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EDITORIAL

THE TRAINING COMMAND AXE BEGINS TO FALL

Little more than a year ago many ADC Hotrocks were emitting sly chuckles upon hearing of the steady flow of pilots from other commands being condemned to riding the back seat of the "Yellow Hazard." Those gay ideas have suddenly died an agonizing death.

Fairly recently a very unpleasant rumor began to circulate within the depths of Air Defence Command of a new RCAF policy. Something to the effect that we were no longer immune. To the extreme chagrin of all "Jet-Jockies" that rumor soon became unhappy fact. Within the past few weeks a number of postings have taken place and ten or so pilots are directly involved. One or two have been ex-

tremely lucky and have only the pleasant thoughts of going home to look forward to, as they are remaining in ADC. Not so the remainder, however, for if you happen to see a formerly gay and carefree airframe driver wandering aimlessly about and mumbling to himself, the answer is obvious. He is unsuccessfully trying to convince himself that one can see out of the back seat of a Harvard.

Not being able to speak with authority I can only say this; you guys were young once too. Remember the days when you knew less about flying airplanes than Joe Schlunk and some poor joker behind was beating his brains out

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"The Talepipe"

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COVER PHOTO.—Canada's Prime Minister, the Right Hon. Louis St. Laurent, meets the Station Pipe Band while at the Caledonian Games at White City Stadium in London. This band took 4th place.

Station Commissary

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The History of Aviation Medicine

By S/L D. O. COONS

LAST OF THREE PARTS.

Part III.—Space Medicine

In Parts I and II Dr. Coons covered Early Beginnings, Development, and Present Aviation Medicine, in this final article he discusses the Futurist Aspects of Space Medicine.

INTRODUCTION

Flight into the regions beyond the earth's atmosphere has been, until recent years, the product of the imagination of the pulp magazine authors and, so to, space medicine, at first glance, may appear to many people as a whimsical idea in aviation medicine. The aeronautical scientists have shown how a vehicle carrying humans might enter the great void known as space and have initiated the recent explosive development in the field of space medicine. Just as aviation medicine once lagged behind the technical development in flying desires, so the same danger is imminent in space flight.

Space medicine may be defined as being concerned with the studies of the human factor involved in the flight of manned craft up to, within and beyond the ionosphere. Technical development clearly points to the final conquest of free space and groups have been formed in several countries under the names of rocket, astronomical and interplanetary societies. It is most interesting to note the "marriage" of the sciences of astronomy and astrophysics with space medicine just as the sciences of meteorology and geophysics were integrated with aviation medicine some years ago. The obvious reason for this connection between seemingly unrelated sciences is that both aviation and space medicine are concerned with the environment of the flyer and these other sciences are exclusively concerned with the study of these unique environments.

Rockets and Satellites

The rocket motor represents the only known physical means to propel a craft through space. Propelled and jet engines are dependent upon the atmosphere to function and their altitude limitation is dictated by the height of the atmosphere, which for propeller aircraft is 60,000 feet and for jet aircraft 80,000 feet. The rocket is the only means of conquering the third or vertical dimension.

Right now, given enough money and materials, it is possible to develop a rocket that is capable of travel into space. We are told that it will be necessary to use a multi-

stage rocket to attain free space and that its cost and size will be tremendous. The latter presents no apparent problem.

It is stated that an artificial satellite can be established in space to remain rotating independently about the earth in an orbit.

Life on Other Planets

The possibility of life under extraterrestrial (planetary) conditions has been the subject of much study and discussion in recent years. In the past the lack of scientific foundation has veiled this subject in vagueness, however, discoveries made after studying the atmosphere, stratosphere and

ionosphere and in planetary researchs have yielded remarkable information of the stages and limits of life outside the earth.

Life as we know it can exist only under certain well defined limits of temperature, light and substances required for growth and energy production. The substances are oxygen, carbon, nitrogen and hydrogen. If these factors are too strong and abundant or too weak and sparse life ceases abruptly. Of

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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.

Milk
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11

SARAWAK—Wild Men of Borneo

By "THE SPY"

Sarawak consists of a coastal strip some 40 miles long and varying from 40 to 120 miles in depth on the north-east coast of the Island of Borneo.

In general the country is divided into three main sections. Firstly an alluvial and swampy coastal plain in which isolated mountains and mountain groups rise to 2,000 feet or more, then rolling country of yellow sandy clay intersected by ranges of mountains and finally a mountainous area in the interior. The coast is generally flat and low-lying with heavy vegetation and flat, sandy or mud beaches.

Vegetation on the mountains is generally virgin forest, except near the main rivers where the forest has been cleared for rice and cultivation and secondary growth has sprung up. The greater part of the country is under forest, with areas of rubber or sago plantations in the neighbourhood of government sections and along the numerous rivers and of coconuts along the coast.

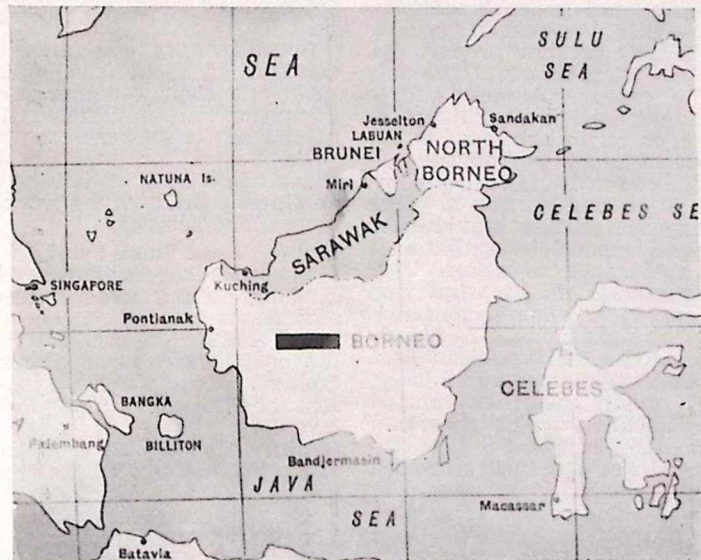
Roads are few and travel is mainly by sea and river. The climate is warm and humid. The total population of Sarawak is 546,385. The main indigenous cultural groups may be classified as Sea Dayak (or Iban), Malay, Melanau, Land Dyak and a last group of indetermined tribes comprising Kayans, Keyahs, Bisayas, Kedoyans, Kelabits, Murats and many others. The non-indigenous races include Europeans, Chinese, Indian and Javanese. Indigenous people are defined as "persons who recognise no allegiance to any foreign territory," who regard Sarawak as their homeland, who believe themselves to be a part of the territory and who are now regarded at natives by their fellowmen.

Kuching, the Capital of Sarawak stands on the Sarawak river some 18 miles from the sea. It is an attractively laid out town with a population estimated at approximately 38,000. The trading community is almost entirely composed of Chinese. The Sea Dayaks are the most unified of the Pagan people. Not many decades ago they were the famed head hunters and wild men of Borneo. They speak a common language with many Malay roots and related terms although they inhabit various areas of Sarawak, they look very much alike, with a more slender build than the other tribes of people, yet muscular and firmly

made with high cheek bones, quick eyes and quick movements. The men are immediately distinguished by their elaborate tattooing, they wear a chawat (loin cloth). Around Betong, however, their life has been altered by closer contact with civilization over a longer period, here the hair is cut short and a shirt and shorts are worn, and very little tattooing. The Sea Dayaks



F/L. C. Davies



still retain their strong characteristics, a good Dayak will seldom take "No" for an answer unless he knows you very well. The Sea Dayaks have very little to do with the sea at the present time. They are a great canoe people and also fine jungle travellers. The constant pressure of population and shortage of land has encouraged their young men to roam far afield in search of fortune enough to buy the necessary jars and gongs to marry and settle down back home with considerable prestige. Parties will frequently go into the jungle for months and even for years to collect damar, pig fat, rattan, rhinoceros horn or other commodities which they can eventually market to the Chinese down-river. Yet, they seldom forget the ties of their homes and relatives which are so strong among the Pagans.

As craftsmen they are distinguished by their fine weaving of

blankets, skirts, coats and loin-cloths. On occasions the women are brilliantly arrayed with head-dresses, corsets, belts and numerous bangles of silver and brass.

The Sea Dayaks are as a rule less superstitious and less dominated by good or bad omens than the other Pagan peoples of Sarawak. They cultivate their religion to suit their economics and their sharp conscience.

The Land Dayaks occupy various parts of the country. They are divided into various sub-groups, and there are a number of dialect differences, with extreme limits. But the Land Dayaks, like all Borneo peoples, have no one simple origin. On the whole, they form one broadly recognizable group, which traces its descent back anything up to 40 generations. Owing to their proximity to the coastal population and to the Ban gold

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GIs Need Legal Aid to Avoid Many Quirks in French Law

If Rented House Burns Down, Tenant May Have to Prove He Wasn't Responsible or Pay Costs

By Robert Strand

It pays to know a little about French law, American service men are discovering, according to Air Force legal officers.

Two sergeants whose house burned down while they were absent for several days of temporary duty found to their surprise that they were liable for full damages even though the building was insured by the landlord.

The insurance company sued the sergeants, and under French law the tenants are held responsible even if they are not present and the cause is unknown. The only way to escape judgment was to prove that the fire was an act of nature or of an arsonist, but the burden of proof was on the sergeants, not the insurance company. If the blaze had spread to other property the airmen would have been held responsible for that also.

To avoid such situations legal officers recommend that American personnel carry tenant's insurance, which is inexpensive. A \$14,000 policy in the Fontainebleau area costs about \$26 per year.

This is only one of the unusual legal difficulties which American service men in France have encountered. French courts take both civil and criminal jurisdiction over American Army personnel on duty here. Only those with diplomatic or certain special statuses are excepted.

Need French Lawyer

When military personnel get into trouble, they must be represented in court by French lawyers. American judges advocate can serve only in an advisory capacity except when representing the United States government.

French authorities permit American courts martial to exercise jurisdiction in some cases, but they are not obligated to do so. Often, they prefer to retain jurisdiction in cases of assault and felony. If a French court holds the trial, sentence also is served in a French jail. An American arrested or summoned for a criminal act may be tried in absentia and is likely to be given the maximum penalty.

Some GIs have learned to their chagrin that insulting a policeman in France is a far more serious offence than telling off a traffic cop back home. Abuse of a man of the law here is considered virtually the

same as insulting the state and can result in several months in jail.

A few party-loving Americans learned the hard way that creating a disturbance in their own homes after midnight is grounds for being dispossessed.

In France a property owner is held responsible for damage to a neighbour's garden by wild animals inhabiting his land. If rabbits from an ammunition dump, where they can't be shot, eat the bark off the farmers' trees, Uncle Sam may be liable.

Social security and other taxes fall hard on a man who employs a maid, chauffeur, gardener or other domestic help in France. Legal officers advise their men to plan in their budgets for paying between 30 and 35 per cent. in addition to an employee's salary if he works for more than one week.

Read Small Print

The most frequent cause of legal difficulty stems from failure to read leases carefully. One major found that he had promised to pay the moving expenses of the owner's family, his two servants, a month's rent for the owner's agent, and the inventory charge of a *huissier* (bailiff). It doesn't pay to bring a buddy "who speaks a little French" when checking contracts.

Some proposed leases, occasionally offered to Americans, which should be avoided, provide for payment of "the expenses of renting," "taxes caused by this lease" or "taxes imposed by the renting agreement."

Personal income taxes in France are based partly on income from leases. One sergeant obliged himself to pay \$25 in addition to his rent for a small apartment during a 4-month period to cover the additional taxes of his landlord.

Lessees are advised to make inventories of furnished homes preferably in the company of the landlord or his agent, so the renter can discover any differences of opinion. One American was billed \$750 for a cracked Chinese vase when he had neglected to check it for damage when he moved in. Some men have inventories taken by a *huissier*, but this may be expensive.

Air Force legal officers say that a common misunderstanding among the French that the United States government pays all claims against American personnel some-

times inspires some whopping bills.

American military personnel usually are advised not to buy or sell French real estate because the government "nationalizes" the dollar or dollar credits used in the bargain so they may not be exported from France except in rare circumstances. Also, transfer taxes run approximately 30 per cent. of the sale price, in addition to numerous fees.

French marriages, which are performed by civil officials, do not involve unusual procedures, but if the wedding joins an American soldier and a Frenchwoman military regulations require some additional red tape for the protection of the GI. A GI cannot get approval from his commander unless an investigation shows that his intended bride appears to be admissible to the United States under its naturalization laws.

When Americans marry French their children if born in France, are considered French citizens by France unless they formally renounce French citizenship after their 18th birthday. On the other hand, an American woman who marries a French citizen acquires French nationality unless she expressly declines it.

Civilians Face Draft

Dependents of military personnel who remain in France for more than three months must obtain a *carte de sejour* from the local French police. The French government has a right to know who is staying in the country and for what purpose, especially when they are not legally responsible to the American military.

Civilian employees of American armed forces may find themselves eligible for the French draft after a year's residence if a bill adopted by the French National Assembly becomes law. The measure, intended as retaliation against American drafting of Frenchmen, would affect men between the ages of 18½ and 25.

Householders are liable for numerous minor taxes and fees which are charged by collectors calling at the door. A radio, for example, is taxed to produce revenue for the support of the French broadcasting system. These fees often are municipal and vary from place to place. They cover services like street sweeping, chimney sweeping and garbage removal.

Lack of knowledge of French law can easily get a GI into hot water. Legal officers urge their men to consult with them frequently when in doubt.

FEDERAL ELECTION YEAR IN CANADA

BY CPL D. R. HOGAN

(ED. NOTE : The article below is brought to your attention due to the number of people who voted for the Labor-Progressive (Communist) Party in the last Federal Election in Canada. Prior to voting a listing prepared from Canadian sources by Wing Intelligence of all the candidates running and the Party they represent will be posted in prominent places on this station. Unfortunately, when you go to vote just the name of the candidates who are running in your riding are on the ticket and it is felt that through ignorance some armed servicemen voted communist in the last election. The comments in the article below are the opinions of the writer and do not necessarily reflect Air Force policy.)

Another Federal election is in the offing. Prime Minister Louis S. St. Laurent on his return from the Coronation announced that Monday, August 10 is the day that the Government had selected for Canadians to vote for the man or party of their choice.

Canada's 105,000 Active Servicemen will all have a vote in this election. Included in this number are some 60 "boys" aged 16 who were recently enlisted in a new Army scheme.

During the last Federal Election the Armed Forces vote was sufficient in many cases to break a tie, elect another man who had lost in his riding and many other startling events arose after the Servicemen's vote had been counted. It

will be remembered that the late L. Mackenzie King lost his seat in the riding of Prince Albert, Saskatchewan in an election due to the Armed Forces vote. But, during the last Federal election some 60 personnel, either through lack of knowledge or a clear ideology, voted for a man who represented the Labor-Progressive Party of Canada. In case some of you do not know, the LPP is headed by Tim Buck and all people running under this banner are known Communists. Communism seeks to destroy the four freedoms which Canadians now enjoy in their Democratic way of living. It is to be hoped that you will know the man and the party and what each stands for before you vote this year.

Canada has had a Communist in the Federal House of Commons who was recently released from prison after serving a term for being involved in a Spy ring giving atomic and other information to Russia.

While we have many communists sitting as Aldermen, etc., in cities across Canada (Winnipeg, Toronto) we have only one known Communist sitting in a parliament and he represents a Toronto riding in the Ontario Provincial Legislature. It is known that in the next Ontario election he will not win again in his Toronto riding.

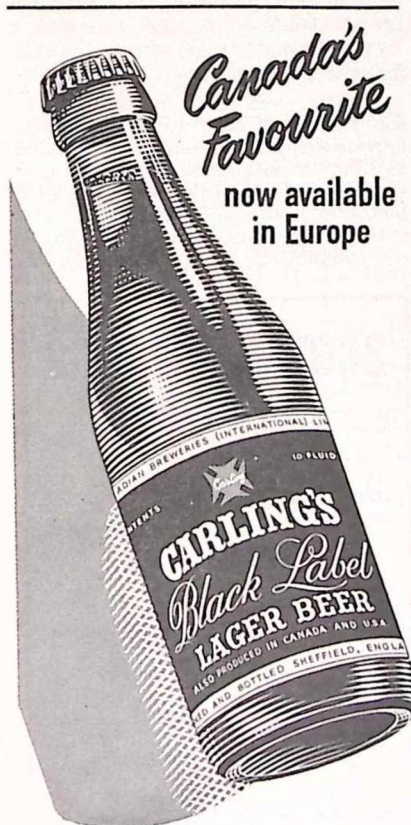
The Liberal Party, who took control from the R. B. Bennett (Conservative) Government in 1935, is headed by the Hon. Louis S. St. Laurent and he was more or less hand-picked for the leadership by the late W. L. Mackenzie King. Mr. St. Laurent is in his 70's (and draws the \$40 per month old age pension) and it is felt that this will be his last election as Leader of the Liberal Party. A number of persons are available for this position, among them Brooke Claxton our Minister of National Defence and Lester B. (Mike) Pearson, Minister of External Affairs and many other dark horses and Provincial favourites.

The Progressive - Conservative Party is headed by Colonel George Drew, who, except for a brief Army career, has been a politician all his life. He was Alderman, Mayor of Guelph, Premier of Ontario and now Leader of Her Majesty's Official Opposition. It is said that if he does not gain power in this election that John Diefenbaker will move into the leadership and also into the new home that a group of wealthy Conservatives bought for the leader of the Party in Rockcliffe (a pleasantly rich district just outside the Ottawa boundary).

It is your duty as a Canadian to vote in the forthcoming election, but you should endeavour to know the man and the party he represents in your riding. If you value your freedom you will NOT vote for any person who represents the LPP (Communists) in Canada.

There is an old saying which is worth repeating—"don't bite the hand that feeds you."

(This is the first of two articles to be written on the forthcoming Federal Election by Cpl Hogan, for "Talepipe")



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NO DEFENCES?

Hamilton's Wing Commander Richard H. Rohmer, who decided it was "high time the people of Canada were told the truth about their non-existent defences" and set out to do so before the Canadian Progress Club in Toronto, is a brave and sincere man. Whether he is also a wise one is less certain.

All armed forces in all countries have rules against officers making public statements about service policy, and W/C Rohmer observed the R.C.A.F.'s rule as long as he was a serving officer; now, on retirement, he feels free to break it. This rule is generally unpopular with officers and highly suspect to the public. Both are inclined to believe that its purpose is to cover up the blunders and shortcomings of the vaguely defined "brass" which runs the services. On occasion this belief has certainly had foundation—deficiencies have been hushed up (as witness Peta-wawa). Nevertheless, concealment is not the real intent of the rule. Its basis is the simple fact that no serving officer of less than high staff rank can really see the policy of his service, and of the department of which his service is a part, as a whole; he is too intensely concerned with the problems of his own unit.

What W-C Rohmer said is technically true: As of this moment, "Canada could not put up a single modern aircraft in its own defence"—or at best it could only put up a negligible number.

But the impression which his statement is bound to make on the public mind is largely a distortion of the truth.

Certainly there have been appalling delays and a not inconsiderable wastage of money in rebuilding the R.C.A.F. But still there has not been the degree of fraud and dereliction of duty on the part of the Department of National Defence which W-C Rohmer's statement is sure to be interpreted as proving.

Without any intention of whitewashing the errors of over-all policy and of detailed planning which the Department of National Defence has certainly committed since 1945, there are some facts which in fairness should be pointed out.

As far as the air is concerned, there is really no such thing as "the defence of Canada"—it is the defence of the North American continent and it is indivisible. The radar network which is being built in the Canadian North is there to warn of attack (and W-C Rohmer is right in stressing that radar is not by itself a defence

against attack) on Toronto, Montreal, Hamilton and Canada's other concentrations of industry and population; but even more so, it is there to warn of attack on Pittsburgh, Detroit and the other industrial ganglia of the United States, which are bigger and more rewarding targets than Canada's. Similarly, no aircraft in the North American sky flies in defence of one country. Whether it carries the roundel of the R.C.A.F., or the star-and-bar of the U.S.A.F., it is defending Washington as much as Ottawa; Arvida, Que., as much as Hanford, Wash.

Perhaps for reasons of national pride, the federal government has gone to extreme (and, it seems to us foolish) lengths to play down the presence of United States units at such Canadian air bases as Goose Bay and the extent of the interlocking of the aerial defence of the two countries.

The bald fact is that if there should be war tomorrow, the aerial defence of the North American continent (and hence of Canada) would be almost entirely in the hands of the U.S.A.F.

Pride being what it is, this is perhaps hard to swallow; but there are reasons for it.

One reason is the lag in Canadian defence production.

Another and more important reason is one of over-all policy. The Government of Canada has decided as 13 other nations have decided, that the best defence of the Western world including Canada, is in Europe; and such aerial strength as Canada has at the moment is committed almost in

its entirety to the North Atlantic Treaty Organization. The squadrons of Sabre fighters stationed at Gros-tenquin, France, are defending Hamilton just as surely as (and, if the Western nations' strategy is correct more effectively than) if they were stationed at Mount Hope.

The resulting relegation of the aerial defence of North America almost entirely to the United States is not permanent. After many delays—some through errors of policy, some through faults of design—the thim-winged Mark 4 version of the CF-100 all-weather fighter is going into production and will be entering squadron service in the R.C.A.F. soon. When the needs of Nato and of Britain are satisfied, then the Sabre fighters coming off Canada's production lines can be kept at home.

It is natural enough for an ex-commanding officer of two auxiliary squadrons to be impatient about this situation.

If the impatience serves to keep the Department of National Defence on its toes it is doing a public service.

But if it were allowed to distort the public's conception of defence policy to such a degree that political pressure forced a change which was not militarily wise, then the result would be a national disservice.

(Editorial in the "Hamilton Spectator")

Before putting milk on to boil, rinse out the saucepan with water; this will prevent the milk burning.

* * *

A small piece of butter added to the water, prevents vegetables, macaroni or rice from boiling over.

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PASTRY AND PIES

If there is any good Canadian Dessert, one which more Canadians like better than any other, it's probably pie. Fruit pies, cream pies, custard pies, chiffon pies—all have their backers for first place in this big league of favourite desserts. There is every reason why modern pies should be **EVEN BETTER** than those—(of tender memory!) which Grandma used to make; and there's no reason why **YOURS** shouldn't be better, too, especially if you follow the simple rudiments of pastry making.

One of the severest tests of a good cook, in my opinion, is the ability to make good pastry, not just now and then, but at every trial. And one of the qualifications of a good pastry maker is the ability to recognise what a good pie crust is.

The same pastry which is good when baked without a filling will be good when baked with a filling, so let us look in imagination at an unfilled baked pie shell to see what its characteristics should be.

Good baked pastry has a blistered, pebbly surface, indicating that it will be flaky when cut. It is **T-E-N-D-E-R** and easily cut with a fork, but not so tender that it crumbles. The colour is a delicate golden brown all over with a little richer brown at the edge. It is always rolled fairly thin so that the entire crust, bottom as well as rim, will be crisp and fragile.

Now, there are only two fundamental requirements for a good pastry: 1. Suitable ingredients that are measured accurately according to a good recipe. 2. Proper methods of mixing, rolling and baking based on **PRACTISE AND AN UNDERSTANDING OF THE REASON FOR EACH DIRECTION.**

Since there are only four ingredients used in pastry—flour, shortening, salt and water, it is extremely essential that each be of the right type, and measured accurately.

Flour: Flour is the framework of the pie crust, the ingredient that makes up the main portion of the dough. Too much flour will make the crust tough, dry and hard; too little will make it crumbly and difficult to handle. An all-purpose flour of good quality is best for pastry.

Shortening: This is used in pastry to make it tender and to produce the puffy flakes that are characteristic of a good crust. Too much shortening will make the crust greasy, crumbly and difficult to handle; too little will make the pastry solid, hard and tough. The fat should be firm for the best results when it is chilled.

Water: Water is used to bind and hold together the fat and the flour. Too much water will make the pastry moist and sticky. Too little water will not bind the ingredients together enough, the mixture will be difficult to handle and the crust will be crumbly. For two cups of flour, six tablespoons of water will rarely be too much, and if one learns to work with this amount, one can depend on consistently good results.

Salt: Since pastry is made of only very mild ingredients, bland shortening, flour and water, it lacks flavour unless salt is added. Salt gives the "lift" that these bland ingredients need, and a slightly salty flavour in crust is pleasing with any pie-filling. Salt also contributes colour to the crust.

Here in conclusion are eight pointers for good pastry:—

1. Sift flour before measuring.
2. Measure salt and add to flour.
3. Measure shortening and add to flour.
4. Cut in shortening.
5. Add water a few drops at a time.
6. Roll out dough to fit the pan.
7. Roll **LIGHTLY**, and as little as possible.
8. Bake in a **HOT** oven (425 to 500 F.)

Here are more household hints which it is hoped will be found useful:—

When cutting new bread, heat the knife in hot water, and the bread will then cut as smoothly as stale

Eggs will cook much more evenly if the frying-pan is covered.

The juice of half a lemon, in a cup of black coffee, without sugar or cream, seldom fails to cure a headache.

If salad dressing curdles when being mixed, add a little cold water, stir quickly, and it will become quite smooth.

When meat appears tough, add a tablespoon of vinegar to the water or gravy it is cooked in—and simmer it very slowly.

If corned Beef is very red, which means it is very salt—put it to cook in cold water,—this draws out a portion of the salt.

Burn a little coffee on a shovel and carry it through the room where cigars have been smoked, and this will remove all smell.



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CORONATION FESTIVITIES

Among the lesser results of the crowning of Her Majesty Queen Elizabeth II. was a formal Ball held for the occasion in the Officer's Mess. Taking place on the evening of June 6th, it turned out to be one of the finest and most entertaining parties ever held in the Mess. With four bars in continuous operation, including one handling champagne and Oysters exclusively, a gay evening was inevitably had by all who attended.

Dancing took place in the dining room which had been converted for the occasion to the music of Gil Porter and his Orchestra. Two bars were located at one end of the Lounge while the Champagne Bar was under a tent accessible directly from a door in the main hallway. The main bar of the mess naturally also in use and as a result the unusually large crowd was reasonably dispersed. A buffet style lunch was available including many types of fish, cold meats, chicken, salads, as well as lobster.

MISS CANADA

The highlight of the evening was the arrival of Miss CANADA, in the person of Miss Marilyn Reddick, of Agincourt, Ont., along with her companion, Mrs. Tucker, of Toronto.

Arriving in the late afternoon from London where she had been for the Coronation, she was met by F/O Sheila Strang and provided with accommodation for her overnight stay. Miss Reddick took part in the evening's entertainment with the party in full swing and proceeded to sing her own version of several popular songs. Included in her repertoire are audience participation numbers and although these got off to a rather slow start the necessary impetus was soon provided by a very willing and enthusiastic Johnny Gaudry with his knowledge of and talent for singing French-Canadian songs. It had been some time since "Allouette" had been heard in the Mess. Other unexpected ad lib entertainment was provided by Hick-enlooper who is drawn to any centre of attraction as a moth is drawn to light.

After her show at the Officers' Mess Miss Reddick moved to the Airmen's Ball where she was heartily welcomed and gave a similar performance. On completion of songs there she was presented with a bouquet of flowers in appreciation of her visit. Returning to the Officers' Mess she retired although the evening's gaiety con-



MISS MERILYN REDDICK—MISS CANADA (1952)

tinued to the wee hours, as such parties generally do.

After lunch on the following day Miss Reddick boarded the Wing's Expiditor and was flown to No. 2 Wing at Gros Tenquin, France. Her pilots were two of No. 1 Wing's more intrepid and daring birdmen who had remained on the wagon and gone to bed early specifically in honor of the occasion.

Nineteen-year-old Marilyn Reddick was born and raised in Agincourt, Ont., where her parents still reside. She was educated in Toronto and received her singing instruction there. Known as a song stylist she entered the "Miss CANADA" contest in 1952 and eliminated all her rivals for the title, being defeated, however, in her bid for the "Miss AMERICA" title in Atlanta, Georgia.

Before returning to Canada, Miss Reddick is to visit all other Cana-

dian bases in Europe as well as *HMCS Magnificent* which came to England for the Spithead Naval Review.

Shortly after arriving home she will begin an engagement at the Royal York Hotel in Toronto as a Night Club singer. The best wishes for every success are given by all at No. 1 (F) Wing.

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STAMFORD — LINCOLNSHIRE

Duke's visit to North Luffenham a success

CANADIANS AT THEIR BEST

On Thursday, May 21st, 1953, His Royal Highness the Duke of Edinburgh visited RCAF Station, North Luffenham. Arriving shortly after 10 a.m., he was met by Group Captain E. B. Hale, and the No. 1 (F) Wing Honor Guard and Pipe Band under F/L J. C. Turner.

After inspecting the Guard and local Troops of Boy Scouts and Cubs he was shown through the Control Tower and watched it in operation. From the Tower he saw a Flypast of twelve Sabres, four from each of the Squadrons. Next came a breathtaking display of solo aerobatics by F/L Dean Kelly, who is one of the RCAF's foremost aerobatic pilots. Following F/L Kelly came a beautiful display of precision flying in the form of formation Aerobatics team from 441 Squadron, made up of F/O's Gar Brine, leading; Fern Villeneuve as No. 2; Ralph Annis as No. 3; and Jean Gaudry as No. 4, in the box position. The apparent ease with which these pilots performed their manoeuvres belies the actual skill required.

After the flying program His Royal Highness, accompanied by G/C Hale, carried out a tour of inspection of the Station and its facilities. Included in this tour were the Caravan Site, Wing Headquarters, the Operations room, the Safety Equipment Section, and the Servicing and Maintenance Hangars, etc.

At the Safety Equipment Section he was shown the Mae Wests, helmets and oxygen masks, dinghies and all the other paraphanelia carried by pilots of this Wing. Some of the survival gear carried by Canadian crews flying in Northern Canada was also on display.

Later, while with the Armament Section, the Duke was taken out to the Firing-in Range where he fired the guns of the Sabre into the butts set up for this purpose. A mockup of the other Armament systems of the F86E including its radar gunsight and bombing and rocket firing equipment was also inspected. Further in the Armament Section His Royal Highness evinced considerable interest in the jettisonable canopy and ejection seat with which this aircraft is fitted.

Following this tour the Duke was escorted to the Officers' Mess where a Cocktail Party and Luncheon had been laid out in his honor. During the cocktails many of the officers were introduced to His Royal Highness, who conversed with each. After the luncheon and the Toast to the Queen the Duke

of Edinburgh addressed Members of the Mess and thanked the Commanding Officer and his station for an interesting and heartening visit.

A great honor has been bestowed on Number 1 Fighter Wing in this, its first opportunity to be host to a Member of the Royal Family and in the hearts of everyone is the fond wish that we may be so privileged again in the not too distant future.

The following is a letter from Lt.-Cmdr. Michael Parker, R.N., Equerry to HRH.

Dear Air Commodore Costello,

The Duke of Edinburgh has asked me to thank you for the really magnificent and enjoyable programme that was provided by Royal Canadian Air Force at North Luffenham.

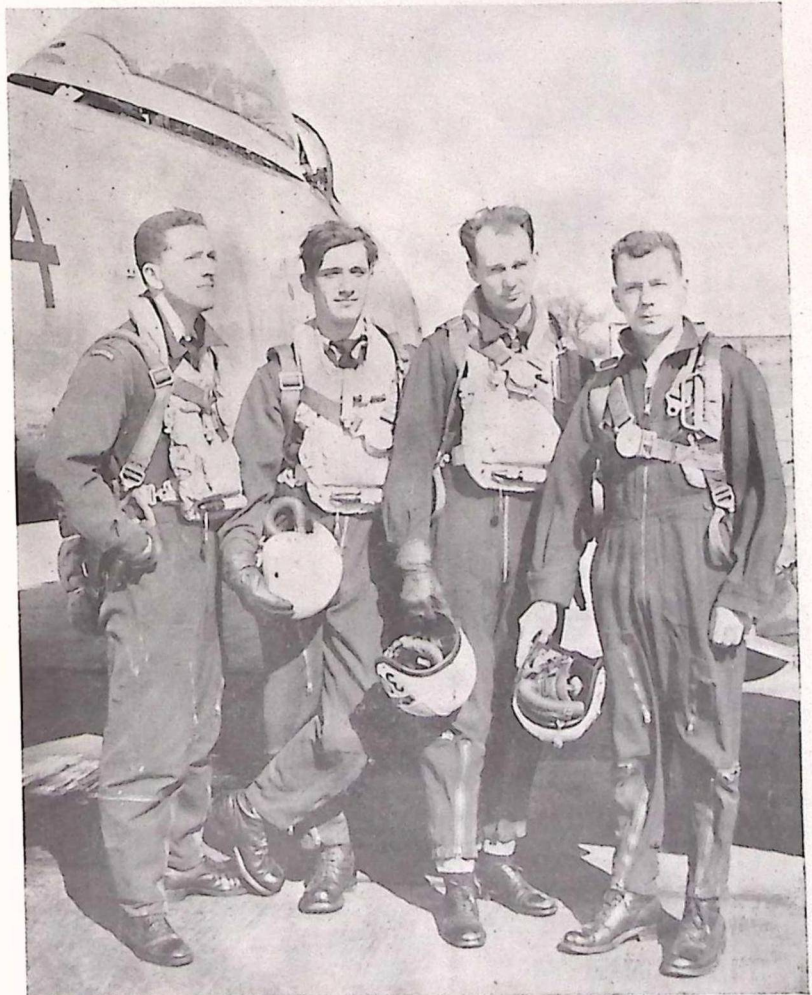
It gave his Royal Highness particular pleasure to meet Canadians at their home in England and to see how efficiently and happily they have installed themselves at their Air Station.

I know that Prince Philip will give The Queen a glowing report of you all.

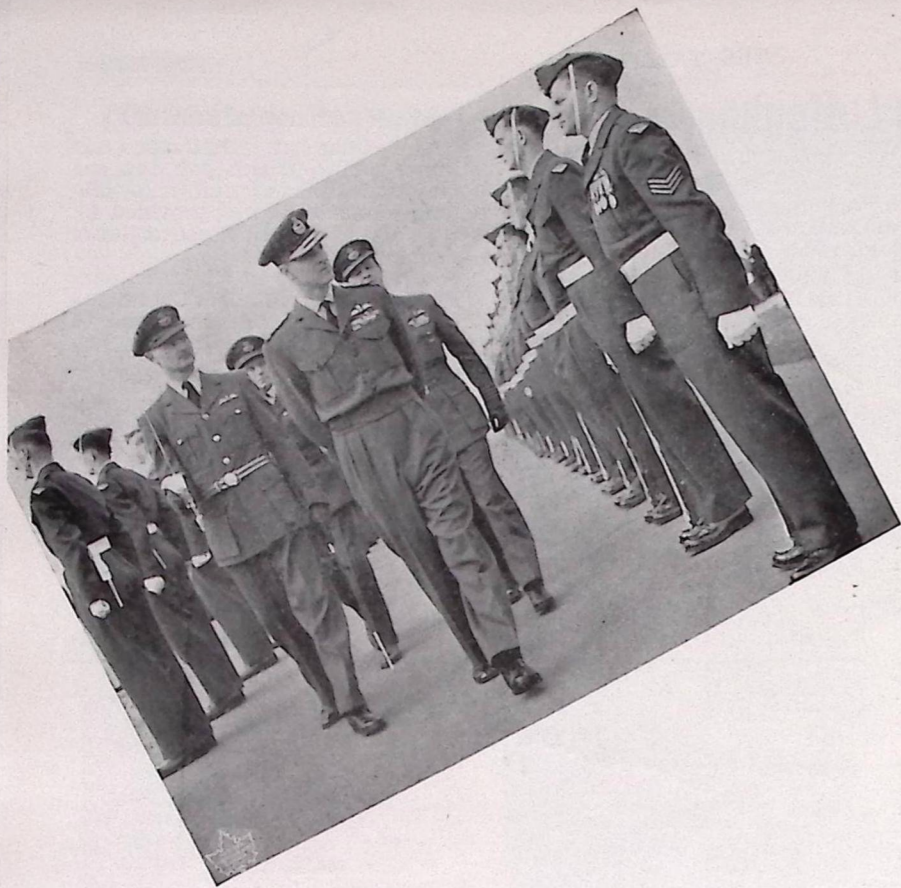
His Royal Highness would be very happy if you would pass a message of appreciation to all who were concerned with the planning and execution of this memorable day.

Yours sincerely,

Michael Parker (Signed)



441 AEROBATIC TEAM



Royal Visit

Top Left : H.R.H. Inspects Honor Guard.

Top Right : Meeting Drum Major F/O J. Oliver.

Bottom Right : Speaking to F/O Norm Mackeracher, one of the pilots in the fly-pas.

Bottom Left : Firing the Sabre's guns.

Centre : H.R.H. presented with a silver model of the Sabre.



AIRMEN'S ENTERTAINMENT

BY BILL HUNTER

The Coronation provided many opportunities (excuses) for parties and dances. The airmen at this station were no exception. A Coronation Ball was held in the lounge on Saturday, June 6, 1953. It was a special occasion and a very special guest honoured us with a visit. I refer to Miss Marilyn Reddick, accompanied by her chaperone, Mrs. Tucker. Miss Reddick is visiting England as part of her prize for winning the Miss Canada competition last year. It was her wish to tour Canadian stations both here and in Europe and to provide entertainment for the boys home-grown style.

After first visiting the Officers' Mess she was escorted to the Aircraftmen's Ball by G/C and Mrs. Hale, W/C and Mrs. Spear, and F/O and Mrs. Oliver.

After being introduced by Mrs. Tucker, Miss CANADA requested that Miss Festival of Britain, Miss Barbara Brailsford of Leicester, come to the stage. Our station photographer snapped a picture of two lovely young ladies in an unprecedented meeting of Miss CANADA and Miss BRITAIN.



LAW DOROTHY LOTT PRESENTS THE BOUQUET

Starting the entertainment by reminiscing of home Miss Reddick sang several songs at times accom-

panied by all present. Mrs. Tucker acted as Mistress of Ceremonies,

Continued on page 21



THE ZEPHYR-SIX

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TWO LUFFENHAM MEN WIN GOLF TOURNAMENTS



ABOVE: Winner of the Prince of Wales Trophy at Luffenham Heath Golf Course this year went to Cpl. Ab Tapp. This trophy was presented to the Club in 1929 by H.R.H. The Prince of Wales (now H.R.H. The Duke of Windsor), who captained the team in that year.



LEFT: Winner of the Coronation Trophy at Luffenham Heath Golf Club, Sgt. Hughes, of 439.

TENNIS TALK

BY TUPPER

A meeting was held at 1600 hrs. 27 May, '53, to form a station Tennis Club. A number of members were present.

An executive was elected to take over the duties of running the club. They were :

- President*—
F/O Bradley, 439 Sqdn.
- Secretary*—
LAC Meens, WO Room.

Match Secretary—

LAC Tupper, Wing Mtce.

The official name of the club is to be RCAF North Luffenham Tennis Club.

The club is to be a mixed one, i.e. airmen, airwomen be allowed to join, and participate in mixed tournaments.

Two books of tickets were secured for Wimbledon Tennis Tournaments, and a number of interested personnel will be going to Wimbledon between June 22 and July 4 to watch these tournaments.

At present a tournament is being organised with the view in mind of finding the best players on the station to form a Station Tennis Team. This tournament will be run off shortly and results will be announced.

Requests for games have come from Oakham, R.A.F. Cottesmore, R.A.F. Langtoft. The dates will be confirmed in the near future, and a team or teams will be sent out on the dates as mentioned in the requests.

Come on out and support the Tennis Club and have a good time.

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The History of Aviation Medicine

Continued from page 4

the solar planets only Venus and Mars have temperatures which are compatible with active life; that is temperatures between just below the freezing point of water and 60 degrees centigrade. Mars appears to be the most promising from the temperature standpoint.

It has been satisfactorily concluded that the atmosphere about Mars contains only traces of oxygen. In this case then, intelligent man-like creatures don't exist as the minimum oxygen pressure required by man is at least 100 times the pressure existing on Mars. There is enough oxygen there, however, to allow the survival of certain lower forms of animal life such as some fish, crabs, frogs and worms; however, the presence of these forms on Mars will remain speculation for the lack of any clues.

Astronomy and Space Medicine

As has been mentioned earlier, the sciences of astronomy and astrophysics have been related to space medicine by the imminent possibility of rocket travel into space. The navigation of space ships will constitute an astronomical problem since these craft on entering space are on a par with a celestial body. The astrophysicists will provide the medical researches with information regarding the characteristics of the medicine of space and of the atmospheres of various planets.

Orientation in Space

It is a matter of common knowledge that elimination of gravity

will take place during a flight in space. The gravity state is about as permanent and unavoidable as any part of our environment. Even though great gaps exist in our knowledge of the gravity-free-state it is interesting to contemplate the problem of orientation.

The problem of orientation during an extraterrestrial journey has two facets: (1) determination of the position of the space ship itself and (2) orientation of the occupants within the ship.

The position of the space ship will be determined by usual reference to planets during the crucial portions of the journey. In addition, radar and radio navigation should be feasible during most of the journey, with much of the information being calculated on earth and communicated directly.

Orientation within the ship offers possibilities of confusion of a type which could preclude efficient operation.

Conclusion

A few of the problems of space travel have been related, but much of the deeply technical problems of heat and cold, radiation hazards and "G" forces during acceleration have been ignored because their complexity forbids their complete reproduction.

It is obvious that an attempt at a manned rocket flight will be possible only if every aspect of the crew environment is completely controlled by artificial means.

As Wernher von Braun of the Ordnance and Research and Development Sub-office (Rocket), Fort Bliss, Texas, said in 1951, "The time has arrived for medical investigation of the problems of manned rocket flight, for it will not be the engineering problems but rather the limits of the human frame that will make the final decision as to whether manned space flight will eventually become a reality."

Sarawak

Continued from page 5

fields the Land Dayaks of Sarawak have tended to be bullied and oppressed by stronger peoples over the past hundreds of years. In times of unrest, such as those which preceded the establishment of Brooke rule, they not infrequently suffered slavery and extortion. As a result, they are on the surface a retiring and sometimes surly people. They are not as forthcoming with information, laughter or hospitality as most of the other Pagans. They tend to be very sensitive about their customs and sometimes go to absurd

lengths to hide quite harmless facts. They are thus a particularly difficult people to study. Once their confidence is won they are, of course as reasonable and as human as anyone else—but only a patient person will win their confidence, where a Sea Dayak or a Keyah may become one's friend overnight. The Land Dayaks tend to be very superstitious. Although Christian missionaries have been active among them the majority are still animists and their actions are dominated by the fear of omens, birds, snakes, noises of the jungle and such like. Every village has its experts in propitiating omens and defeating evil indications.

Various sorts of shrines and carved defensive figures are to be found close to the villages and here offerings are made at frequent intervals, at seasonal festivals or whenever anyone is in trouble or in doubt.

Sarawak though known by name through the visits of such explorers as Pigafetta to Brunei in 1522, Jorge de Menezes in 1526 and Gonsalvo Pereira in 1530 and by an early map of the East Indies by Mercator, begins its history as an integral State from the first landing of James Brooke in Aug. 1839. At this date Sarawak, extending from Cape Datu to the Samarahan River, was then a dependency of the Brunei Sultanate. Though possessed of a measure of independence, evidence which exists today shows how frequently throughout its history it had been engulfed by outside invaders.

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COUGAR Papers 410

The Squadron welcomed home F/L Nick Nichols this month from his Korean tour. Nick spent 5 months in Korea with the USAF 51st Fighter Wing where he completed 50 operational missions and was credited with a damaged MIG. A "good show" Nick and its good to have you back with us again. S/L Warren expects to be leaving in July for a similar tour in Korea.

F/O Al Robb (lucky son of a gun) is now taking an Instrument Flying Course at North Bay on T33s. F/O Bill Bain is on a Gunnery Course at Leconfield and F/O Wes McEwan is studying new cloak and dagger techniques in London.

F/O Ralph Biggar has returned to Squadron flying again after his 3 month tour as Wing Test Pilot.

S/L Warren, F/L Red Morris, F/O Bill Bain and F/O Ron Poole visited our Dutch friends in Soesterburg this month and good will trips were also made to Lee-on-Solent and Baudry.

Congratulations to F/L Gordy and Mrs. Joy on the birth of a 7½ pound baby girl.

Oh yes! The posting axe is finally beginning to swing. F/L's Johnny Marion and Ron Fould leave in July for dear old Training Command. Is this an indication of things to come? Are the red blooded fighter types—the cream of the RCAF to be wasted in the back seats of Harvards? Only time will tell, but for many of us who will soon be posted home, the future looks grim.

Three greens and off.

410 TELECOM — By Sparks

Time has rolled around once again for more news from 410 Telecom. After the hustle of the Ackington trip the section has settled down once again to the regular station routine.

Many things have happened around this section in the last few weeks. Another single man has bit the dust. On 6 June Cpl Dick Lovejoy deserted the bachelor ranks for life of married bliss. The reception was enjoyed by everyone, k. Too bad it didn't last about two or three hours longer. Best of luck and a happy married life Dick and Elsie. Guess we will be hearing donicker complaints again.

One of our boys has been playing soldier for the last two weeks. With LAC Plewes thoroughly

trained in the tactics of modern warfare by our experts at Ground Defence, our section should now be safe from any and every attack. But it looks like the course was slightly too strenuous because our soldier is now resting in the station hospital. The gang wishes you a speedy recovery Pete.

Last week-end LAC MacDiarmid tried to argue with a motor-cycle, but after two days in the hospital decided it wasn't worth it. Next time Arnie pick on something your own size. It may not prove so disastrous.

There is a saying that all good things must come to an end so will end this repertoire of information for this time.

410 SQN. SERVICING

410 Servicing: Home of the most versatile Riggers and Fitters in the Air Force.

The term Air Frame Technician and Aero Engine Technician seems to be grossly misapplied when one stops to think of a grease monkey's duties over the year. We have to our credit so many different tasks that it would be difficult to name them all. We maintain aircraft, service aircraft, wash aircraft, polish aircraft in the accustomed manner and then we service floors, wash floors and polish floors in the accustomed manner (much like any housewife) and we drive refueling bowsters and service bowsters and wash bowsters (much like an M.E. type) and also we build small wooden structures to house our L14's and the Sgt's (much as any W&B personnel would do it).

A NOTE ON SAFETY

BY F/L BOB SIMMONS

Very shortly our station will have the first issue of a new publication called Sabre Sense. It will be printed quarterly and contain a short article on each accident which requires a D14 (accident report) during the period plus a few cartoons pertaining to common mishaps.

Many of you have seen the Sabre Sense notice boards in the flight rooms and maintenance smoke room. No doubt some have wondered where this name originated. The term Accident Prevention from which it evolved has been used for years in the RCAF and we still use it, but it was the general feeling here that we could be a little more specific and deal with our major item at North Luffenham—the Sabre. Toward that end an Accident Prevention Committee was organized and has been operating here since June, 1952. Its four members, S/L C. D. Bricker, F/L C. R. Simmons, F/O R. M. Haran and F/O H. F. Rieschman have been carrying on this very important work and will provide the details for each issue of Sabre Sense.

Continued on page 21

Continued from previous column

These are only a few of our many and sundry duties but it seems we are always learning something new.

Today's another day. "What next?" says the Rigger to the Fitter. We wonder.

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THE LOW DOWNS

BY LAC MOODY

A bunch of the lads were sitting around,
Shooting off some breeze;
Just letting off some excess air,
Their thoughts were such as these.
The C.O. is a nasty bloke,
I wish he were in : : : Well;
Too many rules to suit me Jack,
Or don't you think so Mel.

The S.A.O., now there's a guy,
That drives me fairly nuts;
C.O. backs him every time,
No ifs or ands or buts.
You can't do this, you can't do that,
I'm telling you my friend;
'Tis plain to see our happy life,
Is coming to an end.

The S.W.O., sure sends me in a rage,
With all his pomp and gall;
He'll peg you for most anything,
And toss you like a ball.
Stay off the grass, be in on time,
Lights out in there my boys;
He takes away our freedom,
And kills all of our joys.

The Flight's another; boils me, lads,
At times he doesn't think;
That maybe guys who work for him,
Aren't made of steel or zinc.
He sweats you dry, and drains your blood,
And then comes back for more;
No wonder we're a nervous wreck,
And our ear drums are sore.

The Sgt., now there's a Joe,
Who sets me in a spin;
To him your just so much trash,
He'll make sure you don't win.
He yells his fool head off his neck,
Tell you that's not right;
Make you work the whole clock round,
He's pushing for his Flight.

The Corporal, what a guy is he,
So smart with those new stripes;
Flaunts his two hooks all around,
And shoots a lot of tripe.
Oblivious to the little guy,
Who is as such was he;
He'll throw you to the upper dog,
So long he gets his three.

The better type the L.A.C.,
He doesn't bark so loud;
Until he spies an Acey Duce,
Then he sure feels proud.
He tries to pass the buck along,
By either hook or crook;
Always watching up the line,
To find his set of hooks.

The Acey Duce, now there's a guy,
Miserable most times,
Does all the other's dirty work,
Pays out all the fines.
He learns the hard way from the start,
That life is awful grim;
But thankful for the day to end,
He takes it on the chin.

But why kick boys, it doesn't do,
This life is what we chose;
Don't take it out on those above,
You might be one of those.
Their life is not so easy,
They worked hard these years through;
And don't forget, that most of them,
Were Acey Ducey's, too.

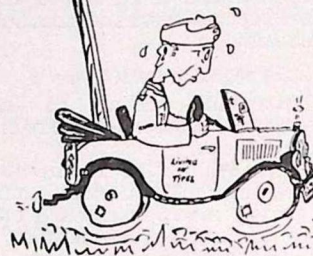
Small Advertisement

1949 Royal Enfield Motorbike —
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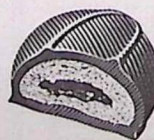
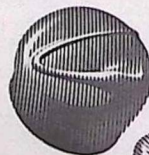
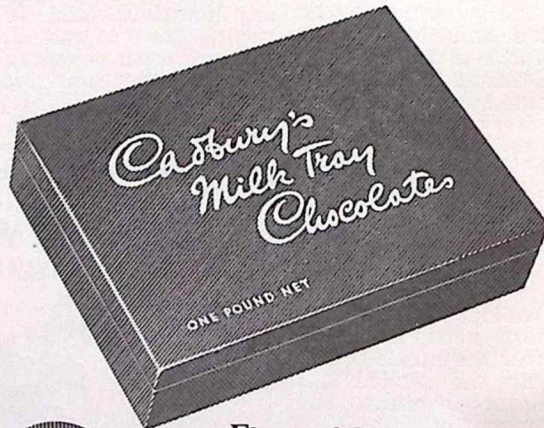


Summer Cruises

During the 1952 season, 45,000 pleasure craft cleared through Canadian canals.

Crowded Capital

Rangoon, capital of Burma, had 800,000 population in 1952 compared to 250,000 before the war.



Eleven delicious centres
thickly covered with
Cadbury's Dairy Milk
Chocolate

THE M.E. BLOWS ITS HORN

M.E. Brotherhood of Bachelors Suffers Blow

This loyal Brotherhood has again suffered a staggering blow! The deserter this time being one LAC Collin Ray. Ray has quitted the bliss of barrack block 62 for Donikerville. Monday, June 15th, was the fatal day Ray walked his last mile as a member of the Brotherhood, for on that day he took as his wife the former Miss Kathleen Wilson, of Nelson B.C. The boy almost didn't make it on the day planned, however, for he was either so shy or excited that when he went in for the licence he came back with one to peddle bananas and fresh fish on Sundays and all Official Holiday.

Everything worked out as planned, however, and the evening of June 15th saw the new Mr. and Mrs. off for a five-day honeymoon in London. The happy pair were presented with a pressure cooker from the boys in the M.E.

Welcome to the M.E. fold Kay, may your future prove a long and happy one.

Maintaining a Balance

They say that nature does her best to maintain a balance in all things. This balance, of course, can be and often is aided by human endeavour.

In order to offset the deteriorating effects of marriage on the M.E. Brotherhood of Bachelors, Cpl. and Mrs. Ev. Beck have made a substantial and lasting contribution to this end, the contribution being in the form of a 10½ pound son, born May 9th, '53, in the Station Hospital. Nice going, folks! Next month he should be big enough to drive a 40 passenger. (This makes two contributions to date).

Wouldn't Know Him From Adam

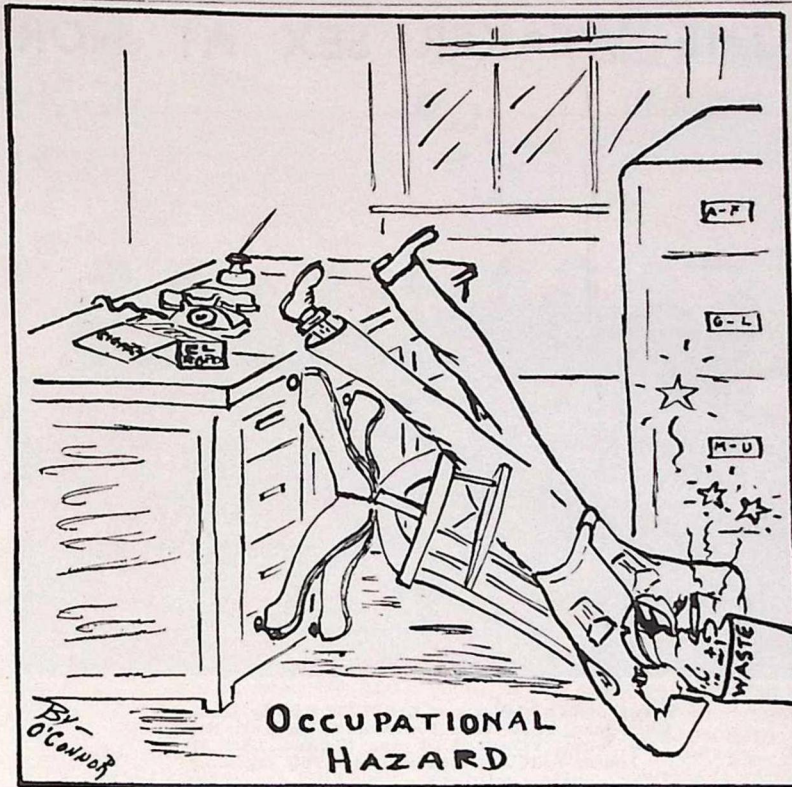
Cpl. Hammy Hammond is back amongst the living again after a sojourn in Ely Hospital. It seems they had to remove part of "Hammy's" anatomy and he now resembles Adam. He's like an orange with pips. We'll leave you to dwell on that for awhile.

M.E.'s Contribution to Air Div.

LAC Bob Massicotte headed for Air Div. Headquarters, Metz., on transfer June 22nd. Little "Massy" will be missed by all M.E. types. Bob is so short we received reports on our 15 passenger buses proceeding down the road with no one to be seen behind the wheel!

Fences and Flowers

A gradual change has taken place in the M.E. lawns and flower beds over the past couple of months. A



white picket fence has sprung up around all the lawns, giving the place a touch of "culture." This feat was engineered under the direction of Cpl. Ted Laye and the efforts of all M.E. personnel. W.O.1 "Tommy" Wilkins and Sgt "Ross" Smalley being bit by the gardening

bug, have managed to get all the old flowers rearranged and new ones planted out. All that's needed now is to import some Canadian sunshine.

Unholy Alliance

"INJURY and DEATH are the co-drivers of CARELESSNESS."

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THE WEAKER SEX AT NORTH LUFFENHAM

A Note of Thanks



Left to right : LAW Norma Holt, LAW Dorothy Lott, LAW Kitty Sears, LAW Anita Power, LAW Louis MacMurchie, LAW Norma Colwell, LAW Ann Culligan, LAW Marcia Ehman, LAW Avis Spedding, LAW Tilly Zagrodny.



AWI Grace Kolesar, LAW June Barrett, AWI Faith Imakire, LAW June Todhunter, LAW Anne MacPherson, LAW Vernis Strobel, LAW Adeline Tindall, LAW Edna MacLean, LAW Natalie Schofield, Cpl Beatrice Uens, LAW Louise Gates, LAW Pat Glover. Not shown : Cpl Betty Anderson, LAW Marguerite Jameson, LAW Grace Harris, AW Nancy Walsh, AW Joan Stewart.

For most of us the voyage across the Atlantic on the *SS Empress of Australia* was our first encounter with the sea and its varying moods. Although the trip was enlivened by the various shipboard activities, such as suffleboard, "horse-racing" and dancing, the holiday spirit was somewhat dampened by what the experts termed a "fresh gale" and what to us greenhorns was a veritable hurricane. Consequently the first sight of land was welcomed joyfully and even Liverpool seemed like Utopia !

After disembarking and the usual clamour and confusion of the shuffle through customs, we were aboard the Service 'buses and on our way. As the 'bus travelled through the various counties Sgt Ridley, who accompanied us, brightened up the trip by descriptions of the various points of interest. Our thanks to him, FS Sewell and all other members of the welcoming party for adding a note of entertainment and amusement to our journey.

Fortunately, we were blessed with an "unusually" sunny day and the country through which we passed was, to the eyes of newcomers like ourselves, a never-ending series of something old and yet something entirely new to us. We were agog at the perfection of the scenery and the galaxy of flowers and blossoming trees all along the way.

Entering the station, we were impressed with the well - kept grounds and all round "permanent" appearance. Although our barracks had not yet been fully equipped, we were surprised and delighted to find a comfortably furnished lounge and canteen. Since our arrival, the addition of necessary equipment has been by leaps and bounds. Our hats are off to all those people who prepared for our arrival and those who are co-operating so heartily with our disciplinarian in supplying our needs so quickly and efficiently.

Although still in the indoctrination stage, we are slowly becoming accustomed to the peculiarities of an overseas unit and a strange country. After the initial period of probation is over we hope we shall be accepted as full-fledged members of 1 Fighter Wing, North Luffenham.

Editorial

Continued from page 3

trying to show you? Well, fellows, seems that your turn has come! One are the days when any airplane in sight was fair game to bounce; no more of those hairy tail chases and sonic booms! Instead it will be a case of "Needle, ball, airspeed. Watch that air-speed! Keep that ball in the centre! My God, are you trying to kill me? I've got a wife and kids, or something."

Perhaps the above isn't too encouraging but you will have someone else to polish aircraft, sweep up Flight Rooms, and such. Cheer up, me lads! The guy writing this isn't immune either.

Airmen's Entertainment

Continued from page 14

then called on two airmen for accompaniment in doing "Ballin' the Jack." After a few hilarious minutes of this everyone joined in the laughs. Receiving a warm round of applause, Miss Reddick was presented with a beautiful bouquet of roses and carnations by LAW Dorothy Lott.

Assisting with the performance and providing music for the dance was Jimmie Hearth and his Orchestra. In addition, Jimmie had with him a very fine juggler and a charming female vocalist.

From all indications the dance was a huge success. It is hoped that many more parties with such variety of entertainment will be held often.

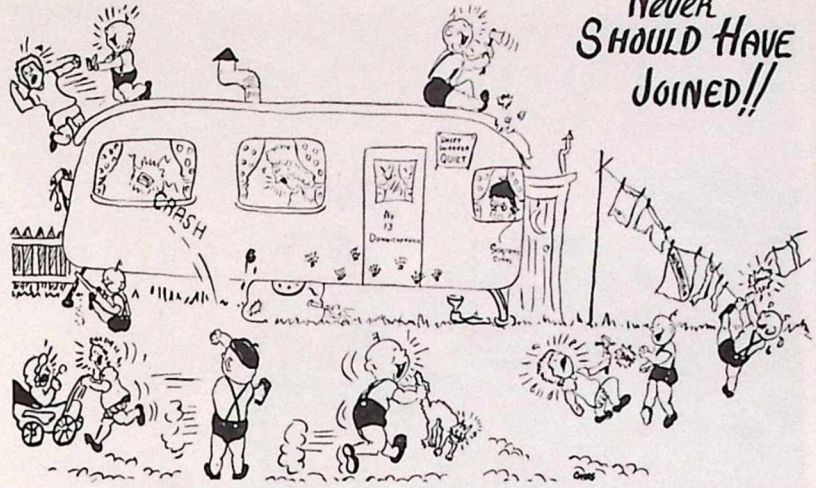
A Note on Safety

Continued from page 17

F/O Ralph Annis suggested the title Sabre Sense which was accepted, and it is an excellent one bringing to mind that we all must use our sense to keep the Sabres airborne, serviceable and returning to base safely. Our aim is to bring our problems up to date, freshen our minds, and do everything possible to avoid accidents, especially recurring ones.

The fighter we use today is an expensive piece of machinery. The people working on the ground and the pilots in the air are expensively trained individuals and a high degree of skill is necessary to keep a fighter airborne. Our safety records are indirectly with the degree of skill we exercise in our daily work. This is why Sabre Sense concerns you.

Have another look at that thin white contrail and remember there is a "Joe" sitting up there with a



Notes from Wing Orderly Room

Although everyone was sorry to see Warrant Officer Thompson leave the Orderly Room and appreciate the time spent with us, his successor, Sgt Golding, has capably assumed the role of NCO i/c and everything is still smooth sailing.

If not the most important, certainly the most disturbing event of the month was the arrival of the first draft of airwomen to 1 Fighter Wing. Three of these illustrious newcomers were fortunate enough to find themselves "selected" for duty in Wing Orderly Room. Concerning this new and refreshing addition to our staff, Little Joe has the following to say:

"The staff of the HQ Orderly Room wishes to take this opportunity to welcome our three new arrivals—LAW Dorothy Lott from Sea Island, LAW June "Newf" Barrett from Bagotville, and LAW Grace Harris from TCHQ. Many of us had never seen an airwoman before (some of us still wish we hadn't!) and, regardless of the

Continued from previous column.
great deal of faith in the people that work together from day to day.

opinion of the guy who said "Woman's place is in the home," it looks like the girls are here to stay. So, men, let's take them for better or for worse and extend our heartiest welcome (in the mildest language possible). Anyway girls, we hope you enjoy your stay in the beautiful old country of "culture and refinement," get used to the currency, English Beer, and any of the other customs strange to Canadians, faster than we did."

On behalf of the three new members of the Orderly, I wish to thank "Little Joe" for those "kind" words and assure all those of the staff that we shall try to carry out our duties with a maximum of cooperation and efficiency!

Another noteworthy event was the return of our decorated hero, LAC Harry Meens, from the Coronation Contingent. LAC Meens is back at work after enjoying a seven-day rest treatment prescribed for all those who suffered the rigorous training and hardships of the four weeks' vacation in London! All joking aside, we are glad to see Harry back and proud of the fine showing he made at the Coronation.

—Grace and Little Joe.

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F/O RAY BEDARD

A Tribute

In last month's edition of Talepipe there appeared a simple but inspiring poem, *High Flight*, composed during World War II by a RCAF flier just prior to his death. We are repeating this splendid piece of poetry hereunder in the belief that no finer tribute can be paid Flying Officer Raymond Bedard who lost his life in the crash of his Sabre jet on June 23.

Anyone who knew F/O Bedard will believe him capable of the very deep sentiment expressed in *High Flight*. He was a quiet man, devoted to a career of flying which ended all so abruptly a few miles from Boston, Lincs. But whether in the air or on the ground Ray Bedard applied himself diligently to any task set before him.

F/O Bedard enlisted in the air force in 1950 at Ottawa, his hometown, and won his wings at Centralia, Ont. After training at 1 (F) O.T.U. he joined 439 Squadron at Uplands in October, 1951 and proceeded overseas on Leap Frog One a little more than a year ago.

Last September F/O Bedard returned to Canada for liaison duties with Operation Leap Frog Two. At that time he married and brought his wife to England to live. In so doing, Ray Bedard would have considered that he had attained the ultimate in his short lifetime. And yet, a few months later, he had put out his hand "and touched the face of God."

The sympathy of all personnel of 1 Fighter Wing is extended to the widow and family of F/O Bedard, committed to rest in a quiet corner of Exton village.

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
trod
The high untrespassed sanctity of space
Put out my hand and touched the face
of God.

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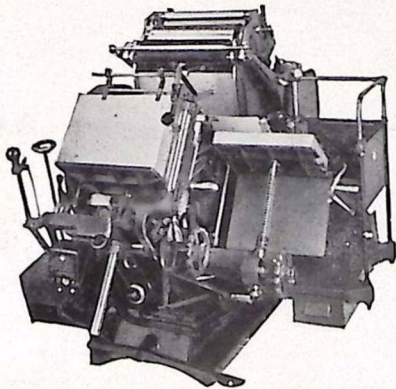
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