

NORTH
LUFFENHAM



Talepipe



THE HOTTEST THING EAST OF THE ATLANTIC

VOL. II

MAY, 1953

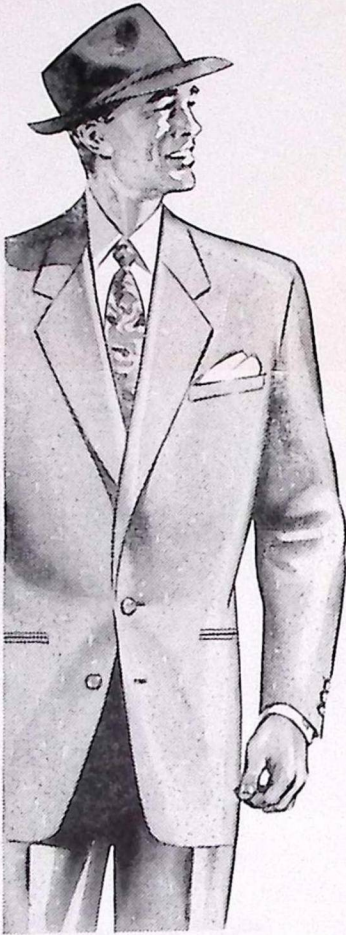
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Coronation Number



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CANADA'S CORONATION CONTINGENT

RCAF SENDS OVER 250 PERSONEL

Sabre jet pilots from this wing will climax Canada's Coronation Day contribution in a mass flight over the Mall, June 2nd. Aircrew of both 439 and 441 squadrons in conjunction with Meteor squadrons from RAF Duxford will comprise the all-jet fly-past saluting Britain's newly-crowned monarch the afternoon of the Coronation.

Leading 1 Fighter Wing's 24 aircraft—12 from each Squadron—will be Wing Commander Doug Lindsay flying a 439 Sabre. No. 410 Squadron on gunnery exercises at RAF Acklington, will not be represented. The two squadrons participating will be under the command of S/L Bricker for 439 and F/L "Slim" Walker for 441 Squadron. S/L "Bill" Gill, OC 441, has been appointed commander of a North Luffenham contingent marching in Leicester's Coronation Day celebrations.

W/C Lindsay has been rehearsing his charges with an eye not only to precision flying but accurate timing as well. Flying wing close formation between two flights of Meteors, the jets are scheduled to hit a point just east of Buckingham Palace at zero hour (1715 hours) plus or minus 20 seconds. Flypast height is 1800 feet and speed 300 knots.

Full-scale rehearsals covering the entire Coronation flypast route from North Luffenham via Duxford, Canterbury and Hastings began early in April and will conclude June 1st.

A contingent of 20 officers and airmen from the wing are slated for street lining, along the 13-mile route during the actual Coronation procession.

The group, in charge of F/L "Barney" Lewis, joined other Canadian service delegates at Pierbright Army Camp, outside London, on Sunday, May 10th. Those attending from North Luffenham, are:— F/L A. J. (Barney) Lewis, WO1 G. P. Poulos, FS R. J. Walden, FS W. W. Ellis, LAC H. A. Kent, LAC D. L. Green, LAC H. Meens, FS K. D. Leslie, LAC R. G. Crowe, Sgt K. C. MacDonald, LAC R. F. Bailey, LAC H. P. McIntosh, Cpl A. A. Binnie, Sgt H. S. Wattier, Sgt A. E. Graves, Cpl H. D. Land, Cpl A. J. Roberts, Cpl A. J. H. Whitehead, LAC D. S. Beach, LAC J. H. B. Ash.

Meanwhile, at Leicester S/L Gill will command a 150-man detachment marching in that city's Coronation parade. Deputy commanders will be F/L Jack Turner and F/O Norman Ronaassen. Appearing also will be the No. 1 Fighter Wing Pipe and Drum Band under Pipe Major Sgt.

John MacKenzie. The band, entered in the Highland competition at White City (London), May 30th, will play and face inspection during the visit of HRH the Duke of Edinburgh.

Canada's overall representation at the Coronation will consist of 786 officers and men in uniform drawn from the active forces in Canada, the United Kingdom, France and Germany, and from naval, army and air force reserve units. General H. D. G. Crerar will ride in the procession in his capacity as Honorary Aide-de-Camp General to Her Majesty. As in all Jubilee and Coronation celebrations since Queen Victoria's Diamond Jubilee in 1897, the Canadian contingent will include a detachment of the Royal Canadian Mounted Police. A mounted troop of 36 will follow the colour party bearing the flag of Canada at the head of the Canadian contingent in this year's Coronation procession, and four will provide an escort for the carriage of the Canadian Prime Minister. The marching component, including the RCMP and the three Services (including Women's), numbers 450. A further 336, representing the reserve units of

the three Services, will line the route. Most of the Active Army officers and men from Canada will be veterans of Korea, who are also trained paratroopers. Another representative group of Army personnel will come from the 27th Canadian Infantry Brigade in Germany. Four officers of the Royal Canadian Horse Artillery in full dress uniforms will form part of Her Majesty's escort. In the marching component, the Army representation will be 205, Air Force 121, Navy 85, RCMP 36. Those lining the route will be Army 202, Air Force 91, Navy 43.

The list includes 116 RCAF personnel who will travel from Canada, and who will march in the Coronation parade, and 97 from RCAF bases overseas, most of whom will serve as street liners. Both Regular and Auxiliary personnel are included.

The RCAF marching party in the Coronation parade will be headed by Wing Commander J. C. Watts, DSO, DFC, a 32-year-old war-time navigator from Hamilton, Ont. Second-in-command of the marching party will be Squadron Leader D. C. Cameron, of Vancouver, a member of 443 Auxiliary Squadron there. In charge of the street-lining group will be Squadron Leader Don Laubman, DFC, of Edmonton, who is serving at the RCAF's Air Division Headquarters on the Continent.

Fifteen airwomen, headed by Squadron Leader Sylvia Evans, of Edmonton, are included in the group sailing from Canada. Also included are 30 members of Air Force flying and group Auxiliary units across Canada.

RCAF personnel bound from Canada for the Coronation will

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EDITORIALS

AN HONOURED GUEST

"The Talepipe"

This magazine is published 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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No. 1 Fighter Wing is proud and privileged to welcome a distinguished visitor, His Royal Highness the Duke of Edinburgh who is by no means a stranger among Canadian servicemen. Many now serving at this unit will recall their first glimpse of the Duke and his gracious wife, soon to be crowned Queen, on the occasion of their royal journey across Canada in 1951. The popular acclaim which greeted His Highness throughout the Dominion tour has long been a common occurrence on this side of the Atlantic. His position, one of great trust and responsibility in the realm.

and his ever-popular appeal as bo. husband and father in the royal household have kept him constantly in the public eye. He has always been an ardent sportsman and has earned an enviable reputation as a speaker whose remarks are more often than not generously sprinkled with spontaneous humor. His Highness enjoys a wide variety of interests and an impressive military record.

The visit of the Duke to this RCAF fighter base could not have been more appropriate. An itinerary has been devised to make his short stay

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Cover Photo.—HM The Queen and HRH The Duke of Edinburgh signing the Guest Log of the RCAF C5 while on their tour of Canada in 1951. (RCAF Photos).

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An Honoured Guest*Continued from page 4*

here one of sustained interest and, it hoped, one which he may not soon forget.

On arrival he will take the salute then inspect the Guard of Honour and Pipe and Drum Band. It is a good guess the music of the bagpipes and the colourful RCAF tartan dress will win his immediate approval.

Although traditionally seafaring, His Highness' latest achievement has been in the air. His own ambitions in the field of jet flying are well known. He will no doubt show keen delight as he surveys the array of Sabre jets and the air and ground crews lining the tarmac. From the tower he will scramble 12 of the aircraft then watch their flypast salute. F/L Dean Kelly's solo aerobatics which have thrilled many a spectator will, we hope, keep our royal visitor in suspense. In the Operations Room the Duke will sit in on a simulated air exercise with 439 Squadron Sabres participating.

He will then see some of the technical side of flying operations. Airmen will be at work in both 1 and 2 Hangars to give the Duke an idea of the extensive maintenance and servicing requirements of modern jet aviation. He will be able to note the Sabre's massive turbo-jet engine and the intricate details of the gunsight

and radar installations. A demonstration of re-fuelling and re-arming of the aircraft will be carried out. Later, His Highness will visit 410 Squadron's dispersal site and the firing-in butts where he may wish to test his skill at gunnery.

During his tour the Duke will make a noon hour visit to the Airmen's Mess where he will inspect the kitchens and chat with a few of the airmen. The Guard of Honour will line the roadway as he proceeds next to the Officer's Mess where he will meet the officers and be served cocktails. The skirl of the pipes played by Pipe Major John McKenzie will summon the honoured guest to lunch during which he is expected to address the officers assembled.

The Duke of Edinburgh's departure will not, we are happy to say, mark the end of his association with Canadians and the men of 1 Fighter Wing.

In a few days' time servicemen from this and other units in Canada and Europe will attend the Coronation of Queen Elizabeth. Their thoughts and those of thousands watching from the streets and boulevards of London or waiting by radio and television round the world will be with the royal couple wishing them the best of good fortune in the years ahead and echoing as one voice: Long Live the Queen!

JMN

Bentham and Gibson, who outsmarted a couple of over-eager Pongos, and resistees Ruecker and Williamson, who out-dumbed the interrogators. EAS.

Public Relations in Aviation

The craft of Public Relations swam into the industrial whirlpool between the wars, when a few larger corporations decided that something much more subtle, and on quite a different level from the normal run of publicity and sales, was needed to relate their activities to the outside world. It was accepted that this new requirement could be satisfied only at the top level of management by a senior, highly paid executive with sufficient authority, in the last resort, to bang on the managing director's table. This public relations director had both freedom and responsibility to use his own judgment in shaping a policy to prepare against specific eventualities—perhaps crises—in his company's career. His job was to see that his company's problems and true intentions, whatever might be attributed to them by critics, were at all times fully appreciated by those with most influence in political and public affairs, especially those responsible for moulding public opinion. In such a role, a public relations director can be worth his, or her, weight in gold, if it is possible to anticipate a swing of opinion against the organisation's policy or products. Indeed there have been cases of well-entrenched and respected firms being swept off the map through failure to prepare against a hurricane of public or political opinion.

It is only necessary thus to restate the original case for Public Relations to realise the difference in the connotation of the term today. The War, with its inevitable secrecy, has been mainly responsible for the change. Most large organisations have, once again, relapsed into the former practice of relying simply on obvious publicity, taking for granted the external impact of their activities. The result is that firms still have elaborate facilities run, in some cases by a highly paid official engaged simply in the preparation and placing of publicity material. In some cases they are not even granted authority to determine the contents of the publicity, which must, in turn, be subject to the sanction of higher executives. The natural instinct of most company executives is to say as little as possible about their company's affairs

*Continued on page 18***WEEKEND HIKERS AND THE THIRD DEGREE**

It was on the last weekend in April that large number of pilots from this Wing along with a few from the Continent, decided to go hiking over hill and dale. The decision to do so was not necessarily their own but in any case a-hiking they did go.

The route chosen for this weekend excursion was distinguished by an abundance of rivers, canals, plowed fields and hedges. As the crow flies the distance was something between 25 and 30 miles. As the boys walked it was more like 40 in actual fact and 100 in their imagination.

Interspersed with these natural obstacles was a mental hazard in the form of hundreds of Bobbies, Home Guard, RAF Regiment, and Service Police. The sole purpose in life for these minions of law and order was to capture as many hikers as possible.

To make the whole thing official this glorified game of cops and robbers was named "Tiger Trek," however the tigerishness of the trekkers existed in name only. Few pussy cats could creep as silently and stealthily, play dead at the slightest sound, as our gallant evaders.

However, accidents happen in every form of endeavour and a goodly per-

centage were captured. In a large number of cases overly curious cows caused their downfall but obstacles such as canals also helped the gendarmerie.

The luckless ones soon discovered that any similarity between their captors and civilized humans was in physical form only. Their ways of causing discomfort both mental and physical were quite ingenious, taking the form of nudity in cold cells, long walks in small rooms, and just plain niggling in general. However, under those conditions some of the more beligerent of the prisoners felt it a perfect opportunity to express their opinion of the country, customs, and the UK in general, and did so to good effect. The interrogators have probably never heard their homeland spoken of in those terms. Another questioner also heard himself likened to a West African Ape.

In at least a couple of cases it is difficult to determine who spent the least pleasant weekend, the interrogator, or his victim.

All in all the nightmare ended with nothing more serious than a few blisters and a few cases of damaged dignity. Congratulations to escapees

The History of Aviation Medicine

By S/L D. O. COONS

IN THREE PARTS.

Part II.—Modern Aviation Medicine

Part I of this article by Dr. Coons summarized the events leading up to the foundation of what is still a relatively new science—Aviation Medicine. The author makes some profound statements on the present trend of this study in the following report.

Until 1925 or 1926 the First World War aircraft were not improved technically to any great extent nor were there any remarkable advances in Aviation Medicine.

Lindbergh's epic flight in 1927 and the advent of air mail services accompanied a revival in new aircraft development.

In 1926 the Bureau of Air Commerce of the United States Department of Commerce created a medical section to aid in the control of civil aviation. This section was under the direction of Col. Louis H. Bauer M.D., who in the same year published a textbook entitled "Aviation Medicine," which was to be the first and only general textbook published in this field until 1939.

New development resulted in the manufacture of aircraft with remarkably increased size, weight, speed and manoeuvrability. This activity was paralleled with an increase in the scientific contributions to periodicals on subjects of importance in Aviation Medicine.

In 1929 an association of flight surgeons was formed in the United States and its official publication, The Journal of Aviation Medicine, has been published regularly since March 1930. The journal is still edited by Dr. Louis H. Bauer and is enjoying international recognition as the foremost authority in its field. The association conducts regular scientific meetings and its members represent the service and civilian aviation interests of many countries. The RCAF is represented by medical personnel associated with the Directorate of Medical Services (Air).

About 1933 there was a general revival of aero medical research throughout the world so that by 1938 laboratories had been established or re-established in England, France, Poland, Russia, Germany, Japan, Italy, Hungary, Argentina and United States. In general, the efforts of the workers in these laboratories were directed to studying the effects of flight on the human organism and

developing means of neutralizing or eliminating those influences which are detrimental to the efficiency, health or life of flying personnel. It may be appreciated that the findings of these researchers have exerted and will continue to exert a profound influence on the design, construction and operation of aircraft and aircraft equipment insofar as the human element is concerned.

The ever-increasing speed, rate of climb, manoeuvrability and ceiling limit of new aircraft dictates the urgent need for active research and the application of the principles of physiology in order to protect the aircraft crews and passengers from potentially damaging effects. There was never greater urgency for such activity as there is in military aviation to-day.

In order to acquaint our reader with some of the problems confronting the flight surgeons to-day, an attempt will be made to state some facts concerning oxygen lack, ear, sinus and thermal injury which are brought about by greatly increased altitude as well as problems of increased gravitational forces ("G" forces) and escape from aircraft associated with high speed flight at any altitude. In some cases the means whereby these problems have been solved will be stated.

OXYGEN

As related in the account of the early history of aviation medicine the importance of the need for oxygen was well established by the work of Paul Bert although, many years before, Aristotle had observed the inability of humans to live normally at mountain altitudes above 10,000 feet. The fact is, that as one gains altitude, the pressure of the atmosphere decreases. As the barometric or atmospheric pressure decreases so does the pressure of the oxygen in the atmosphere. It is this pressure of the oxygen at normal altitudes which enables the human body to take up



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 oxygen to sustain normal life processes. If the pressure of oxygen is decreased by 20 per cent. the normal functions of the body become seriously impaired—this 20 per cent. decrease occurs at about 10,000 feet. It is well known that present day aircraft reach altitudes considerably in excess of 10,000 feet and of course the effects of oxygen lack become more serious, as at 40,000 feet the average human remains conscious for only about 40 seconds.

One of the means adopted to neutralize the detrimental effect of oxygen above 10,000 feet is to provide the aircraft with a pressurized cabin so that the passengers ride in an artificial atmosphere which is many thousands of feet lower than the actual altitude of the aircraft. Another method used, more applicable to military aircraft, is to provide the aircrews with face masks through which air, containing higher concentration of oxygen up to 100 per cent. may be supplied. It is known that air contains one-fifth oxygen and four-fifths nitrogen and other gases, and that each gas exerts its own pressure, the sum of which goes to make up the total atmospheric pressure. By replacing the other gases, which are not used in respiration, with oxygen the entire pressure of the atmosphere is used to help oxygen enter the body. For instance, breathing 100 per cent. oxygen at 34,000 feet is equivalent to breathing air at sea level.

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439 Squadron One Year Overseas

LOOKING DOWN AND BACK

At 0800 hours on 30 May, 1952, twenty Sabres took off from Uplands airport and set course for the UK. This was the first time in history that RCAF jet aircraft started across the Atlantic under their own power. Since that day well over one hundred more Sabres have turned their tails to Canada and have arrived safely on this side of the water.

The outfit that set the pace, 439 (F) Squadron, was reformed on 1 September, 1951, having been disbanded at the end of the war late in 1945. Starting with one officer, S/L C. D. Bricker, DFC, and fifteen airmen in September, it grew to its full establishment of twenty-nine officers and nearly one hundred and fifty airmen in a few months. Nine months after its birth 439 Squadron was on its first leg of the flight overseas.

The last F-86 touched down at 439's new home at North Luffenham, England, at approximately 1900 hours on Sunday, June 15th (it is interesting to note that although 20 machines took off from Uplands, 21 arrived in England, a spare having been picked up at Bagotville). In all sixteen days were spent en route and although this certainly was no record the length of time is justified in that a maximum of safety measures were observed.

After settling in at North Luffenham the pilots of 439 (F) Squadron started on limited flying in the form of sector recce's and in a few weeks were termed operational to carry their share of the normal commitments of the Wing. Bomber Affiliation was among the first types of exercises carried out, and naturally the inevitable Meteors were met and the Flight rooms soon were the scenes of many hassles re-flown and re-fought, complete with the unavoidable sign language.

The nearest thing to actual operational flying was without a doubt Exercise "Ardent" and many of the older war-time pilots felt that it was similar to "the Old Days." Though actually participating in the exercise for only two weekends No. 1 (F) Wing placed second to no one in the final tally and the pilots of 439 were very proud to have had a share in it. Probably the most notable feature of Ardent was the very great numbers of aircraft involved and statements like "I didn't think the island could hold so many kites" were not uncommon. It was rather disconcerting to start a pass at a target aircraft and a quick glance out of the corner of one's eye see four or five other fighters diving at the same aircraft. In many cases it was a case of "discretion the better part of valor" and the more cautious stayed outside of the melee to watch.

The thrills and excitement of "Ardent" were compensated for in

another exercise that entailed less thrills and considerably more physical exertion. A thing called "Tiger Trek" was organized by the Brass which was nothing more or less than a hike through the local countryside. The appropriateness of the name is questionable as it is certain that never have a party of trekkers felt less like Tigers than at the conclusion of said operation.

The cross-country aims of some were curtailed early in the game and they became guests of the local constabulary and home guard. The more ambitious were allowed to continue their walking but in a little more confined space, like a 6 by 6 room. All in all there is no doubt that "Tiger Trek" provided some very good experience but what said experience is good for is a bit uncertain.

In the year the squadron has been in England there have been considerable changes in personnel. Many have returned to Canada and others have been posted to other Canadian bases on the wrong side of the Atlantic. Two pilots, F/O's Wilson and Laroche have returned home and F/O M. J. Nelligan has left the Sqn to become the Wing PRO. Many more of the boys will be heading back in the very near future when their one year tour is up.

Two of our number looked upon Canada for the last time when they left Goose Bay. F/O R. J. "Digger" Conti disappeared on 1 July somewhere over the North Sea and is officially presumed dead and LAC T. A. McNeilly was mortally injured in a motor-cycle accident and died in a few hours. The sympathy of all members of No. 1 Wing was extended to the families of both men.

In flying operations of any sort accidents seem to be inevitable. The squadron has had one major and a few minor prangs in its year here. F/O E. A. Seitz ejected himself into the Caterpillar Club and among other things birds have contributed to some of the lesser incidents.

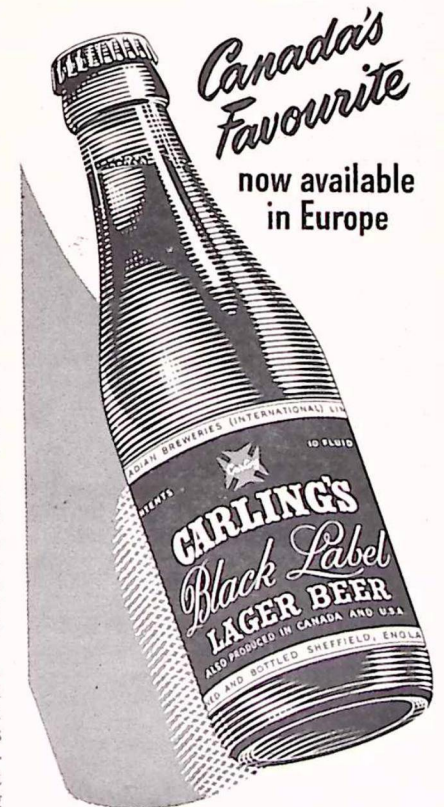
A distinct advantage of flying in the UK over that experienced in Canada is in the form of weather, in a left-handed fashion. Since it is usually bad, pilots are forced to become accustomed to it and as a result gain a wealth of experience. Being stationed in England the squadron was fortunate in being able to send three of its pilots to an RAF Instru-



ment Flying School. F/O's Seitz, Everard and Wingate received a course of Blind Flying in Meteor VII's and received their Green Cards.

At a station like North Luffenham, which is comparatively isolated, entertainment is usually at a premium. As a result some extremely interesting diversions have been dreamed up. The nearby towns and villages are frequently invaded by Canadian Airmen in search of a "Party" and the local populace has become quite accustomed to these excursions.

Speaking of parties, on May 30th next, there might possibly be a very large celebration commemorating the successful end of one year overseas and beginning a new one. EAS.



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HOUSEKEEPING ON PARADE

Sgt. H. HART

SALADS

The idea of eating a salad every day is a modern nutritional concept, but history tells us that people have been enjoying the foods that go into salads for four or five thousand years. The Egyptians used cucumbers, garlic and onions with such success that their oppressed Hebrew slaves yearned for them even after they were free men in the wilderness. Farm families in this country and in Canada have enjoyed cucumbers, onions, cabbage, lettuce, green onions, and radishes all summer long for generations AND THEN THE VITAMINS WERE DISCOVERED. And after that discovery followed the research that has shown vegetables and fruits to be highly important sources of many of the vitamins, and that they contribute their highest vitamin content when eaten raw.

"Eat a Salad every day" is a slogan that is now shouted by nutritionists all over the land. Starting with the original salad materials, new recipes were developed and perfected. Now almost all raw vegetables and fruits have been found to be delicious in flavour and interesting in texture when used as salad material.

The tremendous expansion of types of salads has made various classifications necessary. One such classification would be based on the temperature at which a salad is served: CHILLED Salad, FROZEN Salad, HOT Salad. Another classification is based on the method of serving the salad: BOWL Salads, DECORATIVE Salads, PLATTER Salads, and INDIVIDUAL Salads. Another type is based on the particular kind of ingredient that is added MOLDED Salad (gelatin added), WHOLE-MEAL Salad (containing the meat as well as the greens), FRUIT, Salads, CHICKEN Salads, etc.

In the opinion of the writer, no matter what kind of salad is being made, it can never be any better than every particle of food and every spoonful of dressing that go into it. Your salad material must be chosen for freshness and high quality, and

prepared with care. A salad is no place to SNEAK IN the damaged left-over leaves of lettuce, the limp radishes or cucumbers, the bleached wilted cress or parsley, the dried up pieces of meat or cheese, or the bit of rancid salad dressing.

The selection of the foods, the care of these foods in the home and in the service kitchen, their preparation for the salad, the assembly of the ingredients, and finally the immediate service, all influence the eye and appetite appeal as well as the vitamin content of salads that are served at your table.

WHAT TO SERVE AND HOW TO EAT SALADS

At formal dinners, the salad is served alone following the main course and should always be very light, viz. either crisp greens or grapefruit and watercress. Salad and dessert can sometimes be combined by serving a mixed fruit salad with toasted crackers and cheese.

To-day, more and more salads are served informally either at the beginning of the meal, as an appetizer, or with the main course. Supply an extra fork for the salad, and preferably a salad fork. It is also perfectly proper that a knife be supplied to cut the lettuce. The use of a knife makes it easy and "safe" to eat every shred of lettuce on the plate, and avoids the embarrassing incidents that occur so often, trying to cut lettuce with a fork. Heavy salads that are served as a main course at a meal, are served like any other main course, after the soup or appetizer and before the dessert.

FOR YOUNGSTERS TOO

Young people are not capable of maneuvering a fork carefully enough to eat a salad gracefully, with the result they too often get tired trying and declare "they don't want it" from discouragement. Why not cut their vegetables of a size and shape that can be picked up in their small hands and omit the dressing they probably won't like it anyway and watch them enjoy the crunchy noise that helps their new teeth and sound bodies to grow

strong and healthy. It is one of the surest ways to instill a lifelong appreciation of vegetables of all kinds, and they'll do a neater job of picking it up in their fingers, than they ever did with a fork.

HOUSEWIFE HINTS

Here, in conclusion, are a few cooking hints that I would like to pass on to you all for what they are worth . . .

Broiled tomatoes, sprinkled with a little cheese while cooking, are relished by many.

To prevent glasses breaking when pouring into them boiling liquids, place a finger firmly on the brim of the glass.

To extract frost from potatoes: After paring them, put them into cold water for an hour, boil them with a bit of saltpeter, and the sweet taste will be removed.

The fried potatoes that so astonish the tourists in Paris, are supposed to be a great secret, but it is a simple enough mystery, which I discovered by accident. Take a potato, cut it in rather thick slices and fry them as usual, in dripping. Now place them on a plate and let them get perfectly cold. Heat in the frying pan plenty of dripping (oil is used in France), and put in the slices of potato. They will quickly puff up into air balls. Brown and serve in the usual way.

Potatoes baked in their skins will always come out more dry and mealy if a small piece is cut off one end, to allow steam to escape in the cooking.

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THAILAND, Cultural Centre of the East

By "THE SPY"

's NOTE.—

This country perhaps better known as Siam now figures in the news owing to the situation in Indo-China. The recent advance of Ho Chi Minh into Laos which may bring Communist forces on to the border of Thailand has caused considerable concern to the Government of Thailand. However, once again this article is not intended to cover the political situation but a background of the country and its people.

THAILAND is hemmed in by Burma on the west and north-west, by Indo-China on the east and north-east and by the Malay States on the south. It has two national outlets by sea, one through the Gulf of Thailand into the South China Sea, the other into the Indian Ocean from the west coast of the long Thai sliver of the Malay Peninsula. The whole country lies in the tropics and in the Monsoon belt with its characteristic great heat and seasonal rainfall.

Thailand has an area of 200,148 square miles and a population of just 18 million. Of the working population about 90 per cent. are engaged in agriculture, forestry and fishing, however the vast majority of them are engaged in rice growing.

Four Groups

For cultural purposes, Thailand may be divided into four areas, namely the Northern, the North-Eastern, the Central and Southern areas.

The Northern area is a mountainous region and its predominant people are Thai, usually called Thai Nuca. The Thai live in the lowlands of the valleys, while on the uplands live a number of primitive tribes, belonging mostly to the two linguistic families, the Mon-Khmer and the Tibeto-Burman.

The North-Eastern area is a vast plateau tilted towards the south-east and drained by the river Mekhong which forms the eastern boundary between Thailand and Indo-China. The people in this region are also predominantly Thai, usually called the Lao. Living in isolated groups are also the Phutai, another tribe of Thai stock whose former home was Indo-China, and a number of other minorities, mostly of the Mon-Khmer family.

The Central area consists of one vast lowland plain watered by the river Chao Phya. Here live the Thai or Siamese. There are also in this area small communities of Mons and

Cambodians of the Mon Khmer family, Annamites, Malays and Burmans mostly Tavoyans, a tribe akin to the Avacanese of Burma.

In the Southern area, throughout the Malay Peninsula, are the Thai also, but in the southernmost parts the people are mostly of Malayan blood.

Ethnologically and culturally, these four areas overlap one another and affect reciprocally also Thailand's neighbours, i.e., the Cambodians in the south-east, the Burmans in the north-east and the Malaysians in the south. Later on come other races, Chinese, Indians, Indonesians and other Asiatic races and lastly but in no way of least importance the Europeans, who affect radically the traditional culture of Thailand.

Siamese Culture

Thailand is situated at the crossroads of two major and ancient civilizations, those of India and China. The interplay of these two civilizations on the one hand and the continued influx of European civilization on the other account for those picturesque contrasts in things Siamese. They also account for the well known Siamese hospitality by which from time immemorial marks out the Siamese prominently among the family of nations. This hospitality knows no bounds. Ever since the beginning of her national history Siam has always opened her doors to foreigners and as far back as the seventeenth century a Siamese King exchanged embassies with Louis XIV. and welcomed the establishment of Christian Churches.

What is more, this hospitable land is also remarkable for her beauty, natural and artistic. The beauty of Siamese scenery can never be overrated. Miles of silvery sand fringed with rocks and palm trees, gorgeous waterfalls not so awe-inspiring as Niagara Falls but none the less of breathtaking beauty, blue placid lakes occasionally stirred from their dreams by zigzagging white sails, hills that look cool and green whose flanks are overhung with orchids, turbulent and rapid-strewn streams whose waters are shot with timber rafts from the northern forests.

Well in keeping with the scenic beauty are Siamese women. Siamese women are well known for their delicate charm, sparkling vivacity and good taste. They dress well and their beautiful attires do much to enliven the social scenes. The traditional female costume consists of a



F/L. C. Davies

skirt of hand-woven brocade of every conceivable colour and a piece of "breast cloth" with one end draped close to the body and the other going over the shoulder to hang loose at the back.

Another main attraction of Siam is her art. Siam's invaluable art treasure needs no publicity whether it be wood or stone carving; inlaying with mother of pearl, niello or painting.

Siamese ornaments such as necklaces, bracelets, rings and pendants are of the finest workmanship while the designs are most varied and attractive. In spite of its Hindu origin, Siamese architecture is highly original. Siam is a wonderland of temples. Like the people of Europe in the Middle Ages, the ancient Siamese were so devout that they spared no pains or expense to make their churches beautiful.

Continued on page 22

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ROAMIN' HOLIDAY

By Mrs. G. DEVOST

Back in England and then to work. "Wish we could start all over again" . . . "The time went so fast." These were the common thoughts amongst the group of those who for three weeks had enjoyed a wonderful trip through France and Italy. The idea of coming back to work did not seem to please anybody, not because work is a bad thing but because it meant the end of a vacation . . . oo la la . . . a vacation out of this world.

I must say the weather was very good. Rain came down a couple of times just enough to refresh the ground and embellish it. Mr SUN shone day after day, and his rays revived the sceneries completely. Sometimes they made the sea look just like silver, sometimes they lighted the road through the mountains and made us discover way down in the valleys the blossoms of the apple and cherry trees. And other times giving the pastel shades to the flowers.

We tried to follow our schedule as much as possible, but when you are driving through mountains round and round up and down and up again to 2000 feet, well, it takes time. The average speed of the bus was 30 mph, but on these roads it was 15 mph. Anyway, we got through. We saw the most beautiful sights. Some of us closed our eyes once in awhile, but not for long; afraid we would miss something. Of course, for the ones whose work is in the sky amongst the clouds 2000 feet above sea level is a low pole vault, but those who like to feel the

ground under their feet automatically gripped their seats. The driver manoeuvred marvellously through the traffic with the vespas left and right, front and back. He kept his eyes on the wheel and not on those pretty legs which used to dangle at the back of motor-cycles.

RHEIMS was the first city we hit. After a good look at the beautiful cathedral where the Kings of France were crowned, we decided to find accommodation for the night. After everybody was settled we drove to the Pommery and Greno champagne cellars. Eight million bottles of champagne are stocked here all year round. The cellars are divided in sections with aisles bearing names of big cities from all over the world. The visit was worth it and the champagne excellent. Price 840 frs. a bottle, about 2.40 dollars for the best kind, which some of us bought to take back to Canada. Next evening in Lyon a little party was quickly organised to taste the champagne. We must have liked it, because quite a few empties could be seen. There was a carnival going on just around the corner from our hotel. We joined in the amusements and some tried their skill at the shooting gallery.

AVIGNON was a quick stop. Cameras clicked in front of the Palace of the Popes, but we could not go in as it was closed. After lunch we drove to an old bridge. It was the occasion for a song :

" Sur le pont d'Avignon on y danse, l'on y danse, sur le Pont d'Avignon l'on y danse tous en rond." Well, some danced and sang on that bridge. By 7.30 that night we reached Nice and the Promenade des Anglais. When we passed through Cannes some wanted to stop over night. I don't blame them, everything was so gay and inviting, but the schedule read NICE.

You can spend a lot of time and money in Nice. You cannot resist, you have to go to the Casino. By the way, there are two rooms in the Municipal Casino. In one room you may play small amounts, upstairs you play with thousands. I stayed downstairs and watched. A certain LAC won enough francs to cover his expenses while on the Riviera. (I wonder if he had a talk with King Farouk before the game). Beside the Casino your travellers' cheques can be spent by hiring a man, his horse and his buggy "fiacre." This "fiacre" will take you around the city. You can also buy a stack of souvenir pictures of all kinds, a hat, a shopping bag, even a fur stole. These are very expensive in that part of the country.

Next stop was S. Luigi, the Italian border. Genoa for lunch, then came the mountains. After that strenuous drive we were all delighted to be safe and sound in Pisa. By the way the tower is still leaning. Next afternoon, under a beautiful sunshine, we entered Rome, the highlight of the trip.

I do not think anyone can picture everything we saw and remember, everything we heard. Two Canadian priests kindly acted as our guides. And they were very good. We went through the major basilicas, saw the forums, palatine, catacombs, pantheon, Mussolini's forum, the Olympic stadiums, the Vatican museum and St. Peter's dome. To our delight, and thanks to Father Paradis, we had an audience with the Holy Father. I cannot find words to even try to describe such a ceremony. You have to see it. It is so imposing. You

Continued on page 16

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RED RADIO JAMMING

Operational Hazard on Pacific Airlift

(By Bill Boss).

Tokyo - (CP) - Russian Radio Stations periodically try to jam the network of Radio and Radar Navigation Aids on the Pacific Airlift Route.

RCAF fliers said during their flight here from McChord Field, Wash., that the jamming usually occurs during bad weather when the aids are most needed.

Only one radio station used for navigation on their trip was drowned out by a Russian propaganda station. Its signals came through the Russian programme only when other aids had guided the aircraft into its immediate range.

F/O Mort Lightstone, of Ottawa, the navigator, and others of this crew, captained by F/O John Middleton, of Burlington, Ont., told of other flights when the weather was poor and the Russians were correspondingly more active.

Lightstone said that once last December his then Flight Captain filed a 10-hour flight plan from Shemya in the Aleutians, to Tokyo. They had 13 hours' fuel aboard.

"The weather was bad and we couldn't take Astro shots to fix our

position. The Russians jammed our loran and radio. Twelve hours passed before we could see two stars and took a sextant bearing. The third engine conked out. We found we were 100 miles off course, flying over the centre of a prohibited area.

"The only thing was to carry on through the area and back on course. We reached Tokyo 12 hours 10 minutes after leaving Shemya—with only 40 minutes' fuel left."

Other Legs Safe

Along the other two legs of this flight—McChord Field to Elmendorf Field at Anchorage, Alaska, and Elmendorf to Shemya—that would be impossible. The Russians can't interfere with the set-up.

But they can on that final leg, when aircraft must pass close to Russian territory.

Navigation-aid stations dot the route, throwing out radio and radar beams, and aircraft check on by radio as they pass. Additionally, the planes send regular position reports to their last airport or the one ahead.

The whole procedure is so controlled that Middleton could say: "They don't leave anything to chance."

"It's a lot safer flying today than driving down St. Catharine Street in

Montreal. We know what the weather ahead is like, what it's like at the other end, who is using the route with us and where he is; and we know exactly when we're going to reach our destination."

Careful Timing

The navigators work out an estimated time of arrival after the pilot decides his route. They work out the distance, the plane's speed, make allowance for winds—and usually are accurate to within five minutes. Between the Russians and stiff headwinds, however, variations of up to two hours are not unknown on the Shemya—Tokyo leg.

The International dateline, I was delighted to note, crosses up airmen who deal with it frequently, just as it does the rest of us. The gaining and losing of days still throws men who go through the process several times a year.

Mort Lightstone, said he and Middleton, three months ago crossed the Pacific braced for two Christmas Days—one in Tokyo and the other en route back at Shemya.

It worked out they missed Christmas altogether. They reached Tokyo Christmas Eve and hit Shemya Boxing Day.

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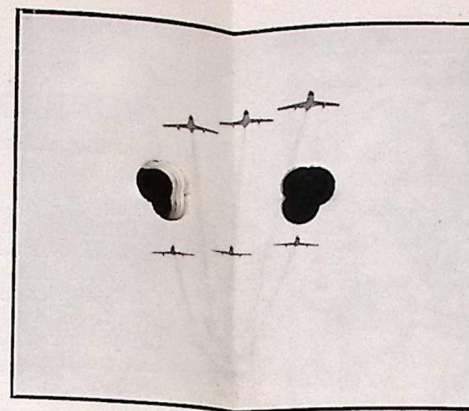
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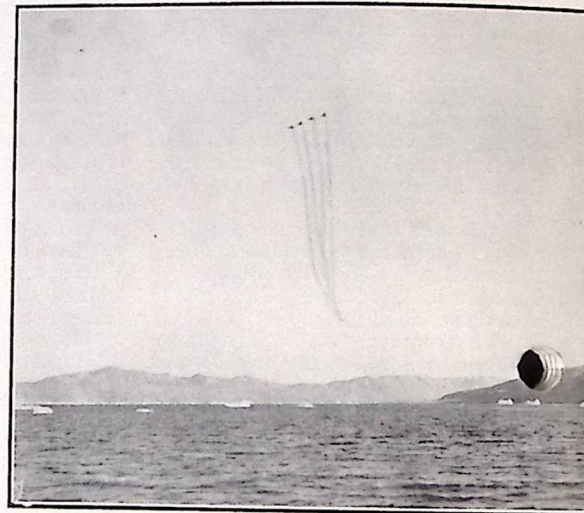
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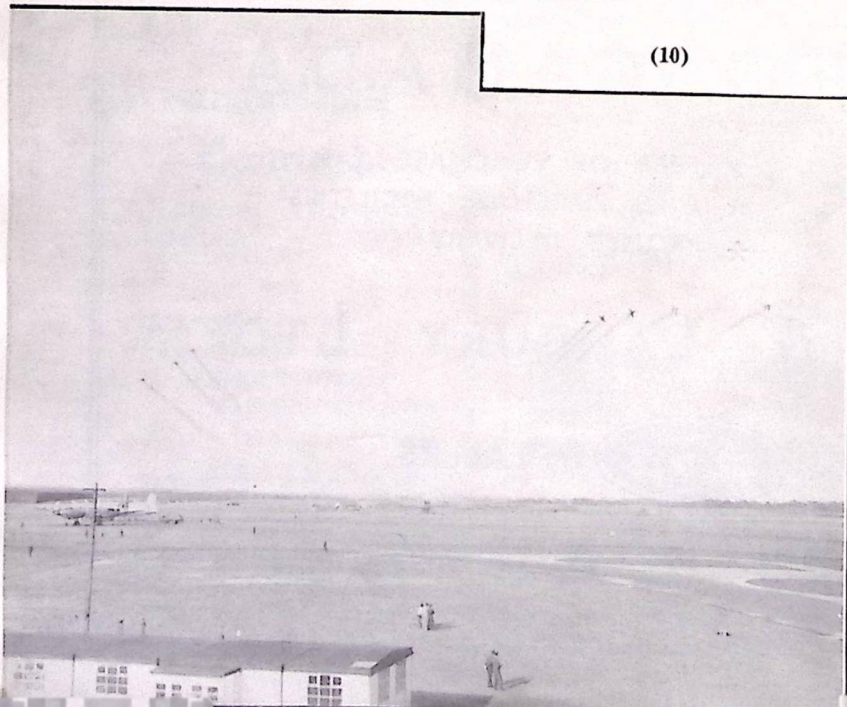


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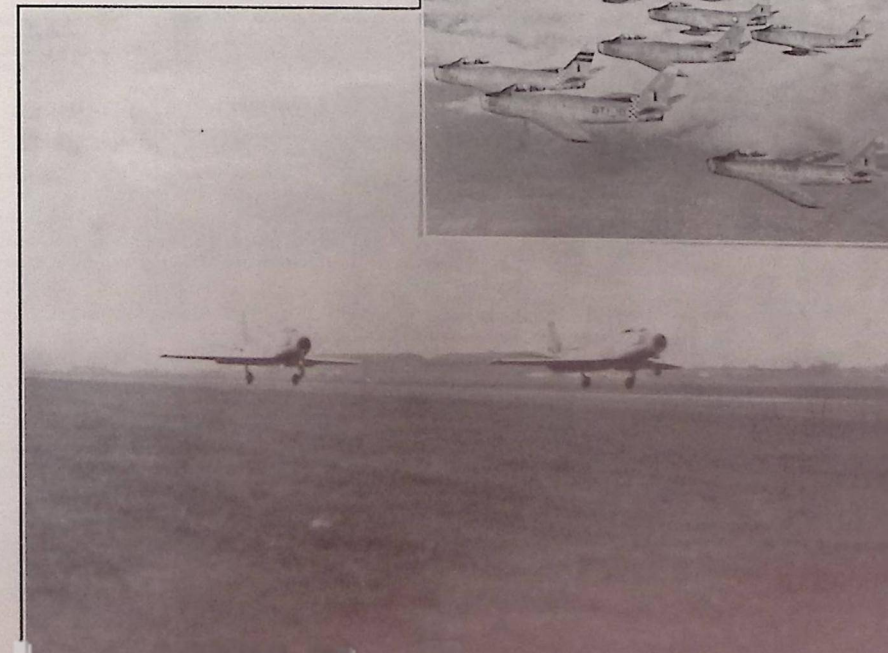
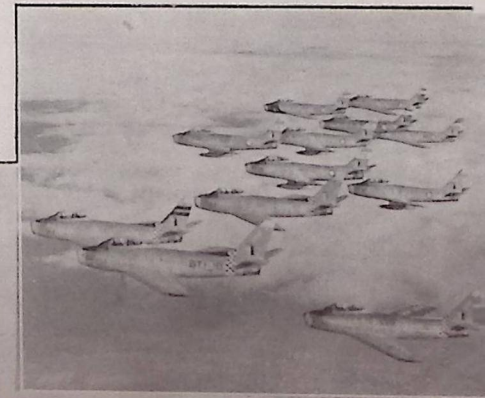
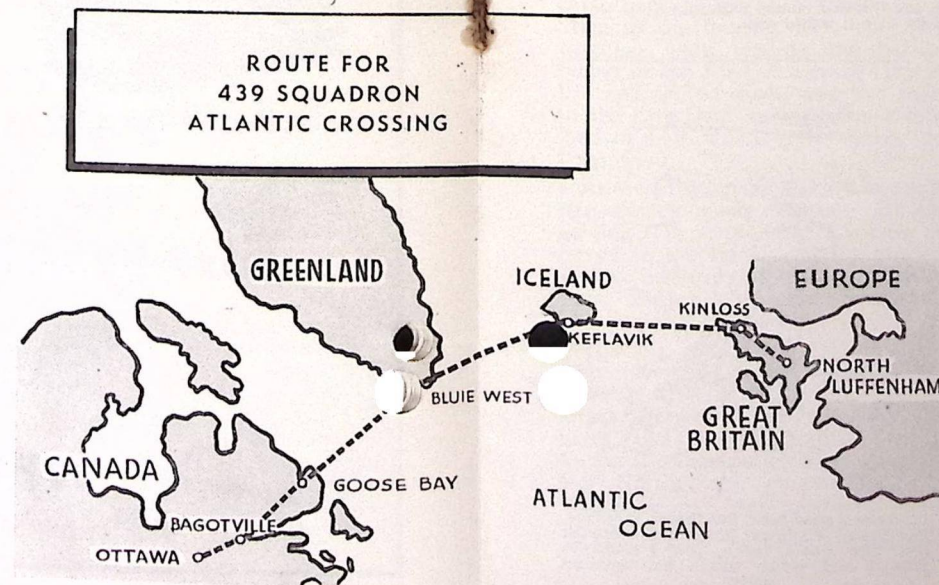
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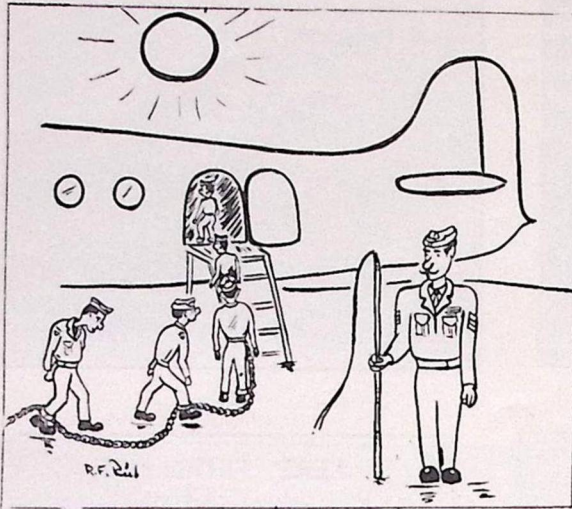
- LEAP FROG ONE**
- (1) First Sabre—First Flight
 - (2) First Formation
 - (3) Final Inspector
 - (4) The Pilots
 - (5) Last Section Leaves Uplands
 - (6) Final Briefing at Goose
 - (7) Arrival Beautiful Bluie
 - (8) The Route
 - (9) World Travellers Check In
 - (10) First Section Arrives North Luff.
 - (11) Scramble — "Ardent"
 - (12) On Parade with the Wing

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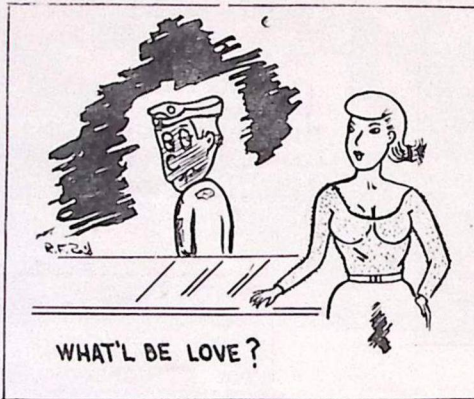


I remember the day we left, the sun was shining and, of course everyone was anxious to leave Canada for our new station.

ONE YEAR OF SNAG



Immediately we arrived here, we headed for the nearest pub to try the wonderful beer everyone had heard so much about. Although the taste was different the alcoholic content proved to be quite good.



And at first we were a little shocked and somewhat embarrassed at the manner in which the bar maids took our orders.



The weather, well one thing about the weather if the forecast said bright and sunny, you could be sure it would rain; and if it said cloudy with rain, you could be sure it would rain.



The weekends were very quiet, everyone just sat around the barracks, reading, playing cards, etc.



It's been a good year, but there's no place like home. I told my Sarge and everyone else who would listen, that I could be packed and ready within five minutes notice.



**BASEBALL SEASON OPENS —
NOTTINGHAM LEAGUE**

On Saturday, 9th May, the RCAF North Luffenham journeyed to Nottingham to play their first game of the season. They got off to a good start by beating the Nottingham Athletics at Melbourne Park by a score of 20-11. There were the usual "first game" jitters, but some, notably Kendall and Knopik, showed mid-season form. In seven times at bat Kendall got on base each time with five hits, a walk and a passed ball. Knopik, the captain of the RCAF team, pulled off several snappy plays and injected plenty of spirit into the field.

In the first innings RCAF went one up when Kendall scored. In the top of the second the Air Force went four up when two hits and an error scored three runs. However, Nottingham came back strong in their half and scored five runs, all except one being on passed balls. In the third Knopik opened with a triple and scored on a long fly by Guilbault, Mason walked then scored on a hit by King. With the score tied at 6-6 the Athletics came back to score two more runs. Then in the fourth, with the Nottingham team leading the batting power of the Air Force team came to life and scored three, and five more in the fifth, and took a commanding lead of 14-6, which they never relinquished.

In the fifth inning Turner began to tire, having given up three hits and getting four strikeouts. Limoges relieved in the sixth and was knicked for two hits and chalked up six strikeouts. Each pitcher gave up the same number of walks—five.

The big stickers for the Airforce were Kendall with 5 for 6, and Knopik with 3 for 6, including a triple. Newbury hit three very long balls, but the Nottingham centre fielder Blunden pulled them all down. For Nottingham, Packer had four walks in five times at bat, while Smith and Belldby each hit doubles.

BOX SCORE

	1	2	3	4	5	6	7	8	9	Total
RCAF N.L.	1	3	2	3	5	1	1	2	2	20
Athletics	1	5	2	0	0	0	0	1	2	11

SPORTING NEWS AT HOME

Standings as at 9 May, '53

American League	National League
New York	Philadelphia
Cleveland	Brooklyn
Chicago	Pittsburg
Boston	Milwaukee
St. Louis	Chicago
Philadelphia	New York
Washington	St. Louis
Detroit	Cincinnati

LEADERS

Home runs : Campanella—9.
Mathews—6.
Runs batted in : Campanella (NL) 33.
Pitchers—3 games or more—
Parnell—4 - 0.
Broadcasting service—
19 metre band — AFRS.
15.4 megacycles — New York.

INTERNATIONAL LEAGUE

STANDINGS, 9 May, '53

Toronto
Rochester
Montreal

**OPENING GAME BASEBALL —
HOME SEASON**

Our first baseball game of the new season at home was played on Sunday, 10th May, against the Nottingham Dodgers "A" team with the visitors coming out on top in ten innings.

It was unfortunate to lose the first game at home, but from where I sat it was a good one to get out of your system, fellows; better luck to you from here on in.

The starting batteries were: Nottingham, P.-Povey, C.-Browne, both going the distance; North Luffenham, P.-Boehmer, Mercier (3), Limoges (10), C.-Newbury. Mercier will be charged with the loss, but it wasn't his fault.

Dodgers started out fast with two runs in the first via a walk to Whitehead and a hit by Jackson; both scored in that inning. They scored two more in the second, when Browne got on by an error; Whitehead walked again to score again in that inning. In the third they really opened up with four runs via two errors, two walks and two hits. From there until the ninth the home boys shut them out when they picked up one run to tie the score and force the game to extra innings, when they came up with two runs, which was enough to win the game via two walks, which ended up being the heart breaker.

North Luffenham weren't going to be left behind, and it looked like a good game. Kendall, the lead off, started with a clean double, to be followed later by Knopik with another double to score Kendall. Kendall was hurt in this inning and had to be replaced by Gardner. In the second we scored another run via a walk to Mason and a hit by Boehmer. We scored two more in the third via hits by Adams, Knopik and a two-bagger by Newberry. North Luffenham were shut out in the 4th, 5th and 6th, but came to life in the 7th with 5 runs via two walks and four singles to finally take the lead, then were shut out in the last three innings, although coming up with three walks and two hits.

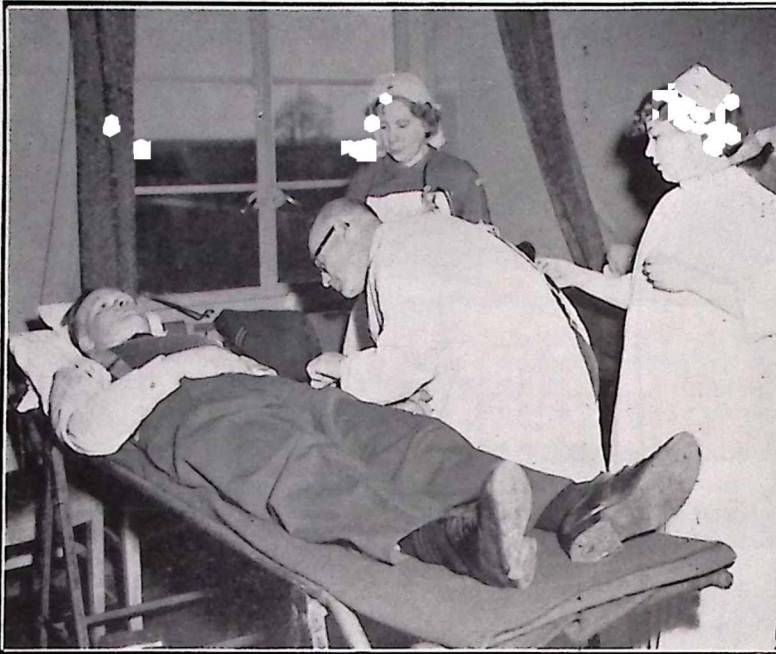
It is not a good thing to keep repeating oneself, but it was a good game to get out of your system, and better luck next time, fellows. You made a lot of mistakes in plays which should have been second nature to you fellows who come from Canada, where it is practically a National game. May I point out a couple that your manager, coach and captain have been trying to teach you these last few weeks: (1) Think, when you have that ball, what should be done with it. (2) Treat every man on base with respect, he's a potential run. (3) The last and not least, and what cost you the game in the last inning—do as you are told and don't try any fancy plays because you catch the rest of the team off balance and there goes your ball game.

Just a friendly tip, Louey—don't argue with the Umpires' decisions all the time; we know we aren't the National or American League best, but we're not always wrong either! If you do you'll end up watching more ball games from the Mess than from your coaching position.

BOX SCORE

	1	2	3	4	5	6	7	8	9	10	total
Dodgers A.	2	2	4	0	0	0	0	0	1	2	11
RCAF N.L.	1	1	2	0	0	0	5	0	0	0	9

AIRMEN DONATE BLOOD



Dr. Gordon Purdy, Oakham physician and surgeon, relieves Cpl. Donald McKenzie of a pint of his blood at the Red Cross Blood Clinic making its second annual visit to North Luffenham. More than 250 airmen were blood donors. Nurse Kathleen Bolam (centre), Commandant of the Empingham Red Cross detachment and Elva Hodgson of the Sheffield Blood Transfusion Service (right) attend.—(Photo by LAC Fretts).

Roamin' Holiday

Continued from page 10

can hardly breathe. You are taken away by the charm of this magnificent spectacle, the entrance of the Pope. I can still hear the viva papa and the songs. For me there isn't a way to express what I felt inside. I think it was the same with everybody else.

On Thursday afternoon we said goodbye to this city, leaving a little bit of our heart. Pisa was the next stop and then Nice. Five of us stayed in Nice while the others continued their trip to Lourdes. Easter Sunday was spent in Nimes. It was gay, sunny and joyful. In the afternoon some went to a bullfight. Very interesting, but too cruel a sport for my taste.

Lourdes was reached by 5 p.m. Easter Monday. No trouble with accommodation. A big procession with lighted candles took place that night at the grotto. Next morning we visited some underground caves—fascinating to see what the water has done through the centuries.

Limoges was our overnight stop. No time to visit. We had a quick glance at the railway station. Orleans and then PARIS. It was raining when we got to Paris, but not enough to stop anyone. Everyone was on his own. There is so much to see. Eiffel Tower,

the Arc de Triomphe, les boutiques des Champs-Elysees, Palais de Chaillot, Tuileries, Casino Montparnasse, Follies Bergeres, Louvre, Opera, Notre Dame, Sacred Heart, La Madeleine, Metro, Rue le Pic, Monmartre et ses bistros, Versailles, Bois de Boulogne, City Hall, Rue de la Paix and the Cafe of the same name, Place de la Concorde, Place Vendome and the big stores such as Galleries LaFayette, La Samaritain, Le Printemps. The stop in Paris was three days of gaiety, happy events and frivolity. Once again a little bit of our heart was left in the gorgeous city. Someone left more than his heart—his wallet was also left behind.

For years now you have heard of the Canadian Cemetery at Dieppe. We made a point to stop and see if there was anybody we knew amongst those who fought so gallantly and died in the Dieppe raid of 1942.

We spent our last night in France, in the city of Wimereux on our way to Calais. Most of us went to a dance. The vice-mayor invited us to his home. What a celebration—champagne, cognac, cherry brandy! We had English and French sing songs. Back to the dance, raffle tickets were sold and some won bottles of wine. From Boulogne to Calais we drove

Continued on page 19

BADMINTON

(A "Bird's"-Eye View)

By Mrs. R. B. Roddy

Congratulations go to LACs Harry Meens and Jack Oakes for winning the Club Tournament. This brings near the end of the badminton season—an unforgettable one as far as the club members are concerned. The last evening of play will be Sunday, May 31, and we hope to have a social get-together sometime before then.

On May 8th the club lost two faithful members, Cpl. "Chuck" Brown and LAC Jack Oakes. We were sorry to lose them, and yet glad, for the smiles on their faces indicated Canada—non-stop! Good luck, fellas!

The club hopes to recommence in September, so watch DROs and Talepipe for the date. We hope to have even a bigger and better club next year, and we're certainly looking forward to it.

BASKETBALL

Our team travelled to Spitalgate on Wednesday, 6 May, for what looks like the last game of the season against the Grantham Athletic Club. With only seven players our team started strong and fast and rolled up a score of 37 to 8 in favour of RCAF North Luffenham at the half.

In the second half North Luffenham played a defensive game in an attempt to hold this lead. In this checking last half they held Grantham to 15 points, while still scoring 10 themselves. The game ended with a final score of RCAF North Luffenham 47, Grantham 23. Grantham have been tough opposition all season and with a little improvement in their shooting could easily have copped a decision.

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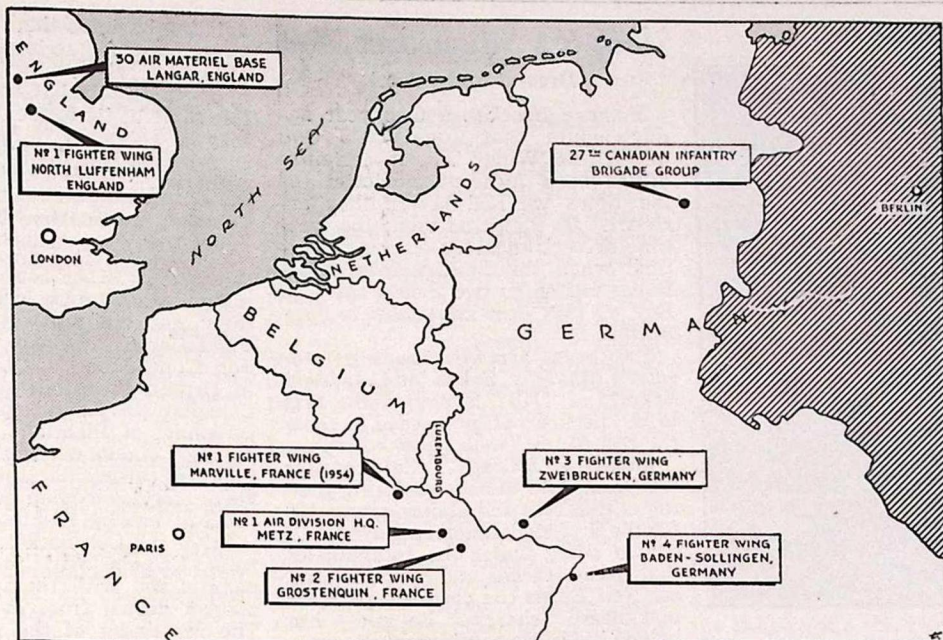
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CANADA'S NATO FORCES IN EUROPE Playing an important and growing part in NATO defence plans are the Canadian Army and Air Force bases in western Europe. Located at Hannover in West Germany is the Army's 27th Canadian Infantry Brigade Group, under Brigadier J. E. C. Pangman, DSO, ED. Some 6,000 strong, this forms part of NATO's northern army group, British Army of the Rhine

To the south, at Metz in France, is the RCAF's Air Division headquarters, under Air Vice Marshal Hugh Campbell. From Metz are controlled the Air Force jet fighter bases on the Continent. No. 2 Fighter Wing at Grostenquin and No. 3 Fighter Wing at Zweibrucken are already in existence, each with three Sabre jet squadrons. No. 4 Fighter Wing is to form at Baden-Sollingen later this year, when three more Sabre squadrons fly there from Canadian bases. No. 1 Fighter Wing at North Luffenham is scheduled to move in 1954 from its U.K. base to Marville, France. Work on the Marville airfield has just begun. Providing logistic support for the RCAF overseas fighter bases is the Air Material Base at Langar, England.

Missing Dates

When Britain in 1752 adopted the Gregorian Calendar, 11 days were dropped between September 2 and September 14.

FURLEY & HASSAN

MEN'S AND LADIES' TAILORS and OUTFITTERS

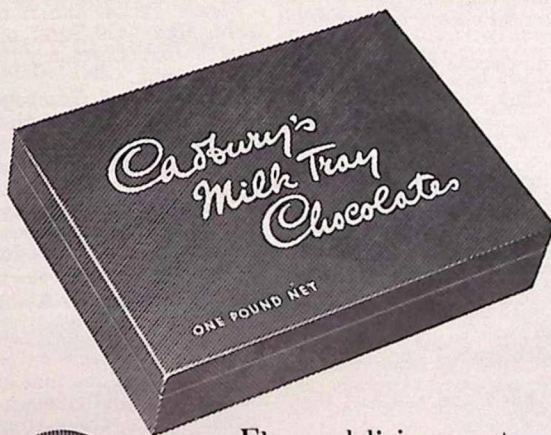
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HIGH FLIGHT



Oh! I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling mirth
 Of sun-split clouds—and done a hundred things
 You have not dreamed of — wheeled and soared and swung
 High in the sunlit silence. Hov'ring there
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
 I've topped the wind-swept heights with easy grace
 Where never lark, nor even eagle flew—
 And, while with silent lifting mind I've trod
 The high untrespassed sanctity of space
 Put out my hand and touched the face of God.

With the Silver Fox, 441

Dreamt up by Axel

Memory Bracket. One year ago this month that (ugh!) 439 Sqn joined the Wing . . . It certainly brings back pleasant memories (of the times we had before they arrived). In the same vein; the war-time driver's memory working overtime when the Spitfire from Rolls Royce visited us two moons ago . . . Boy, do they ever know how to fly a Spitfire !!!

Two years ago this month 441 received its first Sabre and Jackson Ecker and "DB" Simmons, the first to be checked out, proceeded to show the rest of the "mob" how to cope.

19th Hole Jottings. Ralph Annis has joined the rancids of spring golfing enthusiasts and claims a neat 130 for the first eighteen ever played. Of course being under the tutorage of that great teacher and sport, Professor Neil Burns (he carries a portable blackboard wherever he goes) has helped his game considerably.

Jack Turner, in true Western style, beats par.

Wrap on the Knuckles Chamber. My public apologies to those Fraus and Guys who have taken offence to some of these unlearned words in previous columns. Consider me completely admonished and any case of libel can be taken up with 441 Pilot's Fund, Ltd.

Please excuse the number of bad words like "439 Sqn" or "410 Sqn" that I find necessary to use from time to time.

Bouquets and Nosegays Nook. To S/L and Mrs. Gill for the wining and dining on the 9th of May.

Ditto to the Jolleys and Bensons for their super spaghetti feed a few weeks previous.

Congrats to Fern Villeneuve for the fine aerobic show at RAF Newton.

Public Relations in Aviation

Continued from page 5

and so a full circle return has been made to conditions that existed when the case for public relations was first raised. From the output of cogent information today, it is difficult to justify the external relations staffs of many companies.

Aviation, with both military and political significance, calls for an exceptionally high order of public relations. Yet, with a few notable exceptions, aviation is not, for its own interests, adequately served in this respect. Moreover, the exceptions are in most instances due not to the appointment of public relations directors so much as to the natural public relations flair of some chief executives. In many branches of

aviation business there is certainly a strong case for re-investing the role of public relations with its original importance. And if the coinage has lost some of its former value, there may be necessary to find a new title carrying with it the required aura of authority.

Canada's Coronation Contingent

Continued from page 3

assemble at RCAF Station Rockcliffe, just outside Ottawa, in late April and early May, and will go from there to Valcartier Army Camp, for embarkation from Quebec City. On arrival in Britain they will be based with Canadian Navy and Army Coronation personnel at Pirbright Army Camp, outside London, where they will train for their ceremonial duties. The Air Force service-women will be quartered at nearby Richmond Park.

All of the Coronation group proper from Canada will march in the parade, and with them will be five airmen drawn from overseas bases. The remainder of the group drawn from the overseas bases will act as street-liners. A four-man administrative team from Canada will accompany the Air Force marching contingent when it leaves Canada.

Good things from . . .

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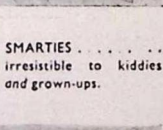


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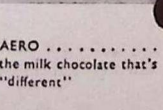
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The History of Aviation Medicine

Continued from Page 6

EAR AND SINUS PROBLEMS

The middle ear and the sinuses are chambers which normally contain air and the pressure of this air is equivalent to the atmospheric pressure. On ascent to altitude the air escapes gradually from these chambers through little openings designed by Nature for the purpose of equalizing the internal chamber pressure with the external atmospheric pressure. During descent, the increasing atmospheric pressure normally causes air to flow back into the chambers, however, occasionally this re-entry is prevented.

The result is the preservation of the relative vacuum (pocket of decreased pressure) in the chamber and is not only very painful but can do severe damage to anatomical structures. Artificial methods have been devised to "clear" the chambers but a cure of the cause is a very much more difficult problem.

THERMAL INJURY

As altitude increases, the outside temperature decreases until at 40,000 feet and above, the temperature is minus 60 degrees Fahrenheit. This temperature, of course, is capable of producing very severe frostbite, therefore, a means must be provided to warm the occupants of aircraft. Should the need arise for the occupants to abandon an aircraft at high altitude, it has been considered advisable to provide them with protection through clothing which is comfortable at normal cabin temperatures as well.

In the light of the recent news of the establishment of a new altitude record of 63,668 feet by a Canberra bomber, an interesting laboratory experiment comes to mind, in which a glass of water is placed in a larger airtight container. The air in the container is then gradually pumped out until the pressure of the air remaining has been reduced from 760 to 46.9 millimetres. At this point the water in the glass begins to boil spontaneously. The point of interest in this experiment is that 760 millimetres is the pressure of the atmosphere at ground (or sea) level and 46.9 millimetres is the pressure of the atmosphere at 63,000 feet. The lowered atmospheric pressure at this high altitude is incapable of keeping water in the liquid state and allows it to turn to water vapour (or steam) without the application of heat from an external source. Were it not for the artificial pressure supplied to the cabin of the aircraft the pilot, whose

body contains 80 per cent. water, would certainly become a "bag of steam."

GRAVITATIONAL FORCES

Gravitational forces, commonly referred to as "G," are markedly increased by the high speeds which modern aircraft are capable of attaining. One of the most dramatic effects of increased "G" is the much-publicized "black-out" suffered by pilots in tight turns at high speed. A lesser degree of this phenomenon has been named "greyout." "Black-out" and "greyout" are not individually so important as is the fatigue of the pilot which is produced by the repeated application of these excessive forces to his body. In a brilliant piece of original research, Dr. W. R. Franks, of the RCAF Institute of Aviation Medicine, designed the first anti-"G" suit which succeeded in raising the human tolerance to "G" forces. The invention came to be known as the "Franks' Flying Suit" and was the forerunner of our modern "anti-G" suit.

ESCAPE AT HIGH SPEED

It is virtually impossible to "bale-out" of an aircraft at speeds above 300 m.p.h. due to the high blast effect of the wind. To facilitate abandoning an aircraft under these conditions pilots have been provided with ejection seats which are blown out of the craft by a charge of gunpowder.

THE SPECIALTY OF AVIATION MEDICINE

The examples of aero-medical topics related above offer in a very cursory manner a few of the problems of flight which face the researchers in this rapidly advancing field. The growth of commercial aviation has created a need among the general medical profession for an understanding of the principles of Aviation Medicine. The Aero Medical Association demonstrated foresight by establishing in 1950 an Interim Board of Aviation Medicine for the purpose of obtaining formal recognition of the specialty of Aviation Medicine from the American Medical Association. It was soon apparent that, while there were provisions in the Armed Forces for the postgraduate training of flight surgeons, there existed no opportunity for professional training of civilian physicians wishing to specialize in this field.

At a meeting of the association in Paris in September, 1952, the president, Dr. W. R. Stovall, announced that arrangements had been made for the establishment of a Civilian Institute of Aviation Medicine at one of

the leading U.S. universities, and he extended an invitation to the flight surgeons of other nations to join the students at the Institute to teach as well as study and exchange new knowledge and experience on an international basis.

An editorial in the February, 1953 issue of the Journal of Aviation Medicine announced that the Council on Medical Education and Hospitals had authorized the American Board of Preventive Medicine to grant specialty certification to physicians who are properly qualified in aviation medicine. The decision officially establishes aviation medicine as a tribute to the untiring efforts of the Interim Board of the Aero Medical Association in this year which commemorates a half-century of powered flight.

New and grave responsibilities have been added to the formidable aeromedical problems which face the young specialty, particularly in the field of space medicine which is to be the subject of a third article.

Roamin' Holiday

Continued from page 16

through villages which were devastated in the last war. The bomb craters can still be seen and also the German fortifications.

It was great fun. A friendly atmosphere reigned. We discovered good talents. I wish Mr. Arthur Godfrey could get in touch with some of our singers like Mrs. R. Bibeau, F/O Gibson, A. Mallette and Paul Cote. Maybe North Luffenham does not know it, but Langar has really something in the matter of entertainment. There is a certain lady (wife of WOI Dean) who can act (and very well)—anything from comedy to drama. She can make you laugh and make you cry and even make you believe you owe me 500 frs. She does not need a stage or a costume, an audience is enough. Her programme was always well appreciated. Good laughs keep you healthy, someone said. She sure did her utmost to see we came back in the best of health. There was also a male trio, which specialised in teasing a certain nurse. First her camera was gone, then a shoe could not be found, and then a shower of newspaper confetti. I wonder if she can still find bits of paper here and there?

Now the trip is of the past, but the memories stay. And to keep them alive, snapshots were taken. I must say it was a very successful journey, and I would not like to close this without extending our thanks to everyone who, one way or the other, helped in making this trip a memorable one.

FROM THE GROUND UP

BY WO2 J. J. COOK

In the late summer of 1951 at Station Uplands rumour had it that a new Sabre Squadron was being formed to operate from that Ottawa Station. All technicians of Defence Command soon were looking apprehensively at one another wondering "who will be tapped this time?"

By October, 439 (F) Squadron, a composite of personnel gathered from many commands was mobile. Sabres staggered off Uplands runways and stumbled back again, and groundcrew learning about these aircraft the hard way were stumbling and staggering through fatigue to get time in for pilots, so new to this temperamental electro, hydraulically operated airborne blowlamp. This mad push for hours was fully explained when all realized that a minimum number of hours had been set for pilots who were to ferry their own A/C through to England, and at the end of May, with Mr. Claxton's blessings, 21 Sabres and 4 North Stars blazed a Northern Atlantic Sabre ferry route to be known in RCAF Operational Annals as "Leapfrog."

All 439 aircraft and personnel had arrived intact at North Luffenham by the 15th of June, 1952 and No. 1 Fighter Wing was soon a 3-ringed circus with a tri-squadron competitive spirit that topped jet flying records daily, weekly and monthly until someone decided that "the Wing" should save aircraft and men for a day when "condition," not "records" would be what counted. The wing had grown up, and in early maturity began to know its strength.

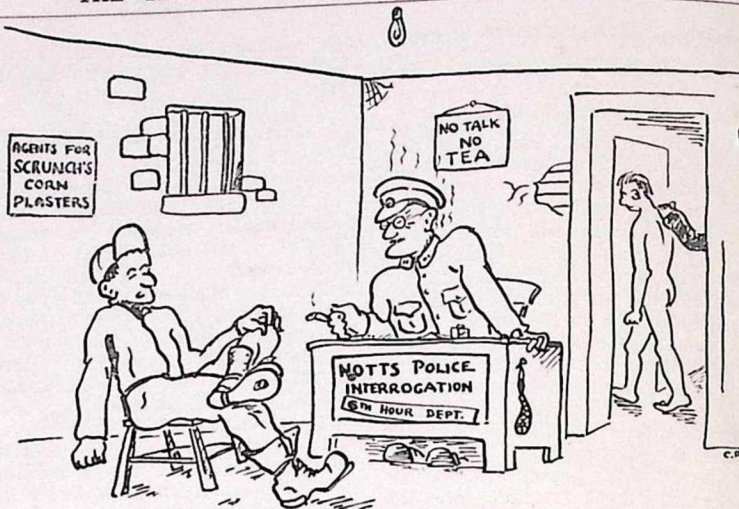
Definitely planned schemes and operations came thick and fast, until

our wing jumped from county to British International League class and chroniclers representative of 'Flight,' the 'Aeroplane,' Continental dailies and weeklies were making copy that familiarized millions with the deeds of No. 1 Fighter Wing.

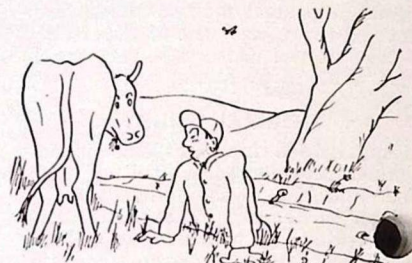
In this time 439 Squadron was also growing up. Leapfrog 1 publicity had simmered down. Squadron technical personnel had been split in twain to strengthen an urgently required Wing Maintenance Squadron. Station Security, Ground Defence, Guards of Honour, Refuelling Drivers, Visiting A/C crews and such activities took tradesmen that had for 8 months known little but the immediate urgency of keeping the fly-repair - run-up - fly - repair, merry-go-round from slowing down and re-introduced them to the comparative norm of service routine. Trade Advancement, Station Sports and Welfare, Commissaries, Clubs and organizations of all phases began to flourish and many of 439 Squadron were active in their initiation and development.

Gradually the tales of travel and experience that enlivened coffee and tea breaks, or mess and barrack at-homes widened from insular to continental flavour. "World travellers at 21"—an old "war-time" recruiting slogan, began to be realized in this young "peace-time" squadron.

Families and dependents have arrived, marriages and baptisms have been arranged. Some of our squadron members arrange passage home, others will sleep on here when all have returned as we now note our first anniversary year at North Luffenham. If it is to be a celebration, let it be the celebration of a Squadron who has lived long in experience in a very short time—let it be the celebra-



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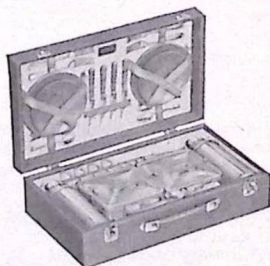


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Telecommunications on Review

BY "NEUTRON"

Telecommunications—a very intriguing word which either scares the average individual or means little to him. Defined it looks even worse, i.e., all equipment or services used in the passing or presentation of intelligence by electronic means."

The word "electronic" replaces the outdated means of communication such as tom-toms, smoke signals, carrier pigeons, and pony express. The only survivor is the "eye wink."

In recent years Electronics has attained a place of prominent importance in the RCAF. The high speed of present-day aircraft, the advent of guided missiles and its use in armament, photographic and bomb aiming apparatus has made it indispensable. Time was, recalls our S Tel O, when float-equipped service aircraft in the process of lightening the load would think nothing of throwing him (as a wireless operator) and all the radio gear from the aircraft to permit take-off.

Since Marconi's historic Atlantic transmission many new and astounding ideas have been born. In use in the air force we have radar (which when spelled backwards is still radar), shoran, loran, radio teletype, GCA, CRDF, tape and wire recorders, simile, and microwave relay stations (which eliminate the use of land lines).

Administration, operation and servicing in the Telecommunications Branch is necessarily very complex. The S Tel O and his staff are responsible for the maintenance and operation of all aircraft communication, radar and navigational aid equipment; message centre; Homer Site; transmitter and receiver sites; cypher office; CRDF Site; the servicing of GCA; Control Tower equipment; all Public Address and Inter-communication systems; the operation of the Telephone Exchange and the dispatching of telephone bills. To service and operate such diversified equipment is naturally beyond the scope of any single man and the telecom branch is divided into many specialist trades. At least 12 distinct classes of telecom tradesmen help to keep North Luffenham operational.

Gone are the days when any man with sparks on his sleeve could be detailed to operate a radio station at one moment, inspect an aircraft at the next and then fly as wireless operator if required. Specialization has its good points but creates lots of headaches when "Joe" jobs are rampant.

A normal eight hour days means nothing to a large percentage of our telecom personnel. At all hours of the day and night, lonely airmen are to be found at the Transmitter and Homer sites and the Telephone Exchange. Much midnight oil is also burned by our Teleprinter Operators and Cypher Clerks, mainly due to originators of messages sending out "priority" messages when "routine" would do just as well.

A duty ground technician is also on call at night in case of faults at the tower or power failure at a remote site. Some duty techs are kind hearted and while away their time fixing fuses, washing machines and floor polishers but PLEASE this is not the reason we have a man on duty!

On the airborne side, our techs have had their share of overtime and high pressure work especially when someone suddenly decides that the aircraft frequencies must be changed at a moment's notice. We realize that this is mainly unavoidable but nevertheless it is pretty hard to keep the air from turning blue at times. A certain piece of airborne equipment (which shall remain unnamed, but which it is commonly felt shouldn't have happened to a dog) has certainly tested the metal of our technicians. By dint of hard work and tactics bordering on the impossible, the techs have managed to keep most aircraft serviceable although spares for this particular item were almost non-existent. Needless to say the replacing of this "thing" was met with whoops of joy.

The above should bear out the old saying—"One doesn't have to be CRAZY to work in the Telecommunications Branch," but brother it sure helps; if you still envy us run, don't walk, to your corner Orderly Room and REMUSTER !!!

Popular Instrument

The accordion, one of the most popular musical instruments, was invented by Damien of Vienna in 1829.

THE DOLLAR WORLD

BY SGT T. H. RIDLEY

Why is the American Dollar so important in this post-war period? Why is World economy and trade expressed in relation to this omnipotent currency? What makes it "The almighty U.S. Dollar"? How did this comparatively young nation with only 6% of the world land and a mere 6½% of world mankind come to own or control over half the world economy?

In just over half a century they have risen from a poor nation in comparison to their European forebears to the richest on earth. Within their boundaries they produce one-third of the total world production of grain, half of the earth's cotton, over 50% of steel and basic metals, pumped from mother earth nearly 70% of the world oil, consume over half of the world production of rubber and make approximately 60% of all goods manufactured on earth. In return for this its people enjoy nearly 50% of the entire annual income of the world combined. Through investment abroad Americans have bought controlling interests in almost half the world developed wealth. Debts owed to Uncle Sam from foreign countries equals the combined national wealth of 15 member countries of the United Nations, nearly a third of its initial membership.

Much of this began prior to 1900 when this gateway to opportunity was wide open to all those with an eye to the future. People from all over the world who were tired of the limitations of trade in the "Old Countries" came in droves and were accepted and prospered. Craftsmen, specialists, farmers and labourers came and put up with the rugged life. Those that couldn't leave their homelands invested in the Americas and found a good return for their money. Free enterprise was then and has been ever since the key to this treasure house. Freedom to produce to the utmost of ones capabilities and to sell to an ever-ready market. Yes, it was

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With their natural resources almost depleted and an over population problem to cope with, foreign countries had to buy in ever increasing amounts from outside their own borders for the bare essentials and this lucrative market fell to a nation with an over abundance of these items. Wealth flowed towards the Americas with only consumable products received in return. These European countries gradually sealed their own fate through the snowballing of an uneven trade balance. That never-never land across the Atlantic reaped in its harvest of manpower and wealth and thrived on it.

Free enterprise and a Continental size home market coupled with the European know-how (over 120,000 priceless patents came into the U.S. during the period 1900 to 1930) brought in the magic of mass production. No restrictions were put on this productive giant which on two occasions brought America to the brink of economic disaster, only to be saved by the advent of two world wars. Production exceeded demand at home and the foreign powers having financial difficulties of their own placed restrictions on U.S. imports. With the loss of market, U.S. productive machinery had to curtail its output—workers were laid off and money became scarce. Depression was setting in when along came Thor the god of War in 1914. A ready market suddenly opened up and peak production came back. Everybody enjoyed the fruits of that unholy mess. Wages increased and since many of the so-called luxuries were not available during war-time, savings hit a new high. At the end of the war with plenty of money, production and spending at home maintained its high level.

This fools' paradise lasted for ten years and then came the Wall Street crash in 1929 brought about by that old "bug bear" supply exceeding demand. The depression years started. President Roosevelt and his "New Deal" program took a tight hold of the nation's economy and managed to keep its head above water. However little progress was made in those pre World War II years. Free enterprise had again brought America to its knees only to be saved by another world conflict.

Production increased to supply this ready market and, instead of barely surviving as did Britain and the other Allies, America came out with her national wealth more than doubled. Britain alone lost nearly $\frac{1}{4}$ of her national wealth as a direct result of this war to say nothing of the loss to her productive machinery. America

footed almost one-third of the Allied cost of winning the war, approximately \$2,430.00 per head. Britain spent \$2,350.00 per head apart from what it still has to spend on repairs to its domestic and productive welfare.

Yes, America profited by that war but she still has vivid recollections of her economic stagnation prior to the two world conflicts brought about by her system of unrestricted free enterprise. Her post-war policy is apparently governed by two main objectives from which she hopes to lead the nations of the world to a lasting peace: (i) to assist the free peace loving nations to economic stability with the strength of her wealth, agricultural and productive machinery (she finally appreciates the fact that if foreign countries have a high standard of living and a balanced foreign trade there can be little want for aggression); (ii) To put her own economic house in order. This will probably be her greatest problem because Americans are proud of their freedoms.

Canada may well take a lesson from the fallacies of the American system. This country of ours is at present becoming one of the major nations of the earth. She has untold wealth in natural resources which only need developing but let's control this "plum" and save some for a rainy day. Canada's possibilities are appreciated as indicated by the influx of foreign investments. Her dollar is at present worth more than our American cousin. It is to be hoped that our government keeps a tight hold of her economic purse and not let free enterprise get out of hand by producing beyond our capacity for consumption at home and the market potential abroad.

Thailand

Continued from page 9

Siamese ceremonies and festivals such as weddings, tonsure ordaining, celebration of the New Year, cremation and the elaborate state ceremonies are highly interesting and picturesque.

Another main attraction of the land is its plentifulness. No doubt these are hard times for Siam who has had her share of misery and tribulation during and after the war, however, with her fertile soil and favourable weather conditions she can still boast a variety of succulent fruits and vegetables with plenty of meat and drink.

BANGKOK—THRIVING CAPITAL

In conclusion a word must be said about Bangkok the capital of Thailand. Arriving by air you will notice

everywhere numerous buildings with roofs covered with glittering tiles and flashing spires. It seems as though the surface of the Thai capital were protected by masses of lances and spears. These are the Buddhist monastries which number about 400. Along the streets, one will see shoppers of all classes and nationalities walking and riding in all kinds of conveyances from tricycles to limousines. Ladies in smart dresses, their gaiety and graceful appearance at once attract attention.

Bangkok by night is quite gay. At night one can enjoy good food, good music and dancing. Nowadays, dancing is quite the thing. It is, however, still frowned upon by the older generations who look askance at so intimate physical contact between sexes. This is quite typical of the state of affairs in Thai society. Thai life is full of contrasts between the old and new. The country itself remains one of the most picturesque in the East.

GIRL GUIDES

BY MRS. STEWART

Since our last article in the *Talepipe* which was so kindly written for us by the Akela, Mr. Ridley (Thanks Timmy) we have progressed rapidly towards raising funds for uniforms and equipment.

We would like to thank everyone who supported our Doughnut Day and helped make it such a success. Our funds were further bolstered by a kind donation from the local P.T.A.

Space does not allow us to list the names of the girls and the tests they have passed so far but their keenness and enthusiasm is greatly appreciated by their leaders.

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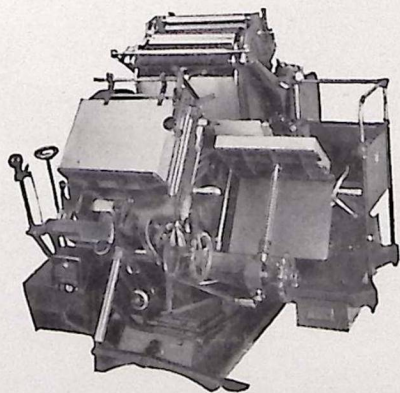
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