cup for their coffee, why do we have to pay visitors to the section to drink ours?

Big Meteorite

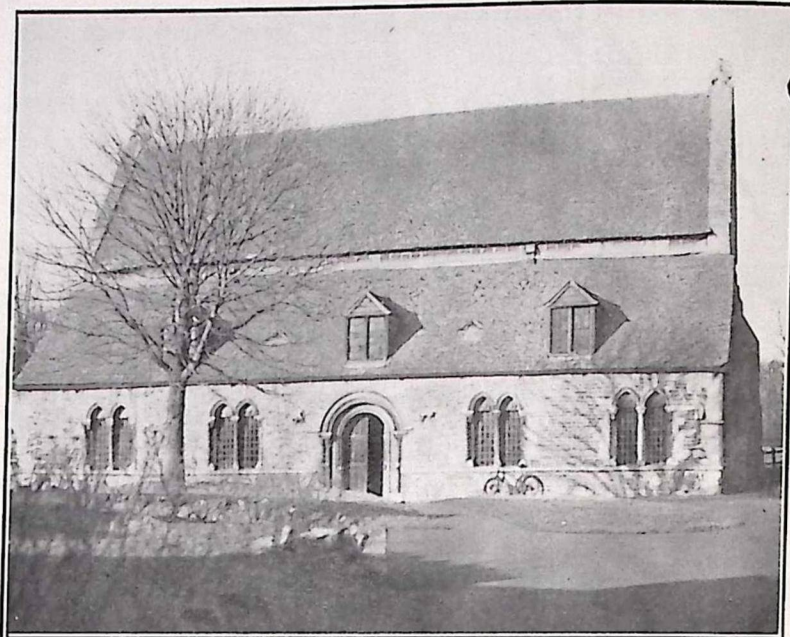
A meteorite that fell in Arkansas in 1930 split into many fragments, one of which weighed 820 pounds.

Shipboard System

Ship's bells sound once for each half-hour in every four-hour period, the maximum eight bells marking 4 a.m., 8 a.m., etc.

Really Hot

Maximum temperature on record was 136 degrees in Libya in Northern Africa in 1922.



OAKHAM CASTLE

The Castle of Oakham

Standing on the east side of the Church and north of the Market Place is the Castle of Oakham. It is regarded as one of the finest examples of a late Norman banqueting hall in the country, containing as it does many of its original features.

The present hall was probably built by Walkelin de Ferrers at the end of the twelfth century. It was originally a fortified manor house and by the addition of various defences was converted into a castle. It is therefore quite different from the popular conception of a castle, and as there are very few manor houses in the country dating from this period, Oakham Castle is of peculiar interest to archaeologists. No other domestic building of this period is equal in interest, especially in view of the elaborate sculptured ornaments.

Of interest to any visitor to town is the collection of horseshoes which hang on the castle walls. These ornamentations were originally hung to the outside doors of the castle, but are now placed on the inside walls. The origin of the custom of presenta-

tion of a horseshoe to the Lords of the Manor is doubtful, but an old document explains:

"That the first time any Peer of this Kingdom shall pass thru' the precincts of this Lordship, he shall forfeit as a Homage a Shoe from the Horse whereon he rideth, unless he redeem it with money."

The oldest named horseshoe appears to be from the Elizabethian period; there is also one of bronze presented by George 4th when Prince Regent. Others came from Queen Victoria, George 6th, the Duke of Windsor, statesmen, soldiers and Peers of the Realm.

Today the Castle fulfills many functions; its fine banqueting hall acting as the County Hall and the venue of the Assizes and Quarters Sessions.

Chinese Stronghold

The island of Formosa, last stronghold of the Chinese Nationalists, has an area of 13,800 square miles.

Moslem Portion

It is estimated there are 50,000,000 Mohammedans in China, with more than 42,000 mosques.

Around Ground Defence

By Sgt Tom Ridley

At "War" at Warminster

A quick look around disclosed the mixed feelings of the personnel present. Anticipation, excitement, concern were present in varying degrees amongst the body of 35 stalwart men off to Warminster to watch the famed 1st Battalion Gloucester Regiment in a demonstration of the latest in battle tactics which had been learned the hard way on the rugged, barren hillsides of Korea.

Through Coventry, Kennilworth, past Warwick's majestic castle and on to Shakespear's Stratford-on-Avon where we had morning coffee. A little over half an hour was spent at this fifteen minute stop. After passing through the Cotswold Hills and Cheltenham we arrived at the Old Bell Pub in Warminster where we were met by Major P. N. Steptoe, of the Highland Light Infantry, who was to be our escort for the day. At this point we were told that due unfortunately to the very adverse weather conditions the demonstration had been called off, but that an alternate program had been arranged.

After a very enjoyable meal at the Old Bell we proceeded to the British Army School of Infantry Training Headquarters situated a few miles away on the Salisbury Plain. This is a part of the country so well remembered by Canadian soldiers who were stationed there during two world wars. The terrain is ideally suited for the purpose for which it is used. A range approximately seven miles long and five miles wide offers ample variety in the types of country to which infantry support regiments must become accustomed.

We were taken to the tank garages where we were introduced to the mighty Centurian tanks which have proved so effective in Korea. Our group was split up into two parties for the cross-country ride that was to come. For many of us it was our first ride in a tank, and even those with previous experience were pleasantly surprised in the lack of expected discomfort. Despite the rough country over which we travelled we found that the ride was

comparable to riding in a large truck with a heavy load. None of the sudden hard jolts we had anticipated.

After the tanks, a gathering in the camp theatre, where Colonel D. B. Grist, commanding the Gloucester Regiment, gave us some of the details of the Gloucesters' tour in Korea covering particularly the complexities of the civilian and native problem and the Imjim River battle in which the regiment earned its citation. The talk on the Imjim River battle was accompanied by moving pictures taken by Colonel Grist showing the ruggedness of the country as they were organizing and digging in for the expected offensive with a few shots of what it was like after the three day battle. Apparently the South Koreans on their left flank were overrun by the Reds, and by an encircling movement the entire battalion position was surrounded. It is history now how this battalion earned world wide acclaim in holding its vital position despite the heavy losses. When the Gloucesters became part of the Commonwealth Division the Canadian Princess Pats became their running mates for a 4-month period, and it was encouraging to hear the Colonel express his appreciation of the way the Canadians conducted themselves under fire.

There's promise of a similar demonstration sometime in June and we hope to make the trip again at that time.



Atop, a Centurian tank, pride of the British Army, airmen from North Luffenham prepare to take a closer look at the steel giant's insides. Weather cancelled an army-air force close support exercise which would have seen 439 Sabre jets in action, but gave the Canadian visitors a chance to ride the huge tanks at Warminster School of Infantry on the Salisbury plain. F/O George Moore (centre), Ground Defence Officer, arranged the exercise with Lieut. R. P. Fremantle (left), 4th Queen's Own Hussars tank regiment, and Major P. N. Steptoe (right) of the Highland Light Infantry.

Great Lakes

The Great Lakes form the largest body of fresh water in the world.

Different Measures

Freezing point, or 32 degrees, on the Fahrenheit thermometer is the same as the zero point on Centigrade.

Largest Telescope

World's largest telescope is the 200 inch instrument on Mount Palomar in California.

Heavy Atmosphere

The atmosphere surrounding the earth rests on the earth's surface with weight equivalent to water 34 feet deep.

Historic Mines

Colombia in the extreme northwest of South America has emerald mines that have been worked for four centuries.

Socially Speaking

By Sgt Yatemick

One of the largest crowds ever turned up at the bingo on February 18. Very few were disappointed in the selection of prizes, judging from the comments that were passed that night. I wonder what LAC Tardiff of 441 Sqn will do with the ladies' pyjamas he won. He declined to model them when asked at the bingo, but I'll bet he's proud of them and looks awfully cute around the barrack room. Other prizewinners were: Mrs. Groulx—a tailored sports jacket and a combination Coronation cigarette case and lighter; Cpl Roddy of Photo section—golf clubs; Mr. Feeney, our genial cleaner in the E & W Centre—Remington Electric Shaver; Miss Harris, of Peterborough—a Parker "51" pen; Mrs. Onishenko—a pewter mug; LAC Cagnon of 441 Sqn and Mrs. Tupper—each a white cable-stitched V-necked sweater with Air Force colored neckline trim; Mrs.

Bunstone—a ladies' nylon nightdress; LAC Thomas of Wing Maintenance—a chrome soda siphon; Cpl Waters of Photo Section — Ladies' nylon lingerie set and a Coronation table lighter; LAC Pelletier of Supply—an Argyle cardigan with Sox to match; Mr. Deane of Alexandre Tailors, a Bridal cutlery set. The jackpot was split by Mrs. Ridley and LAC Cole of 441 Sqn. So remember folks, more good prizes given away at each Station Bingo every two weeks.

A large party from the station, married quarters, and the caravan site went to Nottingham Ice Stadium Saturday afternoon the 21st February to see the pantomime, "Aladdin on Ice." All arrangements were made by the Entertainment Office. Any other way we can assist you just let us know and we'll be glad to do anything we can.

Safety Measure

By Presidential decree in 1940 Brazil created a "Safety Zone" by which foreigners may not own border property.

Women Voters

Women in Chile could vote only in municipal elections before universal suffrage was established in 1949.

Chinese Coal

Coal deposits in China have been estimated at more than 244 billion tons.

Historic College

The University of Copenhagen was founded at the capital of Denmark in 1479.

French Outpost

Reunion Island in the Indian Ocean has been a French Possession since 1643.

Speedy Trip

Among fastest American railway runs was a nine-mile trip by Union Pacific in Nebraska in 1934, at 120 m.p.h.

Vital Link

The Suez Canal stretching 103 miles from the Mediterranean to the Red Sea was opened in 1869.

Most Phones

More than 60 per cent. of the whole world's telephones are in North America.

Chess

Toronto - (CP) - Chess players at Toronto's A.V. Roe Aircraft Company Plant are engaged in a Transatlantic Contest with players at the Thomson-Houston Company in England that costs about \$9 a game.

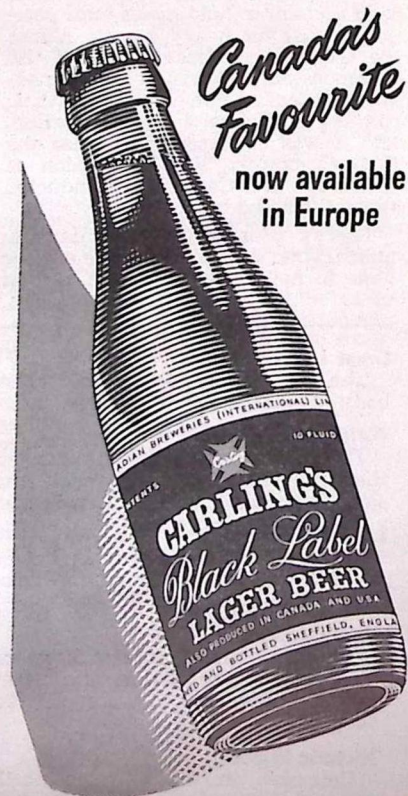
But they have lots of time—48 hours—to think over their moves.

It began with a visit of Tony Deakin, of Toronto, to friends in the English Company. The Thomson-Houston firm has a flourishing Chess Club and suggested a correspondence match with Avro. Deakin agreed and 10 games were arranged with J. R. Collacott, of Toronto, captain of the Canadian team.

Players use an airmail form for each move. A player enters his move and mails it to his opponent. The form must be mailed within 48 hours of the receipt of one from his opponent.

Mr. Collacott said the average match lasts 30 moves, and each mailing costs 15 cents so at two mailings a move the average cost comes to \$9 a game. But, he said, some matches may run to 70 moves.

In any event, most matches won't be completed until next summer.

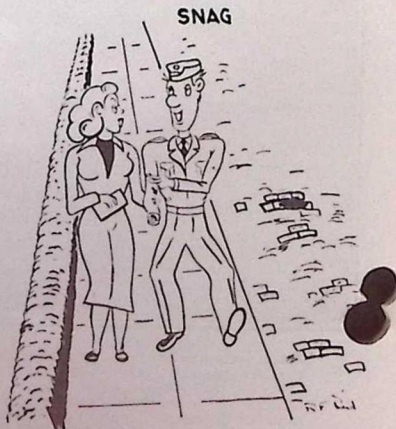


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AND THE PROPS MEAN I'M A JET PILOT.

NEWS AND VIEWS FROM THE BIG WHEELS AND LITTLE HUB-CAPS OF THE ME SECTION

by "Oakie" O'Connor

"Operation Canute"

During the recent sandbag "do" a considerable number of ME types found themselves operating out of RAF Horsham St Faith. Considerable praise for our water-going 6 by 6's was heard from the Yarmouth paper and our opposite numbers in the British Army engaged in "Operation Canute" there. However as "Beems" Boeshmer learned — much to his chagrin — they don't work well at depths of two fathoms or more. All was not wheels and motors for the ME types though, and many hours were spent by all doing their share of diking.

Among the other happenings at "Canute" the ME had the honour of having two of their loyal sons meet Mrs Winston Churchill — very briefly of course. So if you would care to shake the hand of the man who shook the hand of the wife of the man who shook the world try LAC's "Rod" Beaulne or "Oakie" O'Connor.

Operation Renovation

For the past week the ME Section has been getting another face-lifting, this time a fresh paint job throughout the halls and offices. We hope this is a sign of permanency. For the past year hardly a week has gone by without little men with big hammers going around pounding great holes in every wall, putting windows where

doors once stood and doors where windows once were.

Something Old Something New —

February 14th must have had its effect on some of the stalwarts of the "ME Brotherhood of Confirmed Batchelors." For at the time of this writing, strong rumour has it that Cpl "Hammy" Hammond and LAC Don "Housey" Hausauer are contemplating taking the big step sometime in the near future. Best of luck fellas on your journey into the realms of the unknown.

Suggestion

It has been suggested that TALEPIPE start a "CAUSTIC COMMENT COLUMN" for those who have nothing better to write about.

Rospa House

For three week ends running the ME had a third of its personnel go to RoSPA HOUSE in London for a visit in connection with driver safety. RoSPA HOUSE (Royal Society, Prevention of Accidents) is open to the public and is well worth the five shillings entrance fee. Among its many displays and gadgets is a "Driving Machine." In this machine you can get the actual sensation of driving a real vehicle. You can turn any corner you wish, shift gears, stop, start or even back up, and the

pictures on the screen in front of you follow your "vehicle's" every move. It's truly amazing.

If anyone is interested in paying a visit to RoSPA HOUSE some weekend while in London, contact F/O Jack Reeves or Sgt "Robbie" Robinson, ME Section, for any details.

Parting Thought

He who lives to see ninety doesn't see it on his speedometer.

Ontario Lake

Lake Simcoe in Ontario, covering 280 square miles, was discovered by Samuel Champlain in 1615.

Familial Shape

The sycamore tree of Southern Ontario bears leaves somewhat resembling the Maple Leaf.

First Exchange

The first telephone exchange in Canada was opened in 1878 at Hamilton.

Historic Mines

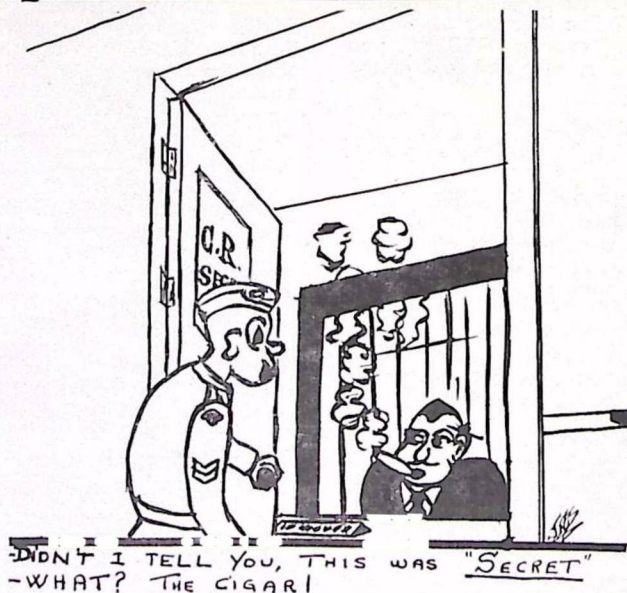
The town of Stellarton, N.S., began as a settlement after discovery of coal deposits there in 1798.

Pioneer Telegraph

Canada's first telegraph line was opened in 1846 between Toronto and Hamilton.

Canadian College

The University of Ottawa was founded in 1948 as "The College of Bytown."



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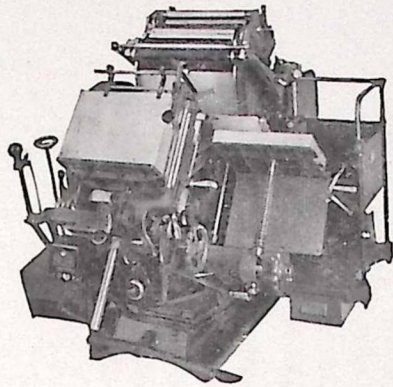
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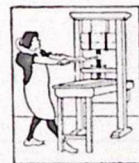
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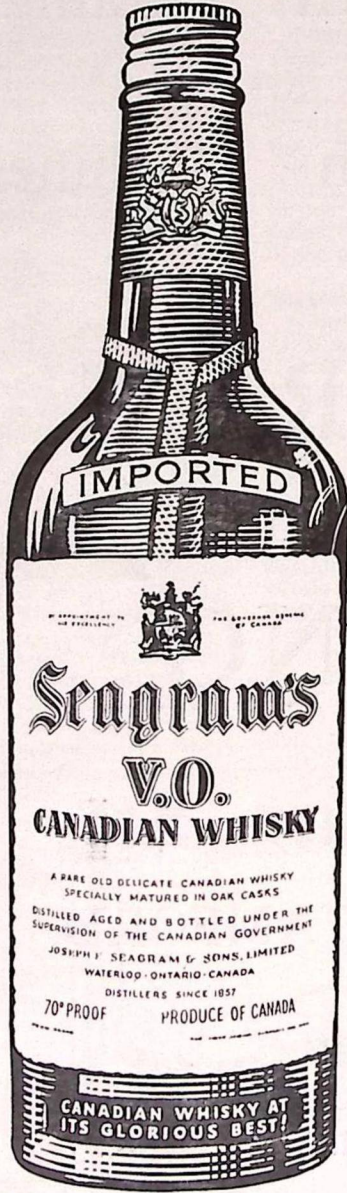
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