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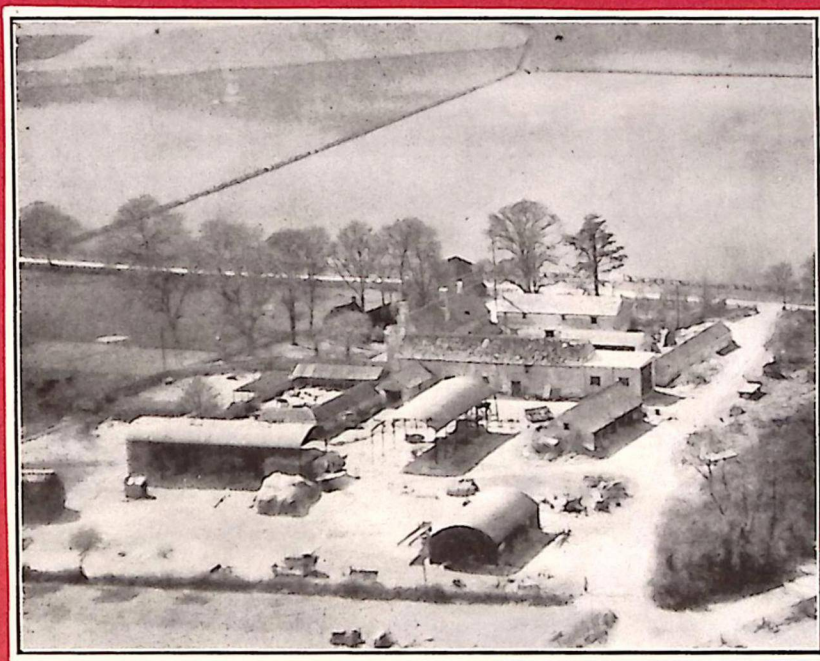


THE HOTTEST THING EAST OF THE ATLANTIC

VOL. II

APRIL, 1953

No. 6



- ★ AVIATION MEDICINE—PART I
- ★ THOSE JITTERIN' JETS
- ★ MINISTER ANNOUNCES NEW ALLOWANCES

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The History of Aviation Medicine

By S/L D. O. COONS

THREE PARTS.

Part 1. A New Science is Born

".....I soon found myself so weak that I could not even turn my head to look at my companions. I wished to call out that we were now at 26,000 feet but my tongue was paralyzed, All at once I shut my eyes and fell down powerless and lost all further memory."

The history of aviation medicine is, of necessity, linked with the history of aviation itself.

For at least seven centuries and probably longer man has persisted stubbornly in his desire to fly. Earlier myths generally held that flight was a heavenly attribute and therefore beyond the attainment of mortals. About the 13th century Roger Bacon made many predictions which have since come true. Leonardo de Vinci successfully created a model of a helicopter type aircraft and drew designs which are very similar to latter day aircraft.

THE BALLOON AGE

Man's first ascent into the atmosphere was not to be made in a winged contraption, however, as in 1782 the Montgolfier Brothers of Annonay, France, filled a small light silk bag with smoke and found that it rose to the ceiling of their room. This discovery led to the construction of large balloons and the first passengers were sent aloft in September, 1783. These were, in order of their ascent, a chicken, a duck and a sheep.

On October, 15 1783 Pilatre de Rosier, a French nobleman, ascended in a huge smoke filled balloon, thus becoming the first man to fly. He was followed two years later by Dr. John Jeffreys, of Boston, who with the Frenchman Jean Pierre Francois Blanchard flew from Dover to Calais in a hydrogen filled balloon.

During the subsequent years the balloon was gradually improved to a point that great altitudes were being attained. It was in 1862 that Glaisher and Coxwell made a balloon ascent to nearly 29,000 feet. Glaisher noticed the onset of strange symptoms marked by the loss of vision and hearing, paralysis of his arms and legs and finally unconsciousness. Coxwell

was also suffering from a paralysis of his arms but had the presence of mind to seize the valve rope with his teeth and start the balloon downward. Glaisher published accounts of this and other flights and it was these accounts which were to stimulate the interest of a brilliant and inquisitive French physiologist by the name of Paul Bert.

EARLY EXPERIMENTS

Paul Bert began the study of increased and decreased barometric pressures and their effect on the living organism. This was the origin of aviation medicine. The early days of aviation medicine were marked with disaster. During Bert's early studies he made the acquaintance of three men who were planning a high altitude balloon flight. The flight was made in 1875 by Tissardier, a meteorologist, along with Crocé and Sivel. Tissardier described the flight and his own words of the latter part of this flight have become a classic of aviation literature:

"I now come to the fateful moments when we were overcome by the terrible action of reduced pressure at 22,900 feet . . . torpor had seized me. I wrote nevertheless . . . Crocé is panting. Sivel shuts his eyes. Crocé also shuts his eyes . . . at 24,600 feet the condition of torpor that overcomes one is extraordinary. Body and mind become feebler—there is no suffering. On the contrary one feels an inward joy. There is no thought of the dangerous position; one rises and is glad to be rising. I soon felt myself so weak that I could not even turn my head to look at my companions . . . I wished to call out that we were now at 26,000 feet but my tongue was paralyzed. All at once I shut my eyes and fell down powerless and lost all further memory."



S/L Coons has been Senior Medical Officer at 1 FW since last January. Educated in Hamilton, Ontario, he took his MD degree at Univ. of Toronto and joined the RCAF in 1948. He attended the Institute of Aviation Medicine in 1950, and completed a para-rescue course in Alberta a year later. Dr. Coons was formerly SMO at Camp Borden and St. Johns, Que.

The balloon ascended to 28,820 feet and then descended of its own accord. Tissardier recovered. Crocé and Sivel were dead.

This tragic accident and Tissardier's account caused Bert to pursue his study of the effects of decreased barometric pressure with renewed vigour. Three years later he published his famous 1,168-page book, "La Pression Barometrique" in which he was the first to prove that the principal effect of high altitude was the decrease of the partial pressure of oxygen. Considering Bert's meagre facilities, the accuracy of his experiments and deductions is amazing. Bert's work has won for him the distinction of recognition as the father of aviation medicine and the world's first flight surgeon.

The development of the balloon did not satisfy man's desire to fly with wings, speed and direction. The heavier-than-air model of da Vinci was followed by toy helicopters and a man-carrying glider by Sir George Bayley, of England. Many names should be mentioned to preserve completely the work which evolved in the triumph of the Wright Brothers at Kitty Hawk on December 17, 1903.

GERMANS LEAD RESEARCH

Except for the work of Paul Bert, and a few scattered articles, medicine

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EDITORIAL

"The Talepipe"

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NUFFIELD CENTRE

Nuffield Centre; a supposedly magic word to British servicemen all over the world; is located near Trafalgar Square in London. Having taken a short look at the place we find the only magic even vaguely associated with it is that it is located in the City of London.

Although it is without a doubt a servicemen's and women's club it doesn't nearly rate the exciting comments that the BBC has been known to make about it on the wireless and TV. It is very little larger than most of the Hostess Clubs that were located in most small cities across Canada during the war. In fact the average YMCA at home would put it to shame in all respects. As a matter of fact the sale of beer in its cafeteria is about the only thing that would begin to make it more attractive than an average YMCA. True, it has a shower room, a lounge, a billiard room, and a snack bar, but its studio ballroom is somewhat smaller than the average pilot's room in one of the

hangars at North Luffenham. This is the hall from which its occasional shows are broadcast. Not many more than a hundred or so people could crowd into this hall as a studio audience without closely resembling sardines.

Before we begin to sound bitter we had better give the straight facts on the place. Nuffield Centre is sponsored by Lord Nuffield and was originated solely as a Service Personnel's recreation centre. An Officers' Club has also been organized and is located in Eton Square. To the writer's knowledge no officers from this Wing have as yet visited this club so nothing further can be said about it.

The club for OR's was originally set up in the building where the Benelux Cafe is now located. It was not planned on a large scale and does not appear to have been enlarged much since, even though moved to new premises. It has certainly never

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Cover Photo: A familiar landmark to any pilot at 1 FW is this farm just over the perimeter fence. Farmer Makey watched the airfield grow from the time it was a grass patch, sometimes a little afraid the expansion might nudge him off his ageless property. Mr. Makey advises fliers he doesn't believe "you ca-w-n't miss it!" He hopes you will continue — to miss it!

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Indochina -- Land of Complexities

By THE SPY.

The territories known collectively as Indo-China once formed part of the French Empire and are comprised of the colony of Cochin-China and the protectorates of Annam, Tonkin, Cambodia and Laos. In 1948 by the Declaration of Baie d'Along between Bao Dai, the former Emperor, and the French High Commissioner, French recognition of the independence of Vietnam within the French Union was affirmed. The terms of the agreement with France were naturally denounced by the left Wing Viet Minh and the present leader, a Communist named Nguyen Van Thanh, better known as Ho Chi Minh, set up a rebel government which has caused considerable trouble ever since. However, this article is not intended to cover the political side, but the country and its peoples.



F/L. C. Davies

I NDO-CHINA is bounded by China on the north and by Thailand and Burma on the west, while its shores are washed by the waters of the Gulf of Tonkin, the South China Sea and the Gulf of Thailand. It is about 1,000 miles from south to north and varies from 150 to 500 miles in width. The highways extend mostly north and south, in view of the fact that the two principal cities, Saigon and Hanoi, are situated near the two extremities of the territory. Each of these cities is situated in the centre of a fertile delta, Saigon in the Mekong River delta in the south, and Hanoi in the Red River delta in the north. These two deltas occupy the

eastern part of the territory. The western part consists of mountains and not very fertile plains.

Indo-China may be described in the broadest terms as consisting of the Fleuve Range, the basin of the Mekong and the Chaine Annamitique. The lowlands where population is most dense and civilization most advanced contrast sharply with the sparsely populated and little developed mountains and plateaux which surround them.

There is a great diversity in the physical characteristics of these upland areas. The north of Tonkin is a mountainous region of high peaks and ridges with deep gorges carved by the Fleuve Range and its tributaries.

The highlands of Laos and Annam are made up of a series of plateaux, among which may be mentioned the plateaux of Tran, Dinh and Sang Bran. In the south-west the little known and thickly forested Honts des Cardamomes rise steeply from the Gulf of Thailand and extend eastwards to overlook the great flood plain of the Mekong.

All mountainous areas are completely covered with heavy forests, and the delta and plain areas covered either with light grass, rice paddies, rubber plantations or are thinly wooded.

Now what of the people who live there? First, the

ANNAMITES

They occupy the plains of Tonkin, Annam and Cochin-China. They have also penetrated into Cambodia and Laos. The Annamites are skilled rice cultivators, using Chinese technique. Apart from cultivation they are

skilled fishermen and adept craftsmen in wood-carving. Their craft is done without machinery and on a non-capitalist basis. One marked feature is the tendency to specialization from one village to another.

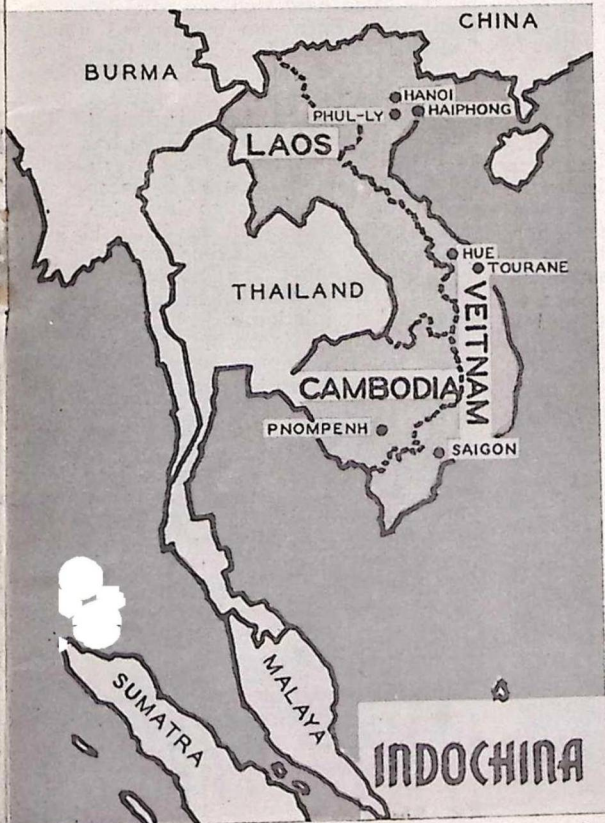
The village is the basic unit of Annamite society. Each village is enclosed within a hedge of bamboo which defines its limits and helps to keep out thieves. Unauthorized cutting of this hedge is an offence. On the other hand a village may be punished by being obliged to fell its hedge thus being made to look naked as it were in the countryside.

Within the village the streets are laid out in plan, often in parallel lines. The houses are built directly on the ground, unusual in Indo-China. The houses are of ordinary bamboo with wooden supports and a thatched roof. Most houses have an altar where ritual ceremonies are held in celebration of the ancestors of the family.

Each village has as its focal point a communal house which serves as a place of assembly for the men, and a Buddhist temple sometimes on the outskirts of the village for the women.

The Annamites are of Mongolian and Nesiote descent. The average height of the men is about 5ft. 3ins. Less than 10 per cent. are more than 5ft. 6ins. They have commonly a pale yellow skin with straight hair, well marked cheek-bones and oblique eyes. Slight of build, he is nevertheless tough. The women are of the same height as the men and facially rather refined. Both sexes wear baggy wide long trousers, with a jacket reaching the knees. They are on the whole, faithful servants, but fondness of money and the influence

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INTERNATIONAL NEWS IN RETROSPECT

BY F/O H. CHALMERS

February 21 — March 21

CHINA — Nationalist Government abrogates Sino-Soviet Treaty of 1945.

The Sino-Soviet treaty of friendship and alliance of 1945 was abrogated on February 24 by the Chinese Nationalist Legislature, meeting at Taipei (Formosa), the vote being unanimous. The Nationalist Foreign Minister (Dr. George Yeh) said that the 1945 treaty had been "violated and nullified by Russia in carrying out its programme of aggression in China," and explained that the United States had not been consulted in connection with the abrogation of the treaty because it was "purely an internal matter." (*New York Herald Tribune*).

Note: The Treaty of 1945 concluded between the U.S.S.R. and Nationalist China stemmed from the Yalta Agreement, and was signed in Moscow immediately after the Soviet Union declared war on Japan in the closing days of World War II.

Subsequently, in 1949, the Soviet Government accorded official recognition to the Chinese Communist Government and signed a treaty of friendship and alliance with the People's Republic of China. Nationalist spokesmen in Taipei pointed out that by abrogating the treaty of 1945 the Nationalist Government had freed itself from the obligation to respect the secret clauses of the Yalta Agreement.

GREECE, TURKEY, JUGOSLAVIA — Tripartite Treaty of Friendship and Co-operation.

A treaty of friendship and co-operation between Greece, Turkey and Yugoslavia was initiated in Athens on February 25, and was formally signed in Ankara on February 28 by the Greek and Turkish Foreign Ministers, respectively, M. Stephanopoulos and Professor Koprulu, and by M. Koca Popovitch, the Yugoslav Secretary of State for Foreign Affairs. The treaty, which provided for close co-operation in the political, defence, economic and cultural spheres, consisted of a preamble and 10 Articles.

AVIATION — London-Karachi and London-Darwin Record Flights. England-Australia in 22 Hours!

New speed records between London and Karachi and London and Darwin (Northern Australia) were set up on January 27-28 by a twin-jet photographic reconnaissance Canberra aircraft piloted by Flight Lieutenant L. M. Whittington, with Flight-Lieutenant J. A. Brown as navigator. The machine, which left London at 8.36 a.m. G.M.T. on January 27, covered the 3,921.2 statute miles to Karachi (with a stop for re-fuelling at Fayid, in the Canal Zone) in 8 hours 52 minutes 28.2 seconds at an average speed of 441.8 m.p.h., compared with the previous record of 15 hours 18 minutes 36 seconds at an average speed of 256 m.p.h. set up by Squadron-Leader Neville Duke on May 12, 1949, in a Hawker Sea Fury. The 8,608.5 statute miles from London to Darwin were covered in 22 hours 21.8 seconds (including re-fuelling stops at Karachi and Singapore) at an average speed of 392.2 m.p.h.; the previous official record for the London-Darwin flight, 45 hours 35 minutes at an average speed of 189.9 m.p.h., had been set up in August, 1946 by Air Commodore N. H. D'Aeth flying the R.A.F. Lancaster Aries. (*Times*).

SOVIET UNION — Death of Mar. Stalin.

Marshal Joseph Vissarionovich Stalin, Prime Minister of the Soviet Union, Secretary - General of the Communist Party of the U.S.S.R. and the dominant personality in Russian political life since the death of Lenin, died at the Kremlin in Moscow in the evening of March 5. He was 73 years of age.

DENMARK — Polish Jet Fighter lands on Bornholm.

A Polish jet fighter of the Soviet MIG-15 type landed on March 5 at Ronne airfield, on the Danish island of Bornholm, where its pilot—a Polish 2nd-lieutenant—asked for asylum as a political refugee.

The Polish Minister in Copenhagen in a Note handed to the Danish Foreign Minister on March 6, demanded that both the aircraft and the pilot should be immediately returned to the Polish authorities, but was informed that no reply could be given until an inquiry had been held. On March 8 the Danish Foreign Ministry announced that the aircraft had been dismantled and removed to Copenhagen for examination. In formal reply to the Polish request, the Danish Foreign Ministry stated on the same date that the MIG-15's flight over Bornholm constituted a "serious violation" of Danish territory; that the aircraft had carried loaded machine-guns as well as photographic equipment, which indicated that the flight might have had an illegal purpose; that the Government therefore considered it necessary to make a thorough investigation in Copenhagen; but that it would be ready to negotiate if the investigation showed that the trespass of Danish territory was not intended as a deliberate violation.

In a second Note on March 9, the Polish Government repeated its demand for the immediate return of the pilot and aircraft, and protested that not only Danish but also "foreign" experts had had an opportunity of examining the plane. This protest referred to the fact that the fighter, which was completely undamaged, had been inspected after its landing by the British and U.S. Air Attache who had flown to Bornholm from Copenhagen. (*Belingske Tider Copenhagen—Politiken, Copenhagen—Times—Daily Telegraph*).

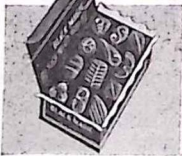
GERMANY — Air Incidents

U.S. Air Force Headquarters in Wiesbaden announced on March 10

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By F/O GEORGE MOORE

“MIKE” WONDERS . . .

about almost anything. A few days ago we happened to find him in a corner in his favourite milk bar—wondering about the country we find ourselves in.

I had to pass the usual hour waiting for a connection at a rural station the other evening. It was peaceful (though some would call it “dead”), the usual double track piercing a gingerbread station brightened by the station-master’s potted geraniums; ruby signal lights strung out along a spur supporting miniature box-cars; no sign of habitation nearby, only sheep-dotted fields rolling away into episcopal purple.

I watched a porter in shiny, leathern cap, dark suit, grey flannel shirt and ever-present tie, consult a great gold watch, then as though the eyes of the House of Lords were watching, he filled, lit and hung kerosene lamps about the platforms and waiting rooms. I noticed that the station had electrical service too. Couldn’t help but wonder if he’d been doing it for so long he just couldn’t stop—or was it a reflection upon the reliability of the Electricity Board?

Their tram whistles always make me feel that British trains suffer from an inferiority complex!

I often wonder which is the more intelligent—man or insect? While waiting for a funny little train at this funny little station, once upon a mild spring evening, I saw a June Bug fly up toward a coal-oil lamp dangling from the ornate platform ceiling. The people round me were dressed to the ears in overcoats and mufflers, hats and gloves — yet here was Mr. June Bug, two months early, apparently quite happy.

The question might be settled if we could find out which of the subjects was the more uncomfortable. I have my own suspicions.

No wonder British Railways can’t afford to paint up stations, clean the coaches, speed up the schedules. There are so many simple ways of travelling from Point A to Point B without paying for the whole journey—it’s a wonder more of their patrons don’t tumble to them.

You may think that only a Canadian would think of these schemes, but Britons told me each of these.

Plan One: which many troops used during the war. All you needed was a fairly comprehensive collection of penny platform tickets. You showed one to get into the train, and produced one when you left the station at your destination. Two flaws—you had to ensure you had the RIGHT one to get out with, and nowadays there are too many lads who want to

see your piece of cardboard between stations. Either shuffling through a great handful of pasteboards to select one to give to a bug-eyed ticket-taker or having no ticket at all, can be rather embarrassing!

Plan Two: requires three tickets, and is most useful if you make repeated journeys along the same line. You want to go from A to G. Towns B and F are on the same route. You buy a ticket from A to B and one from F to G—these you have to buy each time you make the trip, so get returns. You need a ticket covering B to F (also a return) but this you keep. Your first ticket (A-B) will be punched as you enter. Your third ticket (F-G) must be surrendered as you leave the last station. B-F is simply in case someone might like to see your ticket between these points—the most that can happen is that it might be punched—then comes the inconvenience of buying one to do for the next 20 trips!

Seriously, though, are these minor dodges the reason B.R. is not profiting as heavily as it might, or is it because people prefer to travel via cleaner, faster, more courteously attended services?

FORCES GET ONTARIO ALE

MONTREAL.—Regular shipments of Canadian ale, gifts of The Carling Breweries Limited, Waterloo, Ontario have been going to the Canadian soldiers fighting in Korea. Since the start of the Korean war Carling’s has donated more than 200,000 quarts of ale to members of Canada’s 25th Brigade serving there.

A recent consignment of another 5,000 quarts to men of the RCAF’s No. 2 Fighter Wing stationed in France marked the first time since the end of World War II that any Canadian brewery has made such a gift to Canadian forces in Europe. Lt.-Col. C. O. Dalton, president of Carling’s, presented the beer to the RCAF in a ceremony at Waterloo. It was then shipped overseas to the Canadian airmen at Grostenquin.

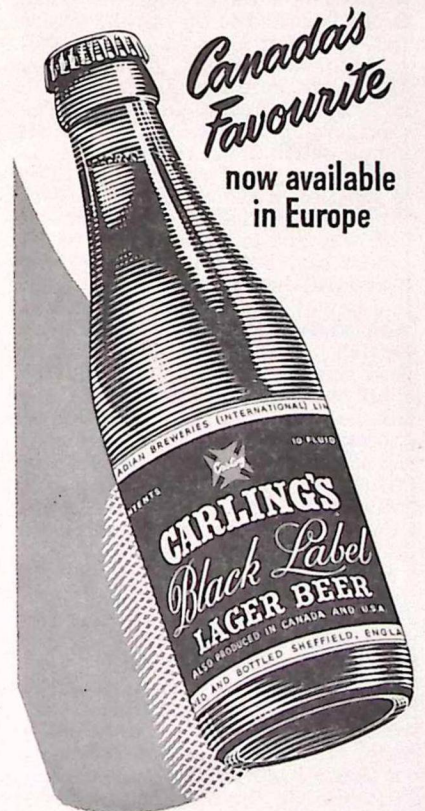
There are more tunnels, cuttings and embankments per mile on B.R. tracks than any other railway system in the world. It always amazes me to find at least 2 or 3 people (male or female) at any of the remaining level-crossings—no matter how isolated it is—waiting in a drab little hut, just in case they might be needed to open or close the gates. I suppose it’s just as well there are still so many level-crossings left. I wonder how many little people would be without

DO THE BRITISH RAILWAYS FACE BANKRUPTCY BECAUSE OF MISUSE OF THE 2d. PLATFORM TICKET? ARE PORTERS NECESSARY? . . . MIKE WONDERS . . .

jobs if all the crossings were over-passed?

The porter, who hung the lamps at the country station might have been expected to come to life when a train stopped in his little kingdom. He didn’t though, thereby proving what I’d suspected all along—that he was a real character.

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HOUSEKEEPING ON PARADE

Sgt. H. HART

Know Your Onions !

The flavor of the onion is a tantalizing thing, and is regarded with great favor with every cook and chef, but there is another side to the onion—the power, which many people think it has, to heal all ills. At times, this belief in the marvellous power of the onion, has risen to great heights. In ancient Egypt, for instance the onion was actually considered sacred. Even to this day many people believe that a cut onion has the power of drawing all diseases to it, and for that reason they will not use a piece of cut onion that has been lying around.

About fifteen years ago, during a measles outbreak, some of the teachers in a country school "down South" decided to try out the theory that an onion hung in a room will prevent the spread of infection. The onions were peeled, and hung up in all the classrooms except one. The result, so it was claimed, was total immunisation in the rooms where the onions hung, and twenty-four cases of measles in the classroom without the onion. Whether the immunisation was due to the onions or not I cannot say, but it is certainly true a bowl of hot onion gruel—that is, that onions boiled in milk, thickened with flour and flavored with nutmeg—eaten just before going to bed, is a good cure for a cold.

An old man I knew, used to tell how he was cured of a bad attack of gallstones by onions and brown sugar. His advice was to take a large onion and slice it up fine and then cover it with brown sugar. Leave it all night. Next morning the sugar will have drawn out the onion juice.

Drink an eggcupful of this and continue to do so for a week or more. The old boy lived to the ripe old age of 97, and always declared it was due to the onion and brown sugar.

Onions were used a century ago as a cure for the earache, chilblains and whooping cough. For the earache the center part of a piping hot onion was put in the bad ear. To cure the itch of a chilblain the onion was rubbed over the place, and children with whooping cough were cured by having the soles of their feet rubbed with

garlic—a member of the onion family. Only a few weeks ago I heard a woman buying garlic, tell the shopkeeper that she was going to rub it on the tummies and over the soles of her grandchildren, who had the whooping cough. What is more, she went on to say that she had eased asthma patients who were in a chronic state by giving them chopped garlic in a glassful of milk.

Why not Choux Pastry for a Change !

Many excellent home cooks never attempt to make Choux Pastry because they feel it is one of the most difficult things to tackle, but this is not so—so let's go into the kitchen Mom, and discover by doing—how very easy it is to make the best ever, CHOUX PASTRY.

Choux Pastry is the simple basis of many delightful and decorative party sweets and savouries. Make cream buns of it, or eclairs, and coat them with a shiny chocolate surface, or turn your pastry into little cases and fill each one with a savoury mixture.

Here then, is my recipe for the mixture :—

4 ozs. plain flour,
A pinch of salt,
2 ozs. of butter or margarine,
 $\frac{1}{4}$ pint boiling water, and
2 eggs.

Place the fat in a pan with the boiling water, bring to the boil, then take it to one side and pour in the flour. Stir and beat together over a very low heat, until it forms itself into a smooth lump and so that every ingredient is smoothly beaten together and none is left sticking to the side of the pan. Remove from the heat and gradually beat in the 2 eggs, just a little of the eggs at a time until all is beaten in and your dough is shiny. Use a piping tube and force sausage-like strips on to a greased baking sheet, or you can shape into small rounds using two dessertspoons—these will later become cream buns.—We hope . . .

Bake in a sharp oven (450 degrees F.) for 15 minutes, and then lower the heat to 350 degrees F. and bake for another 15 minutes or so. When you remove them from the oven they will be light and puffy and well risen. Split them with a knife and allow to cool; scrape away any very soft

dough which may remain just in the center.

Now Mom, the fillings are up to you but the most popular are the synthetic or fresh cream varieties—former can be had at most grocery counters these days.

The chocolate icing could be an ounce bar of chocolate placed in a basin with a tablespoon of hot water. Place the basin in a pan of hot water and when the chocolate is completely melted, stir in about 4 ozs. of sifted icing sugar, add a few drops of vanilla essence. Use at once.

Of course, the only snag is, that you must serve these sweets and savouries the day they are made, if possible, for this pastry does not improve with keeping.

Cooking with Wine

Cooking with wine is no more expensive or extravagant than using herbs. Even a spoonful of wine added to a dish will give it the exotic finish of the best Continental cooks.

The cheaper wines are plentiful, and most wine merchants will advise you which to use for cooking. French, Spanish, South African and Algerian wines are all very good, and can be bought for as little as five or six bob a bottle, and did you know that red wine brings out the flavor of meat, and makes it tender? convert you to wine cookery, try this simple recipe for Steak and Onions first. It needs no attention while it cooks and can be left in the oven when you are out.

The ingredients are one pound of steak, one pound of onions and half a bottle of Red Wine.

Continued on page 11

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DEFENCE MINISTER ANNOUNCES NEW ALLOWANCES AND BENEFITS FOR CANADIAN FORCES

The following are extracts from an announcement made by the Minister in the House of Commons in Ottawa on Friday evening, 17 April, '53, who requested that they be brought to the attention of all personnel:

Quote: "In future provision will be made for the cost of movement of dependents of members of Canada's armed forces to Europe where the man is posted to that theatre for a period of two years or more, providing the man is able to find suitable accommodation for his family in the area where he is serving. The details of this plan are now being worked out." Unquote.

and
Quote: "It has been found necessary to make a substantial increase in the subsistence allowances for married men, particularly in the lower ranks. The increase will also apply to separated families allowance (to be effective the 1st May, 1953). The changes will establish a basic rate of subsistence allowance for married men in the ranks of ninety-one dollars (\$91.00) per month. This is an increase of \$30.00 a month for married AC's and Corporals, \$19.00 a month for married sergeants and \$10.00 a month for married flight-sergeants and warrant officers Class 2. Married warrant officers Class 1 will also receive an increase of \$10.00 a month. The basic minimum rate for officers except pilot officers who will be given the basic rate for men of \$91.00 a month will be established at \$110.00 a month. This will increase the subsistence allowance for married P/O's by \$26.00 per month; married F/O's by \$21.00 a month and F/L's by \$16.00 a month. The increase in subsistence allowance will include an increase in ration allowance from \$20.00 to \$30.00 per month. This will more than offset the increase in Income Tax as a result of the increase in S/A which will be paid by married men who are provided with married quarters." End of Quote.

No official instructions regarding the above have been received as yet other than the press release from which the above is quoted. As further details become available personnel will be advised.

ACCOUNTS CHATTER

BY SGT. T. H. RIDLEY

Well another busy month has rolled by for your erstwhile accountants. The bulk of the clothing credit work has been completed and we can all sit back and contemplate what to do with our accumulated credits at the end of our term of engagement. Those of us with an eye to the future who take reasonable care of their service kit can dream of a holiday at some Utopian resort or even one night in the vicinity of Picadilly Circus. Then there are those who may be able to afford a package of cigarettes at the new low budget price. It puts us on a level with our civvy-street friends—if we are careless the only pocket book to be incurred is our own. That's fair enough. Lady fortune just gave us a quick glance this time and produced only two promotions. "Bud" Garrett acquired a third hook and "Neufy" Boland joined the ever-growing ranks of Clerk Admin. Corporals. Congratulations fellows—the rounds of refreshments were enjoyed by all.

Just a word to the ladies in married quarters. All you have to do to win a coveted smile from "Handsome Jerry" Bryant is to get after those men of yours and see that they return the duplicate copies of vouchers to the account section. Your reporter is informed that even those members of the gentler sex in Nottingham have been hard put by to prevent him from tearing out his hair while thinking of the outstanding A.M.Q. vouchers. This duplicate voucher problem would cease to be a problem if all personnel making out vouchers would visit "Jerry" at least once a week.

"Al" Hume is enjoying a quick trip home to Canada at present. Cpl. Kindree, who is shortly due to proceed to Germany with "Chuc" Cleary, AC Smith and "Knobby" Clark, recently underwent a tonsillectomy operation at RAF Hospital, Ely, although little hope is held for much improvement in his vocal efforts. Your reporter also went

under the knife of the Ely professionals in having a toe nail removed. Sgt. Devost and his spouse have taken their second trip through the land of the sunshine to Rome.

In the not too distant future this section is to be blessed with the presence of the ladies in blue which should have a decided effect on the vocabulary sometimes heard in the account section. It is suspected that treasury has had a hand in this in an effort to encourage the prompt filling out of necessary Income Tax forms, etc. However, one should still govern oneself by the motto "Is this trip (to the Accounts) necessary."

A closing thought: "If the family budget looks sick at the end of the month, it is probably something you ate."

From Outer Space

It is estimated meteors enter the earth's atmosphere at speeds up to 50 miles per second.

Dutch Pioneers

Albany, capital of New York State, was first settled by the Dutch in 1614.

Roundabout Route

The sea route from West Pakistan to East Pakistan around India is 2,900 miles long.

Colorful Pageant

There will be 46 bands among about 31,000 troops in the Royal Procession after the Coronation ceremony on June 2.

Mixed Population

There are at least 80 distinct tribes of natives in Kenya Colony in East Africa.

Banking with Barclays is a world-wide habit

The Manager of our Stamford branch, Mr. F. W. C. Allen, will be pleased to explain how Barclays Bank can help you with all your money matters, wherever you may be posted.

BARCLAYS BANK LIMITED



SWIMMING

BY PETE DRUDGE

Pictures and posters of the newly-procured swimming pool at Northampton are now exhibited on the various notice boards on the station, and I'm sure everyone is interested in finding out all the details.

The measurements of the pool are as follows: The length is 100 feet, width 40 feet. The depth at the shallow end is three feet and at the deep end eight feet six inches, except beneath the diving boards where it has been increased to ten feet four inches. There are two diving boards the heights being one meter and three meters, and a platform which is five meters.

The temperature of the water in the pool is regulated to 78 degrees F., and the building itself is kept quite warm—something which I think everyone is pleased to hear.

At one end of the pool is located a snack bar where tea and cakes, etc. may be bought.

Turkish baths are also available at the individual's own expense, but before arrangements can be made for accommodation, a list of names of all personnel who wish to attend regularly must be submitted to either the Sports Officer, F/L Lewis, or myself.

For the warmer weather of summer an outdoor pool at Northampton has been made available for us. This pool is quite large, the length being one hundred and forty feet, the width fifty feet and the depth 10 feet.

Northampton is approximately 33 miles from North Luffenham and a bus leaves from the guardhouse every Thursday evening at 18.15 hours instead of 18.30 hours at which time our previous runs left for Notts.

Let me remind you again that the cost of going swimming is nil, and everyone is invited. The Sports

Officer has gone to great undertakings in obtaining these pools, so what say fellas, let's make use of them and really get a lot of swimming in this summer.

So, until next Thursday, aqua friends, when we all meet at Davy Jones' locker—so long!

FENCING

On Sunday, 29 March, the Black Feathers fencing club (station) was the host of the Northampton fencing club which was invited to give a demonstration.

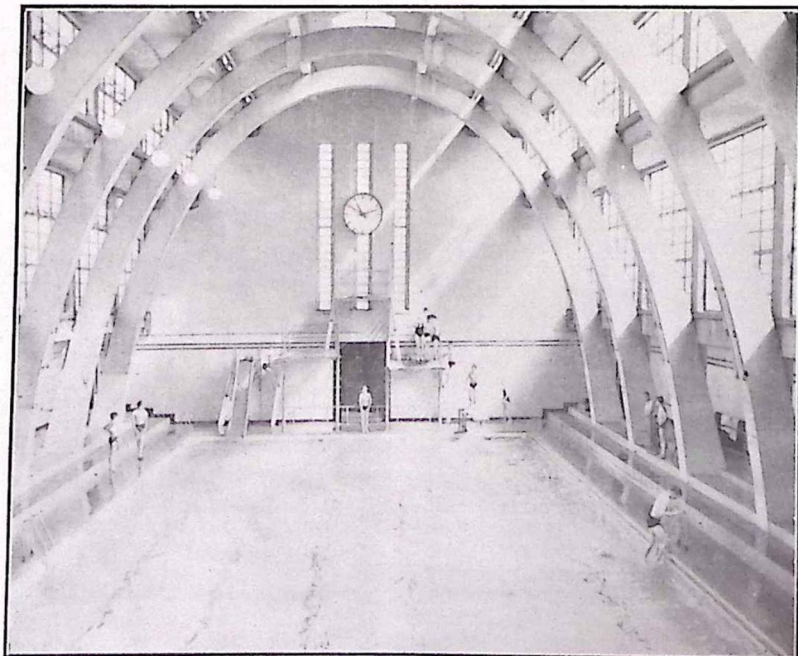
Fencing is a gentleman's sport. The Air Force being a gentleman's force, it is appropriate to have fencing on the station.

It is a very good sport that demands a lot of patience for the beginner, but after you pass the fundamentals, it becomes very attractive and interesting. It is also a good exercise for the brain as well as the body, and a good way of relaxation.

Let us come back to our demonstration. P/O Moore presented Mr. Philip Ambery to the people present. Mr. Ambery directed the demonstration. He began with a brief history of fencing and the first step, which is the practice weapon. This weapon is called a foil. Then came the basic movements of the foil, followed by a combat between 2 members of the club (Northampton).

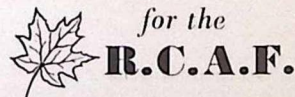
After this we had an epee combat that proved itself to be very interesting. Two women came in for the benefit of the ladies present. I want

Continued on page 21



The Swimming Pool

Banking Services



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

- Current accounts maintained and cheque books issued.
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LLOYDS BANK

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Local office: 65 High St., Stamford
 Manager: Mr. G. P. Ellam



Housekeeping on Parade

Continued from page 8

Slice the onions into a dish, lay the steak on top, and then pour on the wine. Cover the dish and leave it for four hours in the middle of a slow oven, about 200 degrees F.

The steak will then be tender, the wine clear, and the onions a rich reddish color. Serve with roast or jacket baked potatoes.

White wines are used for white meats such as veal or rabbit. Jugged Hare or Rabbit is a delicious variation of the usual so called rabbit pie or stew. Here is how to prepare it . . .

Joint a rabbit and soak it in salt water for an hour. Dry the joints, dust them with seasoned flour and fry them in dripping. Add two chopped onions and when they are cooked, sprinkle one tablespoon of flour over the onions and stir well.

Now—pour on two tablespoons of white wine and half a pint of water. Season well and cook in a casserole for two hours. This dish is extra nice if you add one ounce of finely chopped fried mushrooms, just before serving.

AIR-BORNE BRIDGE

OTTAWA. — RCAF air crews flying the Korean airlift have come up with a new type of bridge game that could easily make them dear to the hearts of thousands of conscientious card players.

Actually the game hasn't changed but the men have come up with an entirely new method of bidding—not a word is spoken.

The reason was outlined by Flying Officer R. H. W. Raika, of St. James, Man., pilot of a North Star of 426 Transport Squadron, based at Montreal, who was part of a second crew flying the eastern leg of the Korean Airlift from Vancouver to Montreal.

He said that while not on duty aboard the plane the spare crew played bridge. Handicapped by oxygen masks and the terrific noise of the four engines, the players soon found it was impossible to talk so a new method of bidding was introduced.

"It's easy," explained Flight-Lieutenant D. F. Deeprose, of Calgary, second pilot, "to bid three clubs all you do is raise three fingers and then clench your fist."

Flying Officer M. R. Hunter, Winnipeg, navigator and third player in the game high above the Rocky Moun-



The squadron was royally entertained when it visited the Armstrong Siddeley aircraft engine plant this month. We were wined and dined at a nearby hotel and everyone enjoyed their visit very much.

Continued on page 22

Continued from previous column

tains, said to bid hearts the player signals the number and points to his heart.

Radio Officer Flying Officer F. C. King, of Evanston, N.S., said to bid diamonds the player points to the ring on his finger and spades is a shovelling motion over the shoulder with an arm. To pass, the player merely bends his elbows with the forearm horizontal across the chest.

All players agreed they had not had an argument about talking across the table, which is usually a pile of cargo, since they started playing nearly a year ago.

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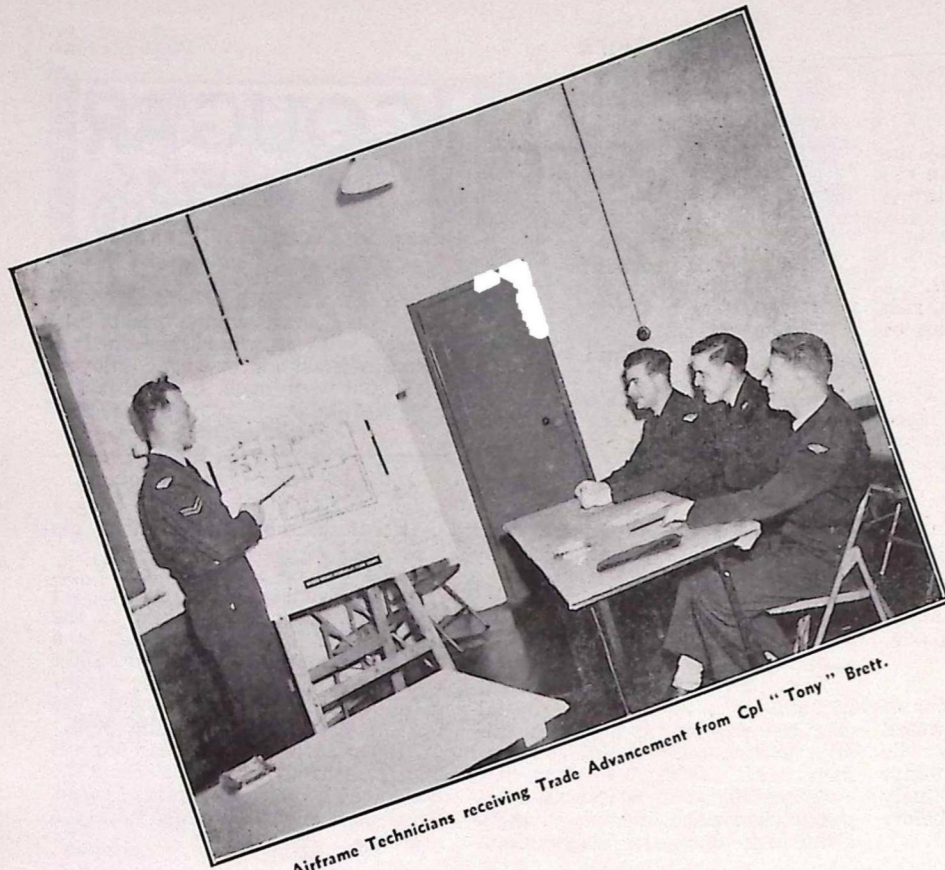


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THE EDUCATION CENTRE AND TRADE ADVANCEMENT



Airframe Technicians receiving Trade Advancement from Cpl "Tony" Brett.



The Staff.

STATION EDUCATION CENTRE

At sometime or another, most everyone on this camp has the occasion to visit the Education Centre, whether on business or otherwise. To all who enter our portals, I would like to familiarize you with the staff.

Our Education Officer, F/O H. C. D. Chalmers, who resides at the married quarters with his wife and son, is active in many station activities—among them being the Station Pipe Band, Library, Current Affairs, and numerous others. His latest hobby is a new family addition in the form of a Buick car.

Mrs. Trudy Roddy, our able and cheerful stenographer, has just returned from a Continental tour with her husband (Cpl. Bob Roddy—Photo Section). Trudy is back at the old grind and now getting candidates lined up for the forthcoming Trade Board.

WO2 A. D. Cooper (yours truly) takes care of Trade Advancement, ably assisted by instructors Sgt. Bill Crago, and Cpls. Brett, Stann and McNally, who are continually striving to get our airmen their top outright grouping.

LINGUAPHONE

By WO2 A. D. Cooper

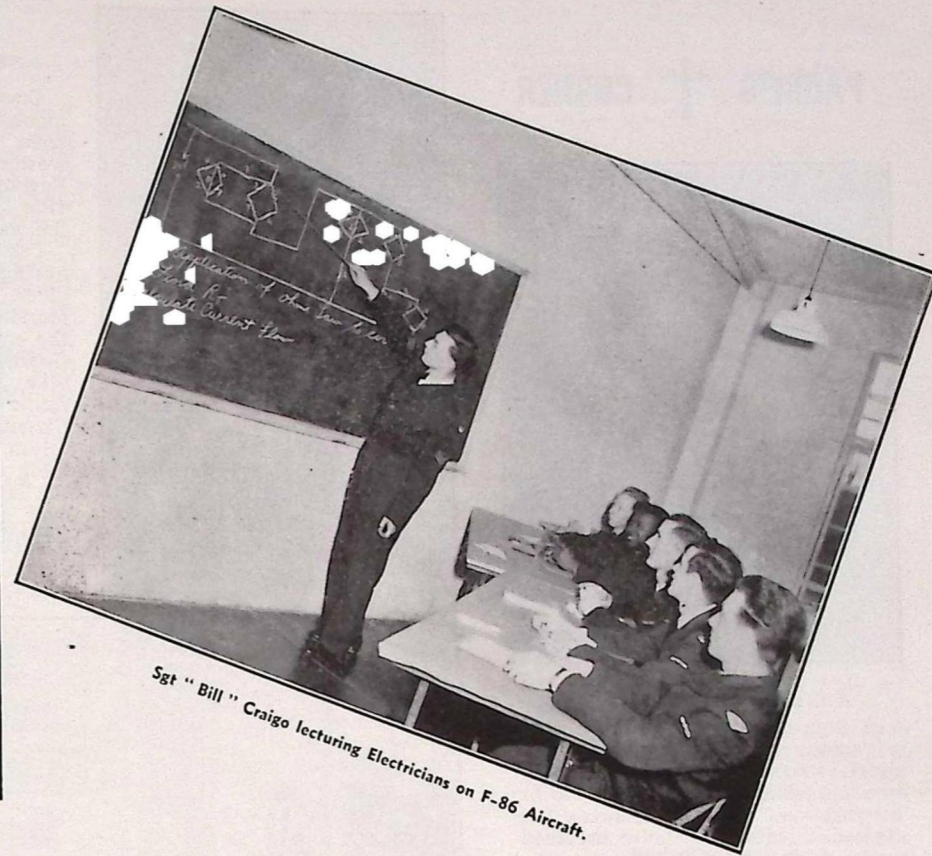
Linguaphone—the modern version of learning, by which method through listening and speaking, you can learn to speak and understand Russian, German or French. These facilities have been made available to you at your Station Education Center.

Three Linguaphones complete with records and text books have been purchased from The Linguaphone House, London. A practical demonstration was given two weeks ago by Miss Weiner (a representative from Linguaphone House) at the Station Library. This demonstration gave us the proper procedures to carry on Linguaphone classes.

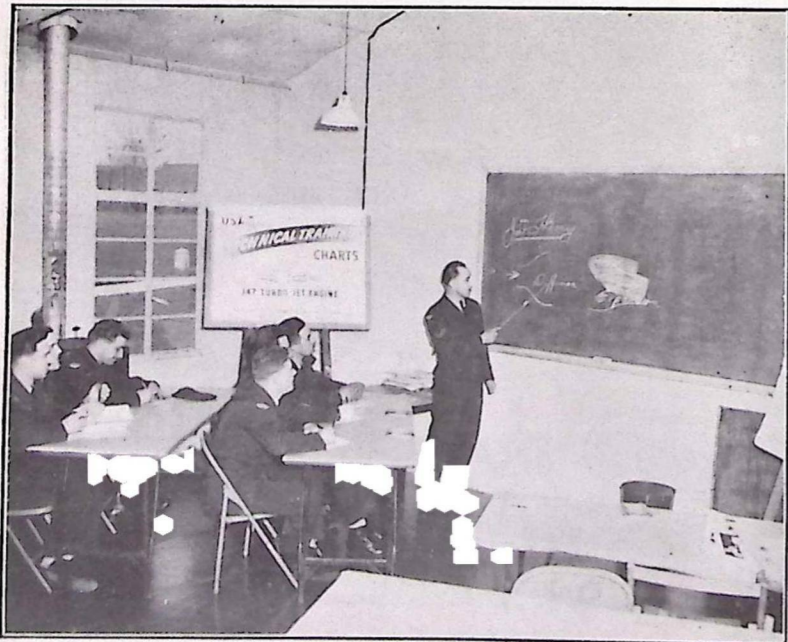
Group leaders have been appointed and classes are already under way at the Education Centre. Amazing progress has been achieved in all three classes, who have now completed two full evenings of instruction. Classes are held from Monday to Thursday inclusive commencing at seven o'clock and lasting two hours.

Group leaders who are conducting the classes are F/L J. G. Joy in Russian, Cpl. C. Wiseman and Cpl. G. S. Onishenko in German, and S/L J. A. Brown and Cpl. Wiseman in French.

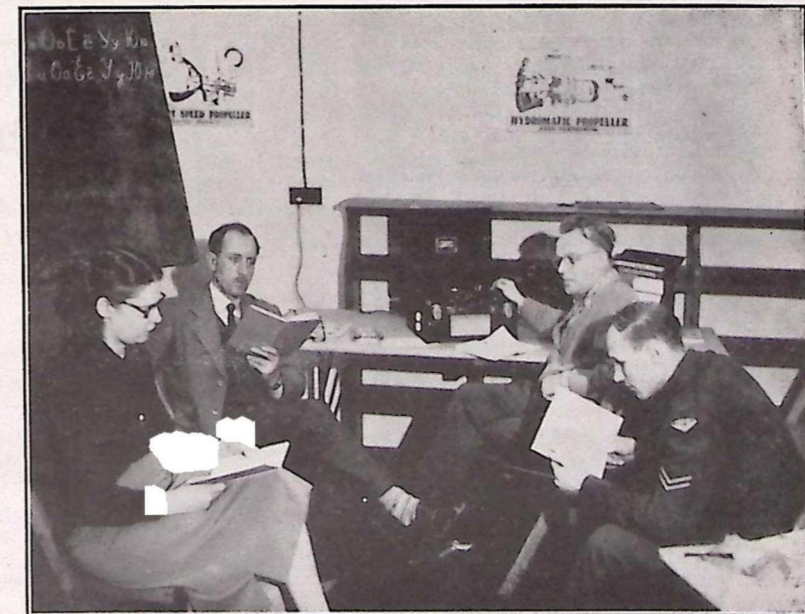
The language classes are drawing out the married couples as well as the airmen. Well, folks, it's an evening out and a chance to learn to speak that other language which may prove very useful. Perhaps YOU too may end up on the continent whether it be on pleasure or otherwise. Well, students, see you at the next class.



Sgt "Bill" Craig lecturing Electricians on F-86 Aircraft.

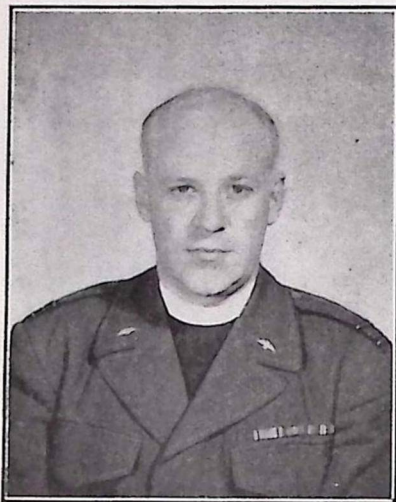


Cpl "Bill" Stan lecturing to Aero-Engine Technicians.



WO2 J. Oldham conducting linguaphone class in Russian.

PADRE'S CORNER



A LITTLE KNOWLEDGE . . .

A high-school girl, seated next to a famous astronomer at a dinner party, struck up conversation with him by asking "What do you do for a living?"—"I study astronomy," he replied. "Really?" said the teenager, wide-eyed . . . "I finished astronomy last year."

Yes, many people stop growing mentally and spiritually at an early age. Physically they continue to develop but spiritually remain as six-year-olds.

Yet, most of us do recognise that we have a lot to learn, especially in those things which concern us spiritually.

Even after twenty years of conscious living we are still confused about the real purpose of life; we simply avoid the question and go on living from day to day, yielding to expediency and compromise.

Some refuse to recognize God as the Supreme Father of us all, not even paying him the oblique compliment of consciously disregarding his commands.

The words and actions of other people are one of the best sources of learning. By appreciating those around us, by realizing how much one can share with them and gain from them, we inevitably grow daily in knowledge and in love.

TRY IT AND SEE.

Chaplain's Services

MASS — Sunday 08.30 and 09.30
Daily at 07.15—except Friday at 17.00 hours.

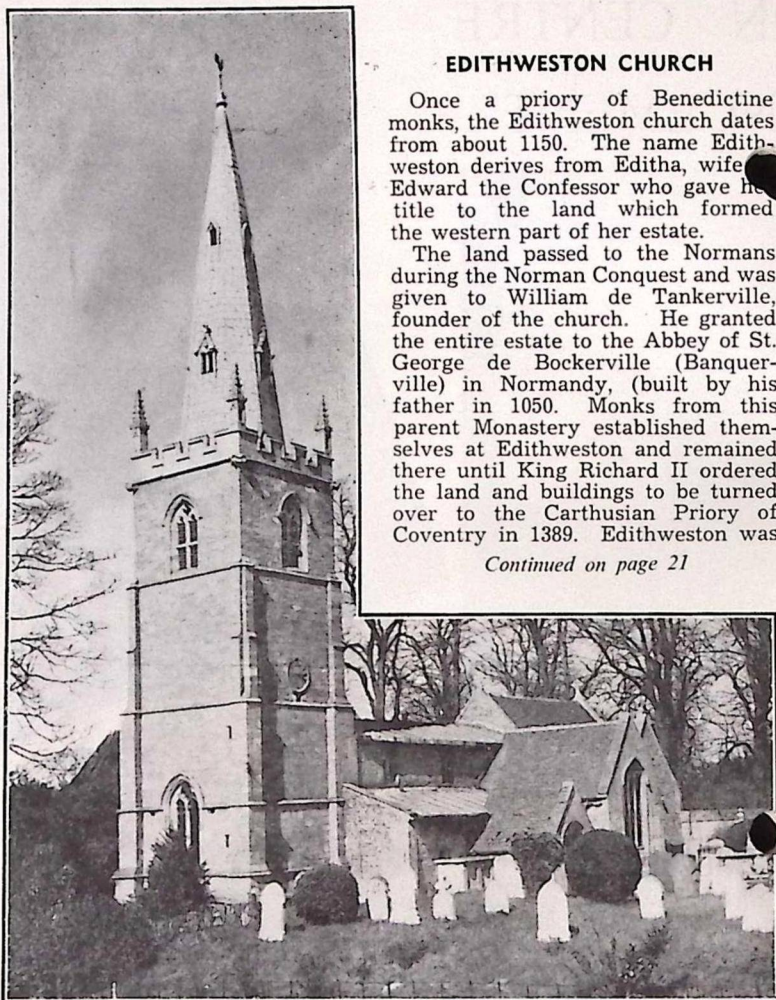
OFFICE HOURS—Daily, 10.00-12.00 hours, 15.00-16.30 hours. Evenings, 19.00-20.00 hours on Tuesdays, Wednesdays & Thursdays.

EDITHWESTON CHURCH

Once a priory of Benedictine monks, the Edithweston church dates from about 1150. The name Edithweston derives from Editha, wife of Edward the Confessor who gave her title to the land which formed the western part of her estate.

The land passed to the Normans during the Norman Conquest and was given to William de Tankerville, founder of the church. He granted the entire estate to the Abbey of St. George de Bockerville (Banquer-ville) in Normandy, (built by his father in 1050. Monks from this parent Monastery established themselves at Edithweston and remained there until King Richard II ordered the land and buildings to be turned over to the Carthusian Priory of Coventry in 1389. Edithweston was

Continued on page 21



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The History of Aviation Medicine.

Continued from page 3

had no concern for those taking part in the development of aviation until as late as 1910 when Cruchet and Coulinier published a series of articles based on the study of a group of airmen taking part in a festival at Bordeaux. In 1910 the Germans, who were quietly studying the special qualifications required by aviators, drew up minimum standards for military pilots. Very little other work was being done. Consequently at the beginning of the first Great War the Germans were more advanced in this field than the other countries. In 1915 a service for the medical control of aviators began functioning in Germany. France was the next country to establish a special medical service for aviators. In 1912 the US War Office published its first instructions regarding the physical examination of candidates for aviation duty, and in 1918 a Medical Research Board was established "to investigate all conditions which affect the efficiency of military pilots and to consider all matters pertaining to their physical and mental fitness."

This activity was paralleled in other countries as a result of the realization of the value of the airplane as a war weapon in 1916. Many brilliant physicians and physiologists worked in the medical departments which were integrated with the air services of England, Italy, France and Germany.

Following World War I, interest in aviation medicine tended to decline. The problems of oxygen want a high altitude and aerial equilibrium and

CANTILEVER HANGARS FOR RCAF

TORONTO. (CP).—The RCAF has adopted the designs of a unique new aircraft hangar with a cantilevered roof spanning out on both sides of a central concrete workshop, permitting maintenance and repair of the largest planes now flying.

R. G. Johnson of Defence Construction Limited, recently told a meeting of the Canadian Construction Association here that the hangars will be built at Greenwood, N.S., Uplands, Ont., Winnipeg, Man., Namao and Cold Lake, Alta., and Comox, B.C. When completed, they will be the largest hangars ever built.

In the new design, the entire weight of the building rests on a central structure rather than on side walls. As a result, the side walls are huge, continuous sliding doors. All can be opened at once, providing no obstacle to aircraft with the largest of wingspread.

In addition, the length of the hangar can be increased indefinitely to match any future increase in aircraft wingspans.

The placing of workshops in a central area also permits the use of production-line methods of aircraft maintenance when required.

Each hangar will cost between 3,500,000 and 4,000,000 dollars, depending on location and site conditions. Three storeys high, they will be 425 feet by 300 feet around with hangar doors 51 feet high.

Equipped with hydraulic elevators, the structures are radiant heated with 12 miles of piping running under the floors, they are kept at a constant temperature of 84 degrees during minimum winter temperatures.

Continued from previous column
orientation had not been satisfactorily resolved. There was little done in the way of new aircraft development in the years from 1920 to 1926 and the flood of medical papers published between 1918 and 1920 dwindled to something less than a trickle by 1925. (NEXT MONTH.—Part II, entitled "Modern Aviation Medicine," will cover the period from 1925 to the present).

MOBILE EQUIPMENT NEWS AND VIEWS

BY LAC OAKIE O'CONNOR

It seems lately that our section no sooner gets its bods back but what it loses some more. The 9th of April saw our "contingent" back from duty in Prestwick but by this time the Guard of Honour had snaffled another lot. By the time this goes to press there will probably be another bunch on T.D. to Newcastle. However, most of the fellows feel that these breaks in routine are "a pretty fair go." (W.O. Williams please note).

April 1st saw the largest number of promotions for this section since it commenced operations. Those now sporting twin hooks for the first time are Al Dunning, "Scotty" Scott and "Rod" Beaulne. Ross Smalley also gave his wife a little extra sewing to do putting up a third hook. Congratulations lads from all your fellows here in the M.E.

All those types you see wandering around the station wearing those unsightly black and yellow check, peak-caps are the result of the Herman "Bud" Pitts influence. It seems that Bud came back from a wee "celebration" wearing one of these creations and in order to cover his embarrassment at being seen in it, wooed the rest of the M.E. Brotherhood of Batchelors over to the idea. He did such a good job of it they are all wearing them and are thinking seriously of having such incorporated in M.E. Orders.

Speaking of the M.E. Brotherhood of Batchelors, it may be noted that the word confirmed has been dropped from in front of Batchelors since the end-February issue of Talepipe. This has been due to the feminine influence proving too strong for some of its formerly staunchest members. Don "Housey" Hausauer has been the latest victim, having given up that blissful state for the rigors of married life. Don took the big step on April 11th in Leicester when he put on "double-harness" with the former Miss Pamela Edwards of that city. The best wishes for a happy union go out to these two from all in the M.E.

Cpl. Ev Beck tells us that he will soon be moving into a house that comes complete with television. For two quid Ev'll fix you up with a chair and a pint of mild and bittuh to view the Coronation in comfort.

LACs Paul Cote and Henri Grimard still have their eyes going around in circles from watching the roulette wheels at Monte Carlo (complete with peak-caps and cigars) during the re-

Continued on page 22

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Indochina—Land of Complexities.*Continued from page 5*

of politics which have in the latter years crept into the villages have given them a "higher biddable mentality"; this should be remembered when dealing with them.

The language spoken is Annamite, a mixture of Sino-Tibetan. An important feature is its tonal character; a combination of vowel and a consonant means one thing if uttered in high tones and something quite different in low tones—i.e. "ca" in a high tone means *fish*, but in a low means *all*.

Their food consists of rice, meat, fish and vegetables, cooked or seasoned with the juices of dry fish. This is known as Nuoc-Mam.

They are fond of Patent colourful shoes, mirrors, cloth, perfume, rum, cigarettes and above all, money.

CAMBODIANS

The Cambodians are of mongol descent with Dravidian streaks. They are slightly taller and of darker skin than the Annamites. Those who work out of doors have a coffee or even chocolate tint. The head is distinctly broad with wavy hair and the mongolian slant of the eyes is non-existent.

The characteristic costume of both sexes is the "Sampot," a piece of stuff folded round the loins and between the legs to make a kind of baggy trousers; to this the men add a close jacket and the women a tunic or large coloured scarf which leaves the back and arms bare. Their houses are usually single storied and con-

structed on piles of wood and bamboo roofed with palm-leaf thatch. In general the Cambodians are quiet, hospitable folk, not remarkable for industry and farming. They have a great tendency to be lazy. This in due course leads to gambling. Society is run on a class basis with the royal family heading the list. They are very fond of rituals, and any feast or special days are an excuse for holidays and expensive festivals leading to night dancing and orgy. Ballet dancing is beloved by all Cambodians. Due to a long and great history they show neither a dislike or liking for Europeans and other tribes.

MOIS

Malayo-Polynasian. A race, dark chocolate in colour inhabiting the Laos hills and in many ways resembling gypsies. In mid-country and the unsurveyed parts some of the tribes were still headhunters. Mois villages will remain in the same area as long as it suits them, then the tribe or part of the tribe will move away. The exceptions are large static villages around the hill towns of which Dalat is the most important.

Their social life is centered around their village with either a Chief or head of the tribe conducting its affairs. Inter marriage is common. Consequently the race is suffering from a slow but definite extinction which was not apparent in latter years. They live in flimsy huts built of either pliable branches or bamboos. In areas where tigers, panthers and elephants are attacking villages the hut is raised on stilts. Around villages an amount of rice and corn and grown but only in sufficient quantity for the village, therefore large paddy or corn fields will not be found in their areas.

Their source of income is derived from trading their home-made rugs, baskets, bracelets and necklaces with tourists and Annamite villages; in return they receive cloth, sandals, hats, mirrors, tobacco, rum and money. The latter is not as highly valued as the goods mentioned above. In the time "of plenty" old sports guns were desirable objects, but the lack of cartridges has now stopped the demand for them. Their national garb is of simple design; the women wear a rough skirt reaching the ankles, besides wrapping round themselves their home-made rugs; in hot weather and when walking in villages this latter garment may be dispensed with. Bracelets are worn round the wrist and ankles; necklaces are popular. The men are naked except for a small loin cloth. "Necklaces may be worn." On feast days both sexes paint their faces with a mixture of chalk and lime, which they colour

to their own taste.

The staple food is rice or flour with a mixture of herbs and meat.

MOUNTAIN TRIBES

In the mountain regions of Tonkin and Loïs chiefly cut by ravines, partly forested and offering only small space for cultivation live the primitive peoples grouped as Thai, Man, Miao and Lolo. The last three originated from south-west China where their counterpart groups often under the same names still form a large part of the population.

THAI

These are split up in several sub groups, including white and black Thai, so called from the colour of their garments. Most of them have all been strongly affected by Annamite culture. They wear tunic and trousers getting much of the cotton from the Man. Their main food is rice and maize; the former is generally kept as a luxury for feast days. The patriarchal family is the basic social unit. They value cloth and such European objects as mirrors.

MAN

Of the same stock as the Yao of south-west China, this group explain their origin by a curious myth. According to the legend they descended from a dog who by killing the enemy of a Chinese emperor obtained his daughter as a reward. Half the empire was provided as her dowry, but to lessen his sacrifice the emperor divided the territory not by area but vertically, thus handing over only hills and mountains which were of little value. This accounts for two

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TO ALL SERVICE PERSONNEL
 AND THEIR DEPENDENTS

features of Man sociology; they inhabit the mountain slopes and do not eat the flesh of dogs or maltreat them as it is totem animal. They manufacture gunpowder from sulfur which is bought from the Chinese and they pay more attention to cotton growing. They are generally fairly well armed in comparison with other tribes. Being primitive people, beliefs, superstitions and institutions connected with marriage play a very great part in their lives.

MIAO

The Miao are late comers to Tonkin and only entered the country after a bitter struggle with the Thai and Man. The costumes of the Miao men are rather plain, in most cases very similar to the Chinese. The women are clad in brightly coloured garments, magnificent with embroidery and wear elaborate head-dresses.

Their villages are usually small and the walls of houses are built of beaten earth. Like the Man they manufacture gunpowder and fire arms. They are on the whole, very much less religious than the other tribes. The cult of the dead is also less rigorously observed.

LOIS

Little need be said since they have adopted the institutions of the Thai, so, Man groups among or near whom they live.

In conclusion, it is not abnormal to find amongst certain tribes "Albinos" a white Lois with red eyes. Their being freaks provides the tribe with a source of income.

BROWNIE PACK FORMED

On April 16th, nineteen very enthusiastic young girls between the ages of 7 and 11 gathered at Edith-weston School to form a Brownie Pack to be known as the 1st Edith-weston Brownies.

The hour and a quarter was spent in playing lively games, handicraft, and discussing plans for future meetings and in general getting acquainted.

After an interesting story and a short sing-song the first meeting was brought to a close.

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Editorial.

Continued from page 4

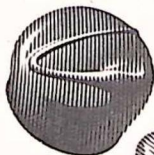
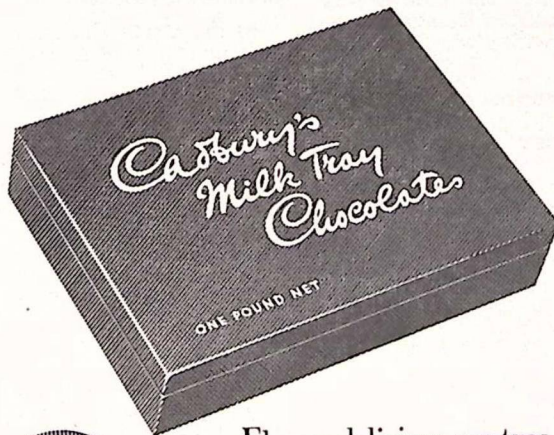
compared in size to the USO's for American forces in large cities such as New York and Los Angeles.

At present all service personnel are welcome and among the privileges enjoyed are a fairly well stocked reading room and lounge, the aforementioned billiard room, and the snack bar. Dances to phonograph music are held regularly, with the occasional visiting band. The limited size of the hall does not make this activity too encouraging, however. Food and beverages are slightly cheaper than on the outside.

One of the greatest attractions of the Centre is the almost daily issue of free theatre tickets. Tickets are obtained to almost all of the better shows in London. Of course the supply of these is not unlimited so it is naturally a case of "first come; first served." Another periodic attraction is the occasional live Radio or TV program broadcast from the Centre. However, as mentioned before, the studio is somewhat minute so again one must be there early. The performers are usually comparatively of the high-priced type at these shows so if you are amongst the fortunate few in the audience there you will generally receive some pretty fair entertainment.

The above comments are reasonably accurate average Canadian's impression of London's most popular Servicemen's Club, so, if you find yourself in London, broke, with nothing else to do, try Nuffield Centre.

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OAKHAM

THE BANG!

By Gregory Clark

(Week-end Picture Magazine, March 21, 1953)

It has been my lot to hear some terrific loud bangs in my life. I've been in a house hit by lightning, been blown up by five-nine shells, buried by minniwafers, and been present on auspicious occasions when engineers blew the tops off mountains and that sort of thing. Hence I can sympathize fully with the poor chap who is the hero of this little story.

It is necessary to apologize, however, before telling it, because it is slightly embarrassing. Except on the radio, one does not discuss indoor plumbing. The whole gist of this

story, however, is English indoor plumbing, with which some hundreds of thousands of Canadians were familiar during the war.

Mark you, some of the best indoor plumbing in the world is to be found in Britain, in the more modern homes and hotels. But Britain's climate is so equable and mild that buildings last far longer than they do in Canada. Thus you find hotels, like the one I have always stayed at whenever I have been in London in the two wars and in between — a grand old edifice built in the glorious reign of good Queen Victoria. Not only have its splendid stone walls survived the passing decades superbly, but so has it plumbing.

Now, few of the rooms have bathrooms attached. An Englishman is always glad of a stroll, in his dressing gown, down the spacious corridors to the room marked "Gentlemen." This large room has not merely one bath. It has four baths, each in its own ample cubicle. It does not have one toilet, but half a dozen, each in its cubicle.

Ah, well, I guess I can't stall around any longer. I'll have to come to the point. These toilets are terrific. They have huge square solid mahogany seats, throne-like. But the majesty of them hangs overhead. There, each suspended on mighty iron brackets, are the water tanks, half the size of an upright piano. The tank is massive. It sweats. And from it dangles a sturdy chain, with a white porcelain handle to it.

These tanks are not only imposing. They are terrifying, once you have experienced them. You pull the chain. Nothing happens! You stand there in horror. Nothing happens!

Then you let go the chain. And, by gosh, Niagara or Hell's Gate is nothing to what happens. It roars, gushes, thunders. Then it clank clangs, burps, boils, groans, mutters. But it is that first awful gush that unnerves.

It never occurred to me that native Englishmen were as much terrified of these things as were we strangers.

But the gentleman in the room across from me decided to take a stroll, in his dressing gown, down to the Gentlemen's. It was around 10 o'clock at night. The old hotel was filled with its customary eerie quiet.

He did not know, none of us knew, that already one of those mighty V-bombs that were then plastering the beloved old city had just been launched from Belgium.

At leisure, he attended to his needs. In due course, he reached and took hold on the white porcelain handle of the chain. He pulled the chain.

And at that exact instant, the V-bomb struck.

It did not strike the hotel, but out in the park in front, smashing great chunks off the hotel's masonry, injuring many people, stunning us all rendering most of us unconscious nearly so. I joined one of the fire-watching and rescue crews swarming through the old hotel.

On his hands and knees, crawling out of the Gentlemen's came the guest from across the hall. We lifted him.

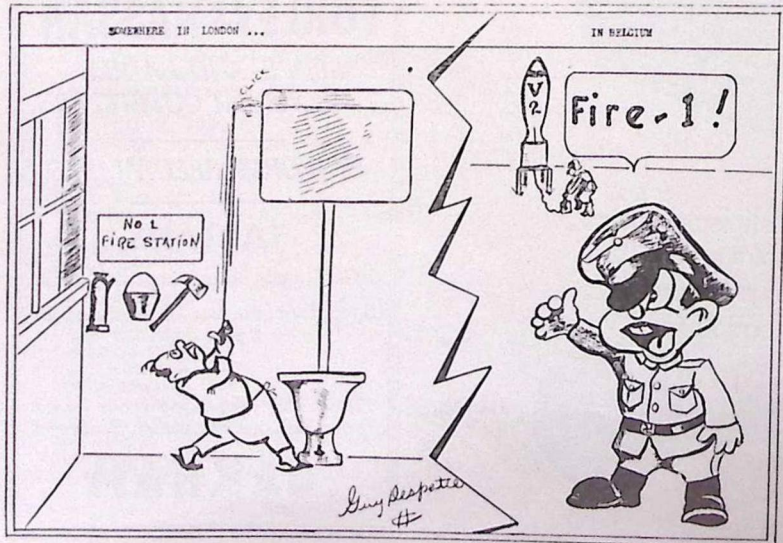
"I am dreadfully sorry!" he gasped, his eyes rolling in horror. "I had no idea! I pulled. And it exploded!"

We got him down to the lobby, where the more seriously shocked were being assembled. He continued to cry out about how dreadfully sorry he was. It was all his doing. He was prepared to take the whole blame.

As his wits began to return, he started to laugh.

And then we got the full account of an Englishman's inherent terror of English indoor plumbing.

"You must forgive me," he groaned midst his laughter. "But I've been rather expecting one of the damn' things to blow up for years."



Marine Cowboys

In parts of the Hawaiian Islands cattle swim miles to livestock markets, herded by sea-going cowboys.

Colorful Relative

New Guinea's Bird of Paradise, noted for magnificent plumage, is a distant cousin of the common crow.

THOSE JITTERIN' JETS

BY Ed

Located directly off the end of Runway 08 of North Luffenham air-drome is a farmyard that most pilots of 1 (F) Wing have contemplated dropping into, literally, with a Sabre. On a day with little wind, when taking off in that direction, a pilot gazes, not too serenely, at the house rushing towards him, feeling that he should close his eyes. At times it seems impossible that the just-airborne, and still very sluggish, '86 will top the 40 feet high trees that surround the farmyard. However, it nearly always does, and with a greater margin than appears to the pilot.

It is not difficult to imagine the farmer, too, watching from the ground, having exactly the same feelings as the pilot at this time, if from an opposite viewpoint. The fact that the tops have been cut off the odd tree, and that a red obstruction light was knocked down one night makes this mutual feeling excusable, one must admit.

The farmer in question, Mr. E. L. Makey, has lived in the same farm-use since before Luffenham air-drome was built and has seen almost every type of aircraft in the RAF roar over his yard as well as Canadian Sabres, North Stars, Bristol Freighters and Expeditors.

Originally, RAF Station North Luffenham was but a grass field from which Tiger Moths, Miles Magisters and Ansons operated. These caused no concern since they were not required to take off along a set line. In 1941 the runways were built and on completion heavier aircraft, Handley Page Hampdens used the field, and the runways. It was then when Mr. Makey first began seriously considering the desirability of the location of his farmyard. Of course, the Hampdens had a comparatively short take off run and were usually well airborne on passing over the fence.

The next batch of machines to be stationed here were something else

again, however. They were the original twin-engined design of the Lancaster, officially named the Manchester. This aircraft, as big and almost as heavy as its well known descendant, was probably the original reasoning behind building 6,000 foot runways, and needed almost every inch of that length on a loaded take off. Even the hardiest of nesters would be considerably impressed by having these bomb-carrying flying coffins continually taking off over his abode; the only consolation being that if one didn't make it you wouldn't know the difference anyway.

Fortunately this lasted no longer than did the operational career of the Manchester which was replaced by the above mentioned Lancaster. North Luffenham at odd times was the home of operational squadrons and later in the war an Operational Training Unit. It is difficult to determine which was the more hairy; the operational kites with their loads of bombs, or the empty and lighter OTU machines with their loads of green and inexperienced crews. One Lancaster, on return from an Op, did crash into the woods just north of the farm.

After VE Day, North Luffenham again became a training station and a varied assortment of aircraft did their daily and unavoidable beat-up

of the Makey Farm. Of course, war-time fighters and small training aircraft have comparatively short take off runs and almost unbelievable peace came to the household.

This peace and quiet, which was almost as great a bother as the roar of low-level aircraft because they had gotten accustomed to them, was violently shattered with the advent of the first RAF jets. The high-pitched scream of the Vampires and Meteors was considerably harder on the nerves than anything they had heard before, even though the results of a

Continued on page 22



Mr. E. L. Makey in front of his house.

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International News in Retrospect.

Continued from page 6

that two Czechoslovak MIG-15 jet fighters of Russian design had earlier the same day attacked two U.S. F-84 (Thunderjet) fighters over Bavaria, 15 miles inside the American Zone of Germany, and had shot down one of them. The attack, the announcement said, had occurred near Regensburg at an altitude of about 12,000 feet and in "perfectly clear weather," and the two Thunderjets had been "well within the American Zone." The pilot of the crashed aircraft (First-Lt. Warren G. Brown) had baled out just before the crash and had landed safely, whilst the other pilot (First-Lt. Donald C. Smith) had flown back to Furstenfeldbruck (the base from which the Thunderjets were operating) without having fired his guns. An Air Force spokesman said that neither Lt. Smith nor Lt. Brown had been able to identify any national markings on the planes which had attacked them.

CZECHOSLOVAKIA — Death of President Gottwald. M. Zapotocky appointed President of Czechoslovakia.

President Gottwald of Czechoslovakia died in Prague on March 14 at the age of 56, after an illness of only two days. The day before his death an official announcement, issued jointly by the Czechoslovak Government and the central committee of the Communist Party, had stated that he had been taken seriously ill on the morning of March 12 with lung inflammation and pleurisy. M. Gottwald's death occurred a few days after his return from Moscow, where



A few weeks ago a rather queer looking contraption arrived at RCAF Station, North Luffenham, something vaguely resembling a firemen's ladder. It was an ejection seat, complete with live cartridges, mounted on a 50 ft. rail, which in turn is mounted on a trailer truck. A large number of No. 1 (F) Wing personnel were checked out. It is the quickest checkout known. You climb aboard untrained, pull a curtain over your face and are sitting 35 to 40 feet up the rail, fully trained. Seen in the above photo is C/C E. B. Hale halfway through his training.

he had attended the funeral of Marshal Stalin.

The Czechoslovak National Assembly, meeting on March 21, elected M. Antonin Zapotocky, the Prime Minister, as President of Czechoslovakia in succession to the late M. Gottwald. M. Zapotocky had been nominated by the Presidium of the Communist Party, and was the only nomination put forward.

DUKE TO VISIT NORTH LUFFENHAM

HRH The Duke of Edinburgh will visit Number 1 Fighter Wing on Thursday, May 21. He will arrive by air at 10.00 hours. On arrival he will inspect the Honor Guard and take the Salute in a Ceremonial Marchpast.

He will next make a tour of the Station, after which he will attend a cocktail party given in his honor at the Officers' Mess.

The visit will end with a 14.00 hours take off.

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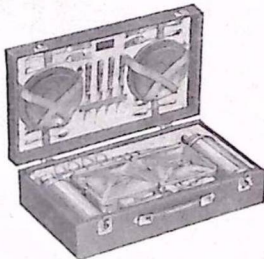
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Sports Scope*Continued from page 10*

to tell you here that women fight with 1 only. They very seldom, not to y never, use an epee or sabre.

To conclude the programme there was a sabre combat. With this weapon as the audience witnessed it, we can cut as well as point. It is a very nice weapon. The demonstration took exactly one hour.

The next half-hour was spent to the benefit of the station club in receiving lessons from those experienced fencers. At 5.15 p.m. tea was served in the Airmen's Mess.

It proved to be a very interesting and profitable afternoon for all and I hope that in the very near future the club will be able to present you with a competition match.

The club needs everyone of you that would like to fence. So come and join the club!

BAMBOO.

SOCCER

Spitalgate 6 — North Luffenham 1

At kick-off, the Spitalgate forwards were on the attack and baffled North Luffenham defence with their speed and short passing with accuracy. Homesters scored after ten minutes and again with a penalty on Logan hand ball. North Luffenham, when on the attack, could not finess and missed good opportunities. Score at half-time: Spitalgate 2, North Luffenham 0.

In the second half, N.L. kept the speed up, but couldn't keep accuracy and allowed three break throughs which Spitalgate did not miss. Finally N.L. did get through with Forder, Robertson, Hetherington, making some short passes, and Forder beating two men slipped the ball into the net just before the end. So N.L. kept trying, even if they were out-classed.

It was a fair show, but promotions the night before interfered!

BADMINTON**A "Bird's-Eye" View**

BY MRS. R. B. RODDY

Over the past few months, tournaments, as the result of drawing names from a hat, within the club have pro-

gressed, until now we find ourselves nearing the finals. By next issue, we should be able to advise the winners of the season.

On April 7th, we played host to the Ketton Club, and, though the score ended in an 8-1 victory for the visiting team, the true spirit of sport was shown throughout, making a most enjoyable evening for all. A tasty lunch was prepared and served by Mrs. Mavis Tupper.

On April 21st, the RCAF (men only) had as their guests the men from the Manton Village Club. Score ended in an 8-1 victory for the RCAF Club.

See you next issue for more news and views from the bird's world.

"Mike" Wonders . . .*Continued from page 7*

Passengers actually got off the train too, and ploughed through the heaps of freight and luggage disgorged upon the platform. (These people disappeared in no time flat. To where, I'm sure I don't know—any more than why anyone would send quantities of freight to such a place). Mr. Porter paid no attention to the whole thing. He was obviously oblivious to struggling women, carelessly thrown boxes, even the precious mail bags. He just went on leaning over his weathered fence, staring thoughtfully at sheep grazing near a hedge across the field. He made me wonder if most Englishmen aren't frustrated sons of the soil at heart — or perhaps he simply had a stomach-ache.

I know that anyone who finds himself in a foreign land is liable to view things with an over-critical eye, but I maintain that anyone who must expose himself to the seemingly aimless wanderings of B.R. trains or the service of that company's employees, will be a happier lad if he can retain a spark of fatalism!

Edithweston Church*Continued from page 14*

retained by the Carthusians for nearly 200 years, then saw a long line of succession during the following four centuries or more.

The only part left of the church of William de Tankerville's time is the north arcade, resembling similar work in Normandy. Periodic renovations have removed much of the early 13th and 14th century architecture.

The tower and spire—early perpendicular style of about 1480—are built of Barnack and Ketton stone respectively. The chancel was totally rebuilt in 1866 at great expense to the presiding rector. Buildings of the north side of the church stand on the foundations of the old monastery.

WHAT'S OFFERED IN ENTERTAINMENT

On Friday, 10th April, we resumed our twice-monthly dances in the Airmen's Recreation Centre. Good music, plenty of hostesses and lots of fun is provided. We tried to organize a station orchestra for these, but postings and temporary duty broke this up again. Since then we have engaged Jimmy Heath and his Broadcasting Band to play at these dances. He provides a wide selection of numbers and variations played in the popular style and should make a hit with anyone who hears him play.

Bingos are still going strong and still very popular with our personnel, especially the married ones and their wives. Some people just can't seem to miss and always come up with a win during the evening. Don't get discouraged, you might strike it lucky some night.

After many requests we've restarted the "SNOWBALL." It seems some people prefer to take a chance on an occasional larger jackpot rather than a smaller one each night. But there'll be no advertising the event. You'll just have to be there and take your chance.

Several theatre parties have been arranged for squadron personnel and married personnel of the station in London and Leicester. If you have any problems about what to do on your visits to these centres, come and see us and we'll certainly give you every assistance we can.

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Those Jitterin' Jets*Continued from page 19*

prang would be small time compared to what would remain if a loaded Lancaster decided to drop in for tea.

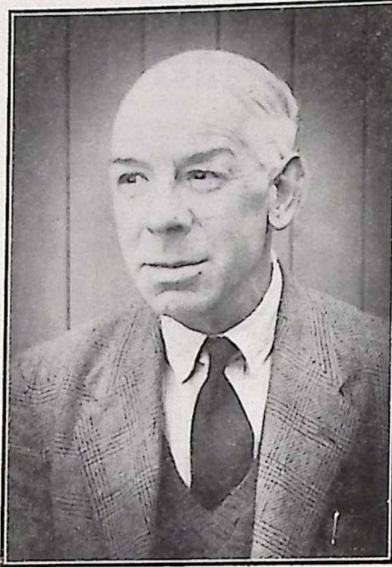
It was in 1951 that the RCAF arrived with its Sabres and these are neither quiet nor do they have exceptionally short take off runs, as the pilots will testify after taking off on a hot, windless day. However, by now, Mr. and Mrs. Makey have become as accustomed to airplanes as it is possible to be (psychologists do say that it is possible to get used to sleeping with a Cobra if you do it long enough and survive) and are not disturbed very often. An occasional North Star on an overshoot, or a 410 pilot on a night landing have managed to upset their equanimity at times, however.

In twelve years of having aircraft take off directly overhead it is a toss up between heavy bombers or Vampires as to which are the most irritating, Mr. Makey admits. Mrs. Makey may someday find some extra laundry on her line in the form of a gunnery flag but we do hope that if these people ever decide to change residence it will not be the fault of the RCAF.

In parting we may add that the occasional "Crack of Dawn" scramble does not help our cause in the least.

Cougar Capers*Continued from page 11*

F/L "Red" Morris took a course on aircraft recognition in London this month—I can think of about 22 of our pilots who needed the course more—but that's life I guess.

**Mr. Harry J. Foster**

Talepipe is losing one of its staunchest supporters—incidentally, the gentleman on the printing end of this magazine. Mr. Harry J. Foster (above) was around at the birth of *Talepipe* and nursed it when it needed it most. He saw that it was "put to bed," even though we were inclined at times to keep it up late.

A young man of 65 odd years, Mr. Foster has been in the printing business most of his life, and with the *Stamford Mercury* since 1936. He will be a retired man of leisure the day your April issue of *Talepipe* comes off the press. His friendly advice and tireless effort will be missed henceforth, but we wish him the best of good fortune in the years ahead.

GIRL GUIDES MEET

This is the first of a regular monthly report on the activities of the newly-formed 1st Edithweston Girl Guide Company. They held their first meeting on Thursday evening the 16th April at the local primary school. Seventeen girls turned up for this meeting not only from Edithweston and the station area but also from Manton and North Luffenham villages. A hearty welcome is extended to all girls of 11 years of age and over to come out on Thursday evenings at 6.30 p.m. and join in the fun.

The company is presently under the able leadership of Mrs. Stewart, Mrs. Ridley, Mrs. Potts and Miss Burns. If enthusiasm can be considered a good yard stick this company should become a very active component of the world wide guide organization.

Mobile Equipment News*Continued from page 15*

cent trip to Rome as organized by S/L Davignon. From all reports this trip was a "smashing" success and worth every sou.

My apologies to LAC "Atlas" Taylor. Atlas did not zoom to the phenomenal height of fifty feet in the ejection seat but to fifty-four feet—Gad what a man!

At the time of this writing there is still no word of who did and who didn't pass the recent trade board. It is believed that the purpose of this long wait is to give everyone time to convince himself that success was not his, then when the results are made known no one is too greatly disappointed.

PASSING REMARKS

If all the cars in Great Britain were lined up bumper-to-bumper on a long hill, some joker would try to pass them.

When you are driving in Britain the right side is the passing side. The left side? That brother is suicide.

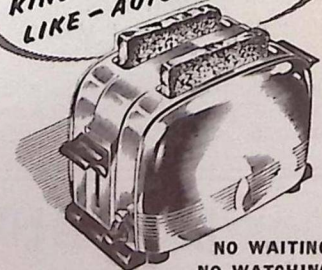
Continued from previous column

The girls have already started work on their Tenderfoot tests which must be passed before being enrolled as a guide. One of these tests learning and practising the 10 Guide Laws. These laws outline the training and purpose of the movement and are often conveniently expressed in this little rhyme:

"Trusty, loyal and helpful,
Sisterly, courteous and kind,
Obedient, smiling and thrifty,
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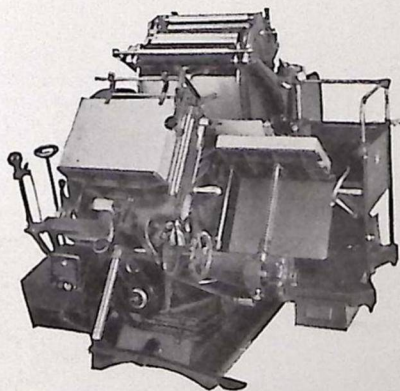
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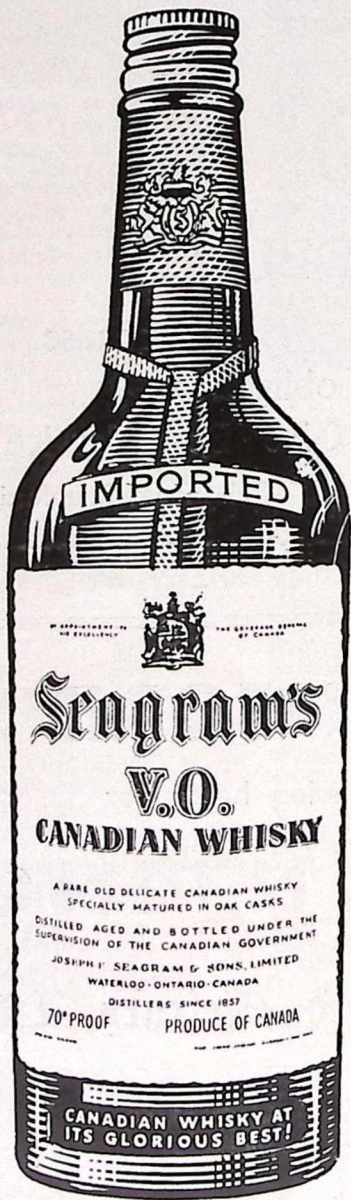
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