

NORTH
LUFFENHAM



Talepipe

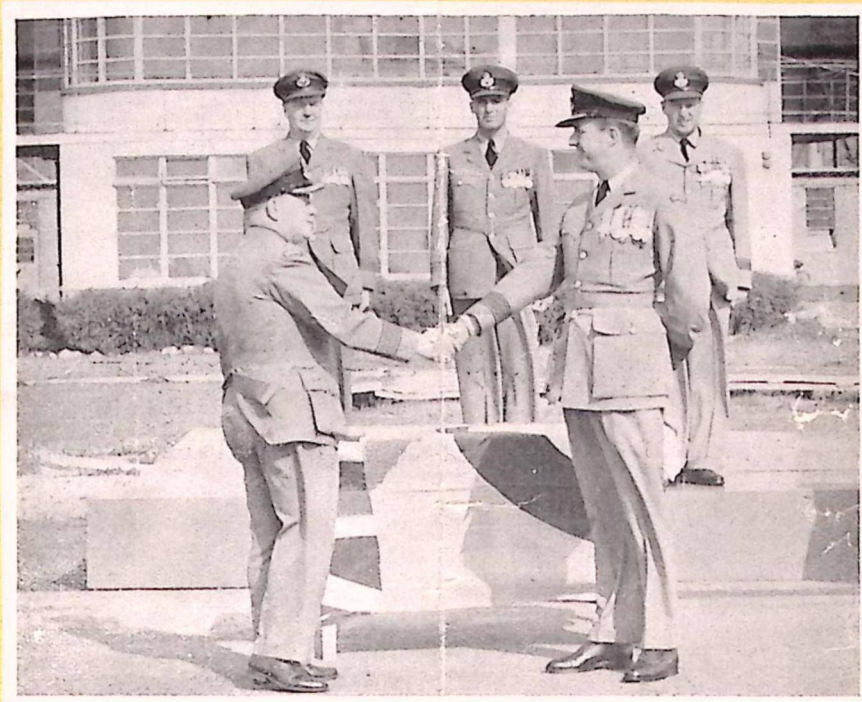


THE HOTTEST THING EAST OF THE ATLANTIC

VOL. II

AUGUST, 1953

No. 10



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- ★ MOMENTUM

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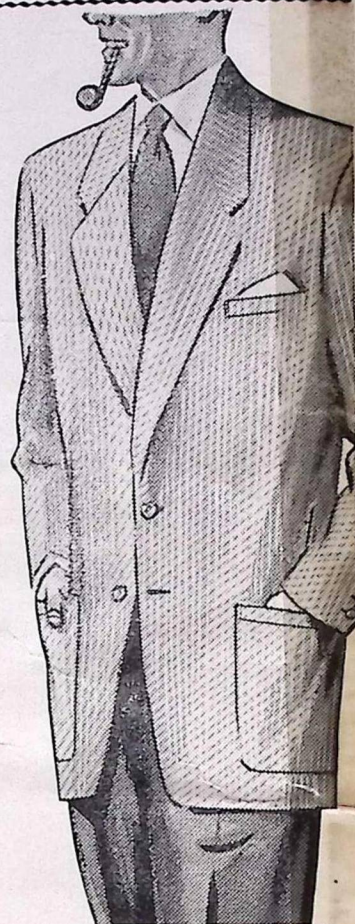
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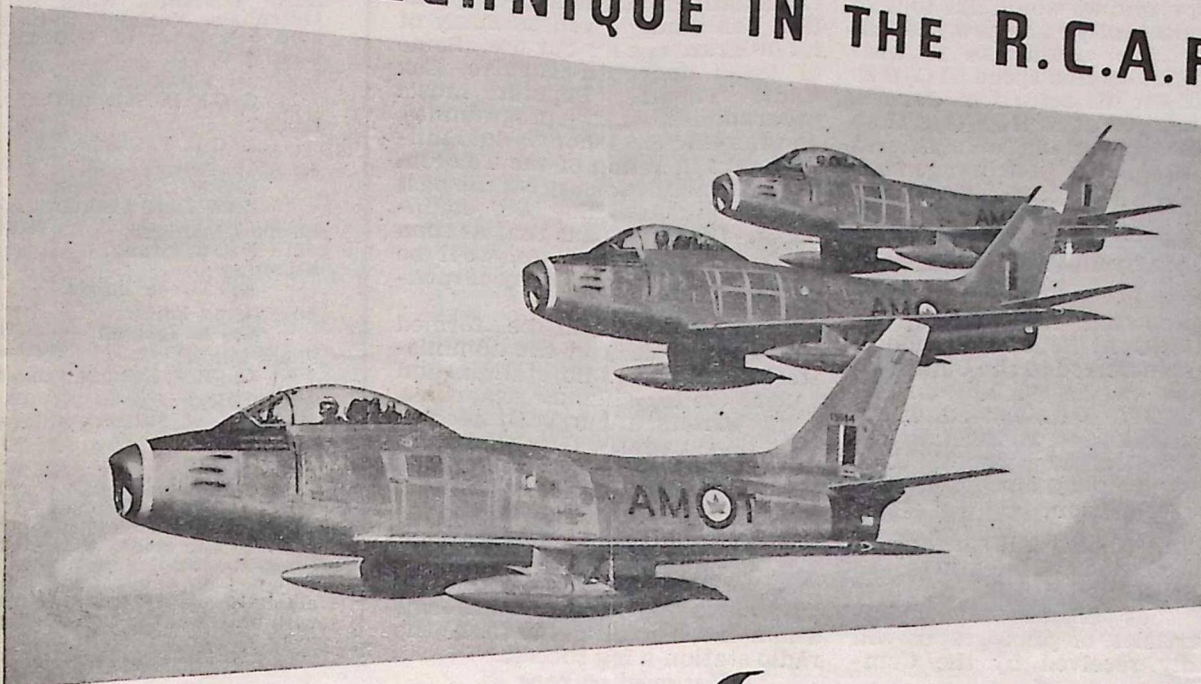
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EDITORIAL

RADIO STATION AT NORTH LUFFENHAM

Quite a few changes have taken place since the last edition of *Talepipe*, and we would like to take this opportunity to review the last month. We would like to wish good luck and God speed to G/C E. B. Hale on his return to Canada and a new job at AFHQ. G/C Hale was the founder of *Talepipe*, and gave us much encouragement during the past year. To G/C J. D. Somerville we extend our welcome to the station, and hopes that he will enjoy his time spent with us.

Talepipe bid farewell to our editor, F/O Al Seitz, last month. Al was transferred to the Continent where he will be working on FIS courses. F/O Seitz was editor for seven months, and worked unstintingly for the newspaper. Our thanks and best wishes go to him on his new station.

We hope to give full coverage to station news, and features, in future, and keep up the record of our previous editors. Any suggestions, articles, or photographs will be gladly received by the Committee.

In September, 1 (F) Wing will have its own radio station. The Canadian Broadcasting Corporation has kindly given us many of its programmes for our use. Some of these are Ford Theatre, Lux Radio Theatre, Popular Music programmes, Jazz programmes, and the CBC Symphony. Sgt Munroe and Mr. Adam of the Telecom section have been busy for the past few months building the equipment. Latest word is that as soon as a studio is fixed up, we'll be ready to broadcast. (Any carpenters around here?).

A committee will be formed shortly to look after the administration of the radio station, and volunteers for announcers, artists, script writers, are urgently needed. It is hoped that a Glee Club, and Drama Club can be started on the station, to work with the radio station. If any personnel are interested, would they contact myself in the Wing Orderly Room, or any member of the *Talepipe* Committee who will give them further information. Let's go all out to make the radio station a big success.

Continued on page 25

"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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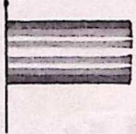
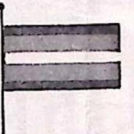

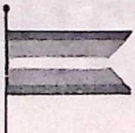
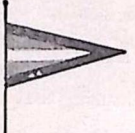
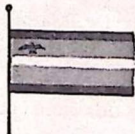
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HANDING OVER 1 FIGHTER WING

FAREWELL

from

Group Captain E. B. Hale,
DFC, CD

to the

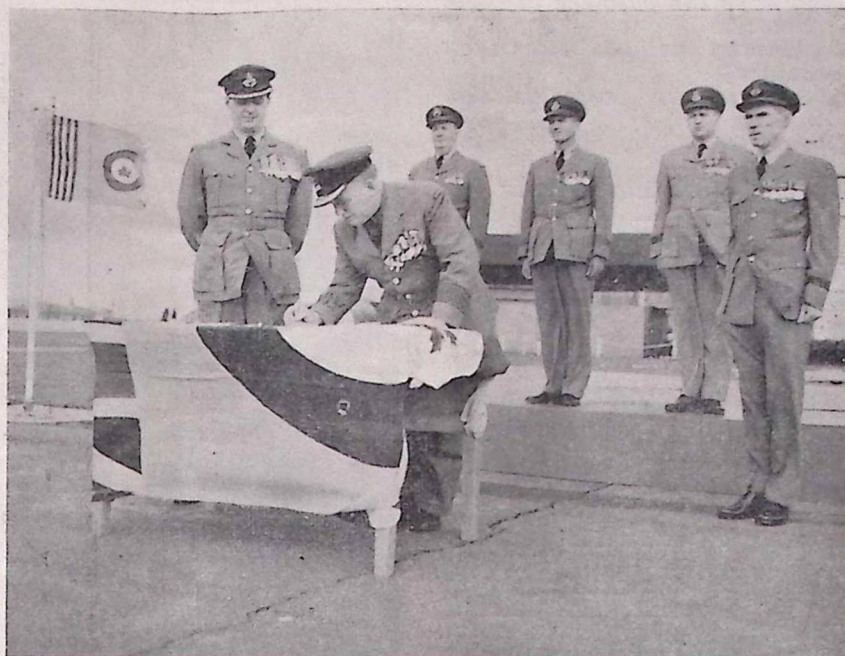
Officers, Airmen and Air-
women of 1 Fighter Wing :

It is now two years since we first established ourselves in the temporary Headquarters Building (now the Operations and Intelligence Building).

Through your co-operation at all times during these two years, much has been done to improve the pattern of life of the station towards increasing the efficiency and welfare of the unit.

Now as I say "farewell" may I express my appreciation for this effort, and I trust that you will continue to show the same co-operation under your new Commanding Officer, Group Captain J. D. Somerville, DSO, DFC, CD.

Further, I wish to say "Goodbye and Thank you" to the many friends, civilian and service, who have contributed so wholeheartedly in doing everything possible to make us feel at home in England and in furthering our efforts to carry out the task set before us.



G/C J. D. Somerville signs
Handing over certificate

HELLO

from

Group Captain J. D. Somerville,
DSO, DFC, CD

to the

Officers, NCOs, Airmen and
Airwomen :

It is my pleasant duty to take over the command of 1 Fighter Wing.

I extend an "Hello" to all who will work with me in operating this Wing, and hope that I may be able at some time to meet each and everyone of you.

I look forward to the same co-operation and effort which you have shown in the past two years under Group Captain Hale ; the results of which are gratifyingly apparent as I travel around the unit.



Momentum take-off

OPERATION MOMENTUM

BY CPL W. MUZYCHKA

*If you have the patience to think
clearly,
Of planning methods wiser than
before;
And treat past miscalculation
merely
As hints let fall by fate to teach
you more—
Then you have "Momentum."*

What is behind this large scale exercise; how do we, the RCAF fit into the picture? Well, let's cover the whole show.

The primary purpose of this annual operation is to exercise as a whole the air defences of the United Kingdom. The air defence of the United Kingdom does not consist entirely of jet fighters and anti-aircraft guns; there is also the very important side of control and reporting which has two major components—the radar stations and Royal Observer Corps. In order to man the radar stations continuously during the period of operation, there are the services of the Auxiliary Units associated with the C. & R. System and also the services of a large number of reservists who come up for training during the exercise. Then you have the Royal Observer Corps as well who, during the annual operation, are given an opportunity which they would not get at any other time during the year to really see considerable activity.

What next? The fighter squadrons. And here again you have the regular squadrons and squadrons of the Auxiliary Air Force. As with other parts of the defence system, the flying squadrons are being exercised in one way or another throughout the year, but they do not get the same realistic exercising as can be given to them in the annual air operation. In Momentum, squadrons worked under high pressure, they were also exercised in the essential roles of reinforcing and redeploying, showing how they could be moved to wherever the need for them was greatest at any particular time. This was a most important matter in which squadrons, and the ground crews upon whom they so entirely depend, could have the right kind of practice.

Then there are the Administrative and Technical organizations which have a good deal of head scratching to do on a big exercise like this, and without which the



smooth functioning of such an operation would be impossible.

So you seen in Momentum it is possible to do this exercising of the elements of the air defence simultaneously in all forms of attack, under greater pressure, and for more protracted periods than is possible in the small exercises which take place throughout the year. It also provides not only valuable practice to the active elements of the air defence system but invaluable practice in exercising the command and control elements in the air defence system.

Now, our part in this operation.

Our role as an F86 Fighter Wing is to seek out, intercept and destroy a simulated enemy.

For the first time in Fighter Command history, we are faced with an all jet attacking force during the daylight phases. Equipped with the F86 aircraft—the fastest and best fighter aircraft in service today places this wing in an enviable position, and the Sector Commander—the officer who directs the air battle in our selected locality — did rely on us to carry the battle in his favour. There is no reason on earth why we should not and cannot justify that confidence with the general aggressive spirit and fighting capacity of the RCAF.

To aid and abet our own three fighter squadrons in this task 416 (F) Squadron of 2 (F) Wing, Gros Tenquin, was deployed to 1 (F) Wing. They arrived on 6 August and took up dispersal location near No. 6 Hangar. At the same time 439 Squadron and 441 Squadron were dispersed to sites around the perimeter of the airfield. This was done to simulate conditions under which squadrons normally have to operate during wartime as well as for defensive measures against airfield attack by "enemy" bombers and staffers.

Immediately "pre-Momentum" warm-up exercises were commenced with all four squadrons taking part and showing good results for quick scrambles, climbs to height and interceptions. This was a preliminary test of our capabilities, a dress rehearsal so to speak, and helped to iron out any small "kinks" which may have "fouled the machinery" during the Operation.

Then came "H"—hour 2000Z, 14 August, '53, and Momentum was upon us.

410 Squadron and 439 Squadron opened the show with the interception of some Canberras in the Yarmouth and Cromer areas and from there on all squadrons worked like Trojans. A breakdown of

sorties and interceptions by squadrons will show the great effort put into this operation, and once again it shows also the hard work put in by ground crews to keep the aircraft flying.

410 SQN. 416 SQN. 439 SQN. 441 SQN.

<i>Sorties</i>			
232	170	198	151
<i>Interceptions</i>			
44	12	22	29

Aircraft intercepted included Canberras, Lincolns, F84s, B47s, B50s, B45s, Vampires, Venoms and Washingtons.

In all phases of the Operation, this Wing carried out its role with a high standard of efficiency and had a fair share with Royal Air Force Squadrons of whatever work there was to be done.

A complete assessment cannot be given until all films and reports are collated by the staffs at Air Ministry, but there is no doubt that quite a few raiders were caught before they could do any damage. Lessons have been learned on both sides, and with the changed condition of aerial warfare the shape of things to come can only be imagined.

During the exercise normal Administrative services were main-

tained in addition to extra commitments by certain sections of the CADo division.

The Airmen's Mess was open from 0400 hours during the operation and hot meals provided as required. Box lunches provided for personnel at dispersals proved most satisfactory and saved considerable time.

There was complete medical manning during the exercise without any disruption of ordinary medical facilities.

Both aircrew and groundcrew worked long hours, but there was no severe impairment of efficiency due to fatigue.

From the operational point of view the exercise is considered most instructive, and it is certain that the Wing is now in a position to undertake any operational commitment and do a good job. Training however, is still an important factor, and we look forward to whatever the next task may be. As the French say—"Aux vincere aut mori."

Teems with Fish

About 100,000 tons of fish annually are taken from the Great Lake of Cambodia in Indo-China.

COFFEE AND DOUGHNUTS FOR THE ENEMY HERE

That's what the sign says outside the operations building at the RCAF's No. 1 Fighter Wing base at North Luffenham in England, and a group of "enemy" jet jockeys are wasting no time in taking advantage of this special service. What makes these pilots "enemy" is that they form part of the air opposition in Operation Momentum, the biggest air defence exercise ever held in the skies over Great Britain, which has just finished. All are from RCAF squadrons based in Continental Europe, comprising part of the Canadian Air Division. Taking off from bases in Germany, they simulate high-speed attacks on England, landing at North Luffenham to refuel both Sabre jets and the inner man before returning to their home base. Under the operational control of RAF Fighter Command, the Canadian Fighter Wing at North Luffenham constitutes one of the most potent defensive units in this big air operation with the most modern aircraft in the Command. In dawn-to-dusk flights, they have successfully intercepted all types of "enemy" aircraft, even the Canadian F-86 Sabre jets from the Continent.

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AN AFTERNOON'S OUTING

By Scotty

With the advent of August's favourable weather, the wanderlust urge has fired the blood. The question that pops up "where can we go?" Now this is a difficult problem owing to the next to non-existent transport service. To the plutocrats of the station, namely, the Donnickers, this situation is easily overcome, whilst the poor, humble single man has to rely on a brand new motor-cycle.

The transport problem settled, the question still is "where can we go?" Rutland County, the smallest in England, is in the heart of the Midlands, and many scenic beauty spots. Kettering or rather Wicksteed Park, provides relaxation for all: little monsters, Haglund, monsters, girl friends and the old battle-axe.

Kettering is approximately twenty miles as the crow flies, but who travels that way? The route to Kettering passes through the village of Manton, where the children are little savages, or so we gather from the sign of "Beware of Children." After Manton the road

leads to Uppingham, where is to be seen one of the top ten public schools of England which was founded by a charter from Elizabeth I.

Leaving Uppingham the road twists and turns, climbs and descends through picturesque countryside. Nestled in a valley, Uppingham's reservoir will be seen on the right hand side. The road straightens out for a mile or so and an impressive view of Rockingham Castle is obtained.

Climbing out of Rockingham in bottom gear, the road forks. To the left one reaches Corby, an unromantic steel town, which grew up round a Scottish steel mill during the first Great War. The right fork leads to Kettering.

After further meandering through the sunlit countryside, Kettering takes shape, and is not just a name on the map. Skirting the centre of the town the road leads to Wicksteed Park, where a pleasant afternoon can be had by all.

The park is very large and has a variety of interests. The energetic can circumnavigate this vast space on a model railway. The little monster, God bless 'im, has the opportunity to sample a seafaring life on a small boating pond. The long suffering donnicker has that once in a life-time opportunity to rid himself of the old battle-axe, by installing her on the water-chute. The young bloods have the opportunity of becoming another Red Harris or Ian Steel on the circular bicycle speedway track, for those suffering from a spare tire there is a large boating pond or any one of the three swimming pools. The aged have plenty of opportunity to reminisce over the antics of young couples.

The only blot on the landscape of this little Eden, especially to the Scotch and the poor old donnicker, is the ice-cream, lemonade and candy stalls. The Parks Committee have provided an excellent restaurant near the bandstand. In the evening, on certain nights, various talented bands perform and open-air dancing is enjoyed. Now, this is where the "Donkey" or single has his field day. As the

Continued on page 25

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OH, MIGHTY ARE THE WORKS OF MAN

By P/O A. L. Murray

Those of us who are in Britain for the first time cannot fail to be impressed by the beauty of the innumerable cathedrals, churches and minsters that are scattered over the face of the island. A great deal of pleasure can be had in visiting some of these buildings and drinking in their marvellous lines. We should like to briefly mention some of the churches which one can visit in Britain. The list is by no means complete, for it contains only those visited by the author.

But first, let us find out what are the basic types of ecclesiastical architecture that one can see in Britain.

The oldest is Saxon (700 - 1060). Here we find circular churches, and round arches resting on massive pillars. An excellent example of this style is the Holy Sepulchre Church in Cambridge. Unfortunately there are only very few Saxon churches in Britain.

The next type of architecture is Norman (1060-1160). It was largely introduced by William the Conqueror, who was a great builder. Norman ecclesiastical architecture is characterised by the rectangular nave, round arches supported on heavy massive pillars, square angular towers and zig-zag mouldings. There are many fine examples of Norman architecture in Britain to-day, Ely, Peterborough and Southwell among them.

The Norman style persisted until the middle of the 17th century, when it was gradually replaced by the greatest of European architectural styles—Gothic. This new style was the result of a revolution in both the spiritual attitudes of Western man and the field of engineering. Architects tried to express the faith of their age in buildings which soared heavenward in graceful lines. But we must not forget the discovery of the engineering principles found in Gothic—pointed arches, flying buttresses, etc. Without these the aspirations of the faithful would not have borne such rich architectural fruit. The Gothic style (1200-1580) is characterised by pointed arches, expansive sheets of glass, slender pillars, a tendency towards naturalness in decorative embellishment, and a general impression of lightness and delicacy. Most churches in Britain contain some Gothic features, but some of the more significant are Lincoln, Southwark, Canterbury and King's College in Cambridge.

Gradually the Gothic style became decadent; its purity became polluted by over-embellishment.

But by that time the fresh wind of the renaissance was blowing and the world had moved out of the mediaeval period. New styles of architecture, based not so much on religious aspiration as on the new humanism, became popular. Thus, here is an excellent place to make a division. We shall not investigate these newer styles, but shall turn back and see what some particular ecclesiastical structures have to offer us.

Nearest home is Peterborough Cathedral. It presents the visitor with a magnificent West Front in the early English style. The three great soaring arches form an immense porch which hides for a moment the fact that here is one of the finest Norman cathedrals in Britain. As one enters the nave and views row upon row of powerful piers, one gains a glimpse of the solid characteristics of the Norman conquerors. One is also impressed by the fact that we in the 20th century can catch a glimpse of the world of our Norman ancestors of 800 years ago by examining this building.

Another excellent Norman church, near at hand, can be found at Ely. But here the unusual octagonal tower and the exquisite Lady Chapel are the main attractions. They are both superb examples of the Decorated Gothic style. Of further interest at Ely are the well-preserved Priory and school buildings.

Close to Ely is the famous town of Cambridge. It is impossible to even name all the points of interest in this charming centre, but one should certainly not miss the delicate fan tracery of Kings College Chapel, the Great Court of Trinity College, or the mediæval charm of Magdalen College. If you are sufficiently romantic, you will derive a great deal of pleasure from poling your way along the river Cam among the various colleges.

Cambridge's counterpart—Oxford—also has much to offer the sightseer. Like Cambridge there is actually too much to see, but in our humble opinion the architecture is not of the high calibre of Cambridge. One should not miss, however, All Souls College Chapel with its magnificent Alter Screen, Christ's Church College with its raised walks, or the ancient charm of Balliol.

A few miles north of Nottingham is Southwell Minister. This building is less famous than many others, but undeservedly so. Both its Norman and its Gothic parts are in remarkable condition and show very well the differences between the two basic British architectural types. But it is the 14th century stone carving in the Chapter House that are the real attraction at Southwell. Here is the mediæval imagination in its fullest expression—ogres and angels, monks and hunters, animals and spirits all are displayed in a remarkable naturalism that is still fresh 600 years later.

Not far from Southwell is Lincoln—perhaps the greatest cathedral in Britain. Perched on its magnificent hilltop site, Lincoln thrills the viewer on his first glimpse of it. Predominately Early English Gothic in style, the nave has a cleanness that many later churches lack to a considerable degree. But the cathedral is not the only attraction of Lincoln. There is the impressive Norman castle and the narrow streets which torturously wind their way up the hill side.

Whether one's stay in Britain be long or short—one should certainly visit as many of these beautiful places as one can. Take the time to slowly survey some one beautiful cathedral. Sit back and let your eyes wander over the flowing lines of Gothic arches, or the squat powerful piers of a Norman nave, let the brilliant colours of ancient stained glass sink into your eyes; all this will give you a sense of pleasure and a calmness that cannot be had from racing from city to city and building to building. From our experience it is better to see a few buildings well than many in a cursory fashion.

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KNOWLEDGE CAN BE TEDIOUS

By Cpl A. G. Brett

During last June, the members of the Trade Advancement Centre were fortunate enough to obtain an invitation to visit the well-known factory of Dowty Hydraulic Ltd. We left Luffenham shortly after dinner safe in the experienced hands of that famous Grand Prix driver, WO "95% boost" Cooper, in his famous Rolls Canardly (rolls down hills, but can hardly get up 'em) car. Passing through Uppingham en route to Rugby, we noted with some joy, that here at last was that well known "one day English summer." Tunics were soon discarded as we cruised through the unfolding English countryside at speeds bordering on a near suicidal forty miles per hour, and relaxed on the pleasant thoughts of anticipation, of wonders we were to see at Dowty's.

Rugby was reached in a short time, and was seen pleasantly laying in the valley as we forged over the brow of the left hill, the view being somewhat fogged by the persistent cloud of steam issuing from the Rolls Canardly's radiator. Chugging valiantly (much like Stevenson's rocket) we reached the heart of Rugby. Leaving our mode of transportation (the word mode being most appropriate), we wandered around this historic bound town, with its tales of Tom Brown's School Days, and well-known public schools in search of a "cup of tea !!!?" The writer having been born in this town, soon filled the desires of his fellowmen in a nearby "Tea shop !!!?"

Leaving Rugby behind us we soon reached Stratford-upon-Avon, where we enjoyed a short stop, our main object being to reach Cheltenham as soon as possible, so that Cpl "What's my line" Tollerton could partake of the hot springs for which Cheltenham is so famous. Rheumatics not being the reason, but rather an acute state of "Fibrositis" of the real suspension, caused by the inadequate design of the office furniture.

The following day we moved off to Dowty Hydraulic Company, Cheltenham, and found it situated in a very pleasant country estate, the actual headquarters being a very sedate English manor house. We received a most cordial welcome from the publicity department, and after introductions, we partook of coffee and cakes during which a general discussion of aircraft and equipment took place.

Our tour commenced in the machine shop. The overall layout was very orderly, with every type of machine represented, lathes, bore-drills, etc., so that the complete complex machinery processes required for hydraulic component production were located in a compact group. Our guide told us briefly of the operation of each component. Among the outstanding productions were the new type hydraulic pump which Dowty Company have pioneered. It uses a two stage circulation system which provides a constant flow of hydraulic fluid irregardless of aircraft altitude. We also saw a full range of electro hydraulic pressure switches, and last but not least, a new Dowty Spill Flow Fuel System, of which a description and brief operation of same will appear in future lectures at this trade advancement centre.

One interesting feature of the machine shop was the electro magnetic surface finish measuring machine, where the actual finish of the machine parts was graphically transferred to a paper graph and magnified to four stages of magnification, during which process a pen on the chart draws the actual surface variations. This being done to reduce wear on glands in hydraulic equipment by machining to a very fine finish. In the production of various undercarriage structures Dowty Hydraulic Limited are now using a Magna-alloy, which is found to be 10 per cent. lighter than aluminium alloy and 20 per cent. stronger than most

steel. This metal was used extensively in the production of the Brabazon, the Vulcan and Meteor aircraft.

Our next place of interest was the anti-corrosive treatment room, where we saw the actual processes of anodizing aluminium alloy fittings to prevent corrosion. By far the most impressive room was the drawing office, where as many as 100 draughtsmen were busy on blueprints for the productions of accessories. It can be truly said, "that the basis of production lies in the hands of the draughtsmen." We displayed a considerable amount of interest at our next stop, which was the hydraulic test shed. In here we saw various types of hydraulic equipment under rigid test schedules: for example, the continuous operation of the Dowty fuel pump to determine its ability to pump a measured quantity of fluid every hour. Some components were subjected to tests designed to deliberately destroy them. We were surprised to note that when a purely hydraulic component was subjected to twice its normal operating pressures, that contrary to the belief that it would explode the entire opposite effect will take place and the component will only seep fluid, thus relieving the pressure in this manner.

We noted with some dismay that our enemy, time, had crept up on us, and we were forced to conclude this most enlightening and enjoyable tour. Our guide, a member of some standing in the Dowty Hydraulic Plant, was uncannily accurate in the wealth of knowledge he displayed in explaining to us the fundamental principles of the operation of the more popular components produced by this company. He wished it to be known, that should any members of the staff of 1 Fighter Wing wish to visit the Company to see for themselves the endeavours they were trying to make in the aviation field, he would be only too pleased to accommodate them, providing he was given a reasonable notice. We thanked him most sincerely for this very fine offer on behalf of 1 Fighter Wing.

On the return journey we were further enlightened by the years of experience that WO "95% Boost" Cooper had gained in the pursuit of soap box Grand Prix medals. Yours truly was more content to follow the pursuit of concentrated sight-seeing as it flashed by us at near supersonic speed. But fate decreed otherwise, and some forty miles out from Cheltenham, in a lonely forsaken spot that even highwaymen

Continued on page 25

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THE MODERN SOUND

How do you like your music ???
 . . . Are you a longhair, a Mouldy Fig, a Modernist or just a Music Lover? No doubt that last question's contents will sound like Latin, but even if the definitions to those words aren't in Webster's, they still convey a good deal to the Jazz fan.

A longhair? . . . Well, this is a person who will listen to nothing newer than Gilbert & Sullivan and sometimes not even that. He is the person who, at times, can be heard to say "If Beethoven heard one of Stan Kenton's records he would most certainly roll over in his grave."

A Mouldy Fig? . . . This is the fan or musician who listens to nothing but Dixieland or very early swing. The modernist calls him detrimental to music and he in turn thinks Jazz went no further than 1940.

A Modernist? . . . Ahhhhh !!! This musician or fan has been called some of the choicest names. He is pictured by quite a few people as a reefer smoking, liquor drinking zoot suiter. To Mr. Beethoven's rolling over in his grave he would nonchalantly reply, "As long as he stays on the beat Jackson." He is the pioneer in Jazz and is in a world of his own.

The early modernist or "Bopper," if you want to call him that, made his first public appearance approximately six or seven years ago. One of those who set the "Bop" ball rolling and started the dance halls jumping was Dizzy Gillespie and his terrific band. When he first made his appearance quite a few people were puzzled and wondered, what's this? Of course, people started talking about his band and out of curiosity went to give it a listen. For several years his type of music was "The Thing" mostly with the teenagers and the musicians. But . . . the inevitable happened . . . somebody got tired of listening and asked his girl friend to dance. Well, the result was disastrous and the couple decided, "Maybe Mr. Lombardo isn't as mouldy as some of the people say," and turned their heads from Bop. After this had happened a few times, Mr. Gillespie noticed his musicians getting thinner and his paychecks getting smaller, so his only way to remedy this was to change his style. This happened to most of the big progressive bands and Bop had had its day in the dance hall. Today Dizzy Gillespie relies more on novelty num-

bers and comedy than true Bop to sell his music.

During this "Birth of the Bop" period, the atmosphere was very much like the Flapper Era, with fads springing up all over. The fans or "Cats" were all wearing the latest style; this usually being a very floppy suit, with pant cuffs so tight you sometimes wondered if it affected the circulation to their feet. (Must remember to check with the SMO on this point). Smoked glasses and lack of a haircut usually completed the "sharp" ensemble. Although we did not see the fans in Canada as much as they did in New York, Chicago, etc., nevertheless, we can all remember Toronto's Zoot-suiters who were influenced to a great extent by the fads of the Bop Era.

These fads plus a few characters who thought you either had to smoke reefers or imbibe to play Bop, gave the music a bad name and branded it as a worthless thing in the general public's eyes.

The result of Bop being presented in the wrong way (in dance-halls), gave most people the very poor first impression that it was nothing but noise, dischords and weird sounds. Some of the smarter musicians then started cashing in by catering to the dancers with smart arrangements and a steady four to the bar beat. Ralph Flanagan started the trend and his copy of Glenn Miller's style has proven very popular. Ray Anthony, who won the disc jockey's award as best band of '51, also uses a lot of Miller's sounds.

The word "Bop" itself is very seldom used by the modern musician, in fact, most of them look upon it as being one of the reasons for the short-lived popularity of Gillespie's type of music. The expression which describes modern music to a T is "Progressive Jazz." The man whom we can rightly call "Mr. Progressive Jazz" is Stan Kenton. Most of Kenton's public appearances are in concert form, and he does all he can to make the programme interesting and on an understandable level. Quite a few of his records are too far advanced for the ordinary person to understand, and some of the other orchestra leaders even go so far as to call him a phoney. This all tends to make his position a tough one insofar as keeping his band together goes.

But, I think we're safe in saying that Kenton and his type of music will be around for quite a while yet.

We, as Canadians, can be proud of our homegrown talent who have made good in the Jazz field. It seems that Montreal holds the spotlight for the biggest contributions, these being in the persons of Maynard Ferguson (trumpet) and Oscar Peterson (piano). Ferguson is the high-note man of high-note men and is sparking Stan Kenton's brass section with his terrific range. A very good example of his work is his recording of "Hot Canary." Oscar is holding forth with the "Jazz at the Phil" group and was with them when they played London a while back. He can be heard at his best on his finger-busting recording of "Get Happy." Toronto's contribution to Jazz is Georgie Auld, a very fine tenor man who has appeared with many of the better big bands.

I hope this article does not lead people to think I am trying to shove modern music down their throats. The main reason for it being to stir up some friendly controversy on the station.

If we do have a few people who like to state their views on music

Continued on page 17

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1077

DOLLARS AND POUNDS

Today, with the advent of Canadian servicemen being stationed around the world from Korea to Germany, they have become world travellers in quest of peace. As world travellers, to-day's John Canuck more than ever needs, as his constant travelling companion, his bank, in the form of a bank book with a balance in the black, and for the annual leave periods which take Canadians over most European countries west of the Iron Curtain, he is more in need of his bank's services than ever before.

Once upon a time it was said that man's best friend was his dog, but with our extensive travelling habits most of us can truthfully say that the cheque book has replaced the dog. It will get us further along the road to success.

The Editors wish to extend their appreciation for the following article to Messrs. K. A. Hough, F. F. Blower and V. Nicholson, of the West End Branch of the Royal Bank of Canada, London, Eng.—Ed.

Now, it is a peculiar fact that whilst at home the money you earn enables you to enjoy a certain standard of living, when you take the same money to another country you find it somehow goes a lot further. You can buy the same number of things, plus many more besides, which is obviously a very good reason why people travel abroad so much these days.

Of course, economists will go into lengthy explanations as to how this happens, but the main thing is that it does happen, and if you come from Canada to the United Kingdom you can see it in practice. In fact, you not only see it, but what is better, you can take part in this delightful experiment. Very simply the explanation is that most things are cheaper than in Canada. For instance, meals in restaurants, travel by road or rail, footwear, clothing, entertainment from burlesque to ballet, and just about everything you can think of—except issuing a check.

Well, who but a banker would strike such a discordant note to such a pleasant contemplation, but then they always were cautious types and liable to find an exception to the rule. However, the cost of issuing a check is less than 1½ cents, which modest contribution to the nation's revenue allows us to write a check for any sum large or small. Mark you, bankers are the same the world over, and whilst they avow that your interests are their first consideration, you will find that here, as in Canada, they take a dim view of the person who asks them to pay a check when there are insufficient funds to meet it. Apart from this peculiarity, though, they are people who can be, and invariably are, very helpful in the practical business of exchanging your dollars into pounds, and enabling you to move about freely to enjoy the lovely countryside and cheaper cost of living in it. Who else could provide you with pieces of paper called Travel-

lers Checks which you can change into cash anywhere, anytime, and in any country, and who else would look after your money and belongings with often greater care than yourself? These things are commonplace to them and what to you may seem an extremely complicated problem will be solved with ease if you will allow them.

Unfortunately, the United Kingdom has to operate still a thing called Exchange Control, but this mass of regulations is easy to your friend the Banker. He will tell you in a moment whether you can take back to Canada that legacy your Aunt left you, or how to dispose of the German marks you were paid by a chap in the poker school. If you wish to export an automobile or send your family some of that beautiful chinaware you saw on leave in London, the Bank will fix it for you. You will get a pleasant surprise, too, when told that the price you thought was already low is reduced still further because, being sent to Canada, no Purchase Tax is payable.

In this modern life, it is impossible to carry on without money which is the business of the bank and they, whilst being steeped in tradition, are yet up to date in method. Remember, a jet can fly the Atlantic in a matter of hours, but a Bank can transfer money the same distance in a matter of minutes!

A tour of duty in Europe at present is an attractive proposition for the Canadian service man, due to the high rate of exchange between the Canadian dollar and the various European countries. A dollar is valued at 7s. in British currency, and the other European currencies except Swiss Francs are closely linked with the pound sterling. As the present average wage in Great Britain is between £7 and £8 a week, which expressed in dollars is between \$20 and \$23, it can be seen that a higher standard of living can be maintained by per-

sonnel stationed in the United Kingdom than would be possible in Canada on the same pay.

Banks in the United Kingdom are singularly well equipped to assist service men in their special requirements due to the experience gained during the last war. Banking accounts can be opened and pay assigned deposited at half monthly or monthly intervals. When an account is opened a cheque book is issued, which eliminates the necessity of carrying large sums of money with the attendant risk of loss. Bills can be paid by cheque, and for those clients who would not find it con-

Continued on page 25

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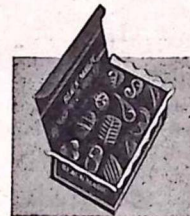
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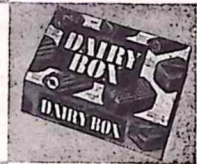
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SERGEANTS' MESS PRESENTATION TO G/C HALE

BY WO2 COOPER

Yes folks, this is the first write-up on the Sgts Mess. Met the PMC WO2 "Roy" Grandy in the hangar, had a chin-wag and decided a little mess news would be appreciated by all, we hope.

A Mess Dinner was held on 11 August '53 in honour of our Commanding Officer, G/C E. B. Hale, DFC, soon to be departing for Canada. (How lucky can you get). A very attractive dining hall (thanks to Sgt Bevan and his staff) met everyone's eye on entering. The evening commenced with cocktails in the lounge, followed by a lovely steak dinner.

While coffee was being served the PMC on behalf of the Sgts Mess presented to the CO a beautiful gun case and gun cleaning kit. In replying, G/C Hale thanked all members of the Mess for their fine co-operation shown to him during his tour at this unit, which he hoped would be extended to G/C Somerville our new Commanding Officer.

A hearty thanks to the entertainment committee (F/S Hoyer, Shane, Sgt Gunnell and Sgt Grice) for the successful bingo and horse racing program provided in the lounge after the Mess Dinner. In all it was a very enjoyable evening.

The Sgts Mess extends a hearty welcome to our new Commanding Officer, G/C J. D. Somerville and family.

The new faces seen around the mess belong to members of 416 Sqdn, who are enjoying a change of atmosphere, apparently the rumour has it that mud swallowed up everything in Gros Tenquin. Anyway fellows, welcome to the Mess.

The Mess Softball team have put on a gala performance this year leading the league from the very start (not bad for a bunch of old men), at present handicapped by a shortage of players due to leave and other commitments. The schedule is posted on the bulletin board, so please read it, fellows and cheer the gang on to further victory.

Social evenings are at a standstill at present due to Flying Operations, but shall start approximately the 5 September, '53. Watch your DRO.

See you next edition.



FIRE SECTION

BY SGT KELLY

Among the new arrivals on the unit in the past few weeks are men who claim theirs is the only Section in the RCAF who can change shifts without getting out of bed—Fire Fighters, of course.

Following is a list of the Canadians who will be responsible for inspecting, detecting and correcting in the near future.

Sgt Kelly, Sydney N.S. and God-erich, Ont.; Cpl Taggart, Chatham, Ontario; Cpl Grieves, Calgary, Alberta; LAC Gallant, Charlottetown, PEI; LAC Irving, Kingspart, N.S.; LAC Jameison, Muncy, Ontario; LAC Jones, Toronto, Ontario; LAC MacKay, Wainwright, Alberta; LAC Pratt, Toronto, Ontario; LAC Sweeney, Carleton Place, Ontario; LAC Walker, Hamilton, Ontario.

Fire Section Personalities

Sammy (Dirt Track) Grieves is not in the market for a motorcycle—he has already ridden one.

Ray (The Worry Wart) Walker—Reason—contemplating marriage. More next time. —SMOKEY.

FEMININE FOLLIES



"Let's go 'ave a paperful of fish and chips."

"What'll you 'ave Miss? Sixpenny or a shilling's worth?"

There is nothing better to satisfy one's appetite than a good feed of "Ye Olde English" fish and chips and each segment of the browned potato seems to taste more delicious if picked up by the fingers from *The News of the World* and then devoured.

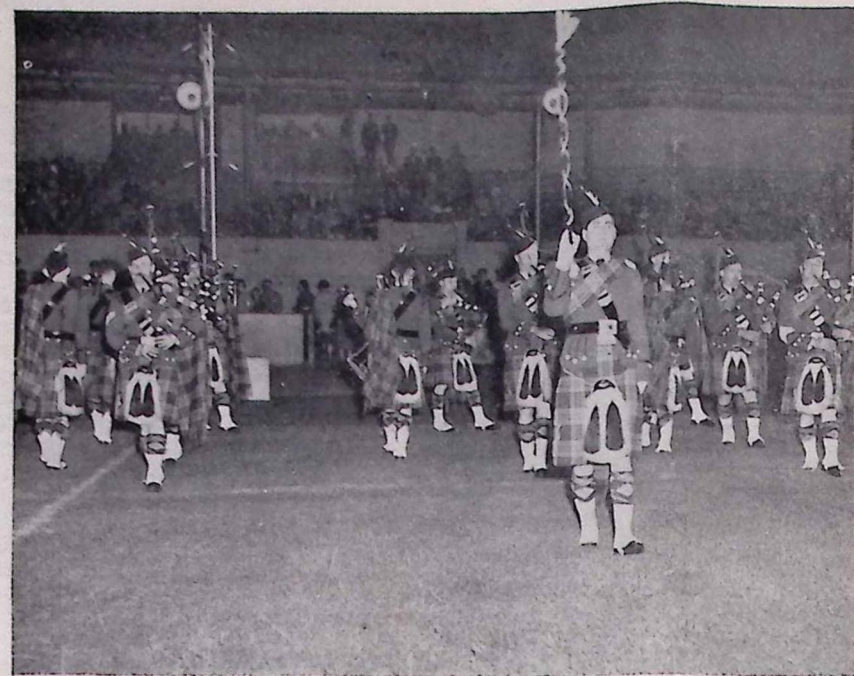
Why, I'm fairly smacking my lips.

Who are the two graceful (???) girls in room 8 that dazzle and at times startle their room-mates with a fantastic "moth-dance" usually occurring when everyone is half asleep?

Speaking of fashions, Dior should have been present Tuesday 18 August, when the airwomen staged a Pyjama Party. If he thinks he has created some originals he should have seen ours!!!!

This all feminine gathering was occasioned by the arrival of five new airwomen from Canada; also because we have two new Corporals in our midst. Our warmest welcome goes out to Gale Hann from Goose Bay, Chris Brake from St. John's, Verna Belanger from Greenwood and Diane Rusaw from Rockcliffe, also to Jeanette McPhee who arrived six weeks ago. Our most sincere congratulations are given to Cpl "Jamie" Jameson and Cpl Grace Harris—to whom went a rousing citation and presentation of hooks by F/O Strang and N/S Cavanaugh. The entertainment consisted of several enlivening jokes which were acted out by room 6 followed by a graceful rendition of the "Can-Can" by one of our guests.

Carrying on in this crazy manner were the antics of the "Mad Med/A's" with their production of a badly-timed skit which kept the evening rolling in a hilarious vein until twenty-eight laughed-out airwomen, like the Arabs, put on their slippers and sleepily stole away to bed.



1 (F) Wing Pipe Band at Hastings Review.



The Cup Holders for Nottingham Baseball League.

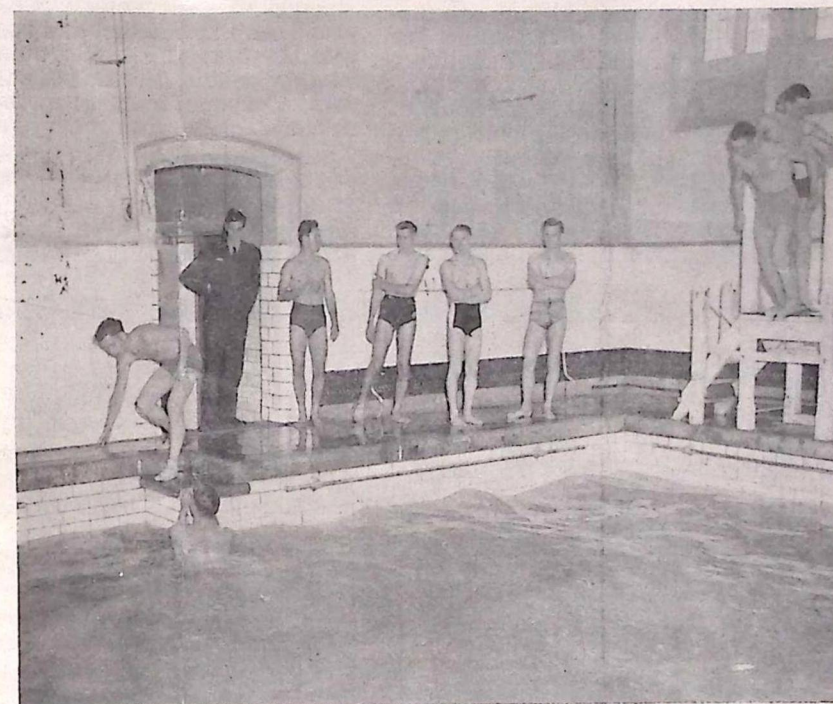
TALE PICS



G/C E. B. Hale congratulates S/L Frylund on being the first member of the Royal Swedish Air Force to break the sound barrier.



Home Comforts for Enemy — Story on Page Seven.



Thursday night swim at Northampton.

BATTLE OF BRITAIN AT HOME 19 SEP 1953

WOMEN'S PAGE

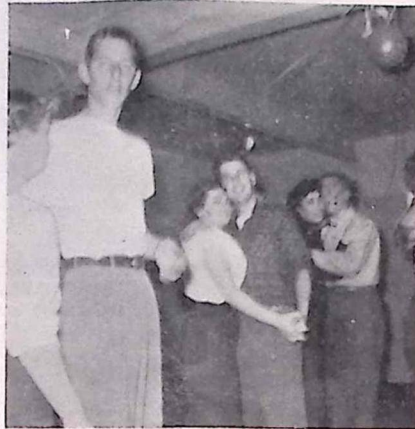
FASHION VERSUS FEMALE

The presentation of the new Christian Dior conception of fashion for females has struck the feminine population of the world like a bombshell and a reactionary tremor is felt throughout. In the past few years styles have been at a pleasant standstill, varying only slightly from season to season, but once more we are faced with what may mean a complete change-over. Each woman vows that she will never go back to the revealing shortness of skirt or figure-distorting styles of the "gay Twenties," but the leading designer of "chic" feminine attire has so decreed and the over-all result remains to be seen. It is noted with interest, however, that many stores are sold out of the new length as quickly as they are received. It is evident that many well-dressed women, although loudly disclaiming the "new look" on one hand, are discreetly buying with the other. For is it not the ultimate of feminine failure to suddenly awaken to the fact that your clothes are out of style? So, ladies, as soon as you find yourself industriously shortening all your skirts, because your next-door-neighbour appears a little more fashionable, you will know that Dior has won again!

SWING YUR' PODNER

By Bea

August 7 was a beautiful evening—the stars were at their brilliant best, there was a faint trace of a new moon in the sky and a gentle breeze was blowing through the trees. Now and then a motorcycle



would leap into action and roar off into the night. All was quiet at RCAF Station North Luffenham, and everyone seemed to be at peace with the world.

Someone opened the front door of Barrack Block 55 and a flicker of light shone out from a lantern hung over the door. In twos and threes male guests began to arrive

dressed in blue jeans and bright plaid shirts, to be met at the door by girls in similar attire. All of a sudden the place came alive—the sound of square dance records mingled with the voice of the caller boomed out through the open windows. Yes, the airwomen were having a square dance ! ! !

The vestibule was lighted by a kerosene lantern and scattered about were wheat sheaves—donated by a very kind local farmer. Inside the Lounge were more wheat sheaves in the corners, balloons and coloured streamers hung from the ceiling and pails of flowers were on every window sill. To complete the hay-loft atmosphere several more lanterns hung from the ceiling, mingling with the faint lighting of coloured bulbs.

When everyone had played themselves out dancing, steaming coffee and hot dogs were served in a very efficient, if unorthodox, manner by "Todd" Todhunter.

After more dancing, with everyone full and having a wonderful time, all were convinced that this was only a promise of bigger and better parties to come.

FLASH . . .

Airwomen battled the elements and the "Donickers" in their recent softball game when they came through victoriously with the winning score of 19-5. It was a well-played game for both teams.

Visitors' Day

At our Stamford branch (46-49 Broad Street) you can obtain all the services of a world-wide banking organisation, and the Manager, Mr. F. W. C. Allen, will be glad to help you with any special problems you may have. However, it may not always be convenient for you to come into town, and we have therefore made arrangements to attend in the Guard Room on your Station twice a week. Meet us on Wednesdays from 12 noon to 2 p.m. and on Friday mornings from 9.15 to 10.30. We shall look forward to seeing you.

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HOUSEKEEPING ON PARADE

Sgt. H. HART

AN ORANGE IN THE KITCHEN

The common orange that we know to-day originated in China and worked its way westward, probably by way of India. The dictionary tells me that the crusaders found it in Palestine in the twelfth century, from whence it travelled along both coasts of the Central Sea, but so slowly that the first tree only arrived in France in the year 1500.

Later, in the eighteenth century, both the English and the Scots made more use of the orange than is done to-day, when we merely eat the fruit or take the juice as a beverage. However, in those barbarous times, the orange was used all the time as a seasoning in the kitchen, and I well remember an old friend of mine who would squeeze the juice of half an orange over a grilled steak or chop.

There are many other ways of using the delicious flavor of this fruit in preparing our daily nourishment. For instance, the next time you roast a fowl, surround it with thin slices of orange, and baste it often. Now, when the birdie is cooked make a scanty sauce with a little dry white wine, and put a spoonful on each morsel when you carve it. But please remember, this is a sauce — not a gravy—it will not go well with potatoes.

Save your orange peels, dry them in the oven after the heat has gone down and keep them in a covered tin. Whenever you poach fish of

any kind (or boil it, for that matter) put a bit of the peel in the liquid and . . . call me blessed for giving you the tip.

There are umpteen recipes calling for the inclusion of the orange, but space does not permit their description at this time. Instead of lemon in your tea, try using one-quarter of a thin slice of orange. And whilst on the subject of beverages, the French claim that for calming worried nerves and insuring refreshing slumber, there is nothing better than a cup of Orange Leaf tea. You can get the orange leaves from any good herbalist. Allow six to a cup and be sure that the water is boiling hard. Let it draw till cool enough to drink, and imbibe the perfumed beverage with a little sugar. To make a dessert that the family will remember, peel and slice an orange for each member; sugar well and for each orange add a teaspoon of Orange Flower Water (from any drug store) and half a teaspoon of brandy. Chill for two hours, sprinkle with a little of the grated peel, and serve very cold. Or, instead of the Orange Flower Water and brandy, you could substitute a teaspoon of finely chopped mint and two teaspoons of sherry. This, my children, is something out of this world.

And those lovely orange skins that smell so nice, is there nothing we can do with them except drying? Well, as they sing in Old Kentucky, "Weep no more my lady," but try this:—

Slice the peel into thin straws, cover with cold water and then boil gently for half an hour. Drain and throw away the water; it is bitter. Cover the peel (two oranges) with five level tablespoons of sugar and the same quantity of water, add a good pinch of powdered ginger, cover and after it has come to the boil, allow it to simmer gently for an hour. When cold serve as you would an after-dinner candy . . . the tangy, crisp taste is favored by most of the menfolk . . . you can't resist 'em, but be sure to let them cool and dry well.

DID YOU KNOW THAT—

If grapefruit stands after cutting —its bitterness increases.

You can keep the puff in your omelet by sliding it gently on to a hot platter.

To chop parsley, snip with scissors in a tall glass.

Curry comes to us from India, containing about 14 spices.

The richest man can buy no more valuable veg than cabbage.

The finicky eater cheats himself of good nutrition and pleasure.

A PICNIC is a cured shoulder that tastes like ham.

You'll find old-fashioned rice pudding in the swankiest hotels.

If milk stands in the sun one hour it loses vitamin B2.

'Bye for now.

The Modern Sound

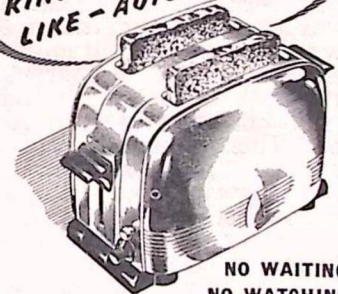
Continued from page 11

and who would be willing to argue for them, no doubt we'd be able to form some very interesting round table discussions. As the radio station is rapidly taking shape maybe we could have some of them air their views via a programme.

By writing this article I've probably signed my death warrant as far as the aforementioned Mouldy Figs go, so I'll close for now.

Hoping to hear some loud protests . . .

Yours coolly, Ivan Boptovichki.



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WHAT'S COOKING

By Pinky LAC Moody

Another month has come and gone, and with it a few more lads from this section, some to Germany, and others back to the various stations back home. We also have new arrivals from Canada and the Continent, among them Flight Sgt Thomas, replacing Bob Little, and AC1 MacDonald, so welcome to our happy surroundings, Smoky Joes and the darts.

With the departure of G/C Hale, we welcome G/C Somerville, and hope that he will enjoy his stay with us while in England. The meals may not be so hot, sir, but then you will have the thoughts in mind of the good ones left behind to keep your strength up. Welcome anyway, sir, from a happy gang of chaps (though temperamental).

Our boss can be seen sporting a new car around, claimed that he lost too much weight from bouncing up and down on the bike. And speaking of weight, our Sgt Hart, while on leave, has picked up some, and rumour has it that his wife did the cooking. It is sure good there is one cook in the family (only kidding, Hal).

Cpl MacGowan and his better half have moved into temporary married quarters in Edithweston, so Bob has no longer that tired look which he claims was from travelling back and forth from Notts.

LAC Bellevance has bought himself a two-wheeled monster known as a motor bike, and can be seen most evenings spit and polishing it, till now the paint work is gone. He claims to do top speed of thirty miles per hour, on two wheels, around any curve in Rutland.

Hammy and Mrs., Rita and yours truly, splurged and made a trip to Ascot to the big race of the year, to see how the English system of racing worked, and as near as we could ascertain, the fad is to run from the track a half-mile to the two bob tote, place your bet, then run back to the track in time to see your horses tail at the finishing line. This, we decided, was all right for long distance runners, but as we had to pay for our shoes, we changed our bet to the ten bob note and only had to stand for a half-hour to collect our bet. We waved to the Aga Khan, but he just waved back, back, back, and Jean and Rita, who were along for the ride, got on or in the wrong Aly (Khan), for when we had left their horses were still in the running somewhere. All in all, it was a very enjoyable day, and we arrived

in London, had some fish and boiled potatoes, caught train home, pockets full (of pennies) and sore feet. Anyway, the cockles were good.

There has been a great deal of movement this past month, and with it the usual influx of airmen and others. No one Section suffers greater perhaps than does the messing, for to them is left the feeding of the works. It is no easy job considering the rations drawn for so many, then have twice that amount to feed. We don't want a pat on the back, but if your meal comes out short on one end the odd meal, wait till the next, then stuff yourself. Think of the lad by the stove, he is trying his best to ensure that all get a bit of something to tide them over till the next meal, so bear with us.

LAC "Slim" Bloomfield has been elected as secretary of the Sports Committee, and yours truly had the privilege to sit through one of these meetings. I can say in all sincerity that the lads are going all out to make certain that any sport of interest is available on the station, so back them up in all their undertakings, and join in the fun.

We have lost Cpl Crawford from the butcher shop, and it is now in the very capable hands of LAC Grant. You are doing a grand job Ken, so keep it up. LAC Bowan and Willan are now in the Airmen's Mess, and the Sgt's Mess doesn't seem the same now, Red.

The other day one of the officers said to Fred the Waiter :

"These raspberries are sure fresh, Fred."

"How can you tell sir," said Fred.

"Well, this one just bit back at me."

Then to top that off, the other day we were very rushed, so one of the cooks asked a Mess Orderly to test a special cake that he had in the oven.

Continued on page 25

MOTOR CYCLES

Bought—Sold and Repaired.

New and Used Spares.

Batteries, £1/5/0 each.

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(Opposite Petrol Pump)

ACCOUNTS CHATTER

By Toby

Well, here goes, pinch hitting for Phil Robinson, who is off resting his frazzled nerves. (Are the airwomen getting you down, Phil).

We wish to welcome to our midst LAC "Sid" Frechette, who arrived here last month from Langer. Anyone with claims just contact "Sid" and he will make everything copocetic. Sgt Devost leaves this month for Training Command, namely, Trenton. Congrats, Sgt and Mrs. Devost. Hope you enjoy yourselves back in our native country. Another office party. No need to mention our last one, for Cpl Roberts, who left us for 4 (F) Wing.

Things must have been good for S/L Brown while he was on leave as he returned with a Hillman hard-top convertible. Some Class. On leave this week we have LAC "Charlie" Stuart from NPF, also F/O Hawkins, our NPFAO. P/O "Scotty" Scott is struggling through the cash these days with pound signs showing in his eyes. Oh, well, Scottie, you will be going back to Canada soon and can forget about the English currency. WO2 Hight, our NCO i/c, is away to Southern England getting a sun-tan (we think). Things are booming in the Pay section now that LAC "Tonto" Graham from Supply is on leave. No one to get in our hair and hold up the work.

F/L Fink was off work for a few days last week with a sprained ankle. He says it was too much fishing????? Jerry Bryant must have had a tough week-end as he is going around with a five o'clock shadow on his upper lip. Trying to show the girls you are a man now Jerry? Sgt "Bud" Garrett has been absent for a few days, and now sports a foam cushion under him and relaxes with his shoes off. Real comfort. The nurses must have treated him too good. Better watch him, Vicky.

Everyone in the Section has been really on the job, what with our normal working hours and helping with Operation "Momentum." Everything should be back to normal next week. The new Special Allowance of \$10.00 a month should be out by then. The donnickers win again.

"Our Gracie" has been arriving at work lately sporting the latest styles in suitcases under each eye. Don't get us wrong, though. It's not, due to excessive "merry-making," but rather the long and tedious hours spent working in the snack bar.

LIBRARY LORE

BY MISS M. A. BALL

Dear Readers,
Hello again.

I am very pleased to say several library members have become music-lovers, now seeking endless enjoyment by listening to records. If you have records of your own, you are welcome to play them on the record player.

Now for book news. If there are books you would like to read, and not available at the library, please give me the particulars, and I will gladly order same. This enables me to know what type of books to order, of interest to all.

Latest Books :

- "IN THE WET" by Nevil Shute.
- "THE LOTUS AND THE WIND," John Masters.
- "THE NAKED ISLAND," Russell Braddon.
- "JUNGLE GREEN," Arthur Campbell.
- "SOMEWHERE A VOICE IS CALLING," John Lodwick.
- "ZANE GREY'S FISHING ADVENTURES."

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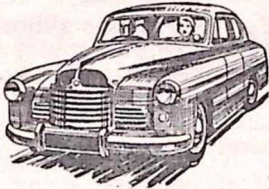
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Book Review

"COMMANDO"

by Brigadier John Durnford-Slater, the man who was chosen to be the first Commando soldier and to raise and train the first Commando unit—which he led in many of the most famous and hazardous exploits of the war.

After a trial raid on Guernsey came Lofoten, a completely successful expedition, and then the dreadful encounter at Vaagso—the first defeat of the hitherto unbeaten German army in what the Times called "the perfect raid."

The skill and daring of Commando attack caused Hitler to give the criminal order that all captured Commandos were to be executed. But neither the odds, however unfavourable, nor the penalties, however severe, daunted the Commandos, whose tradition of always maintaining the advance lasted to the end!

As the first commando leader, who was in the Dieppe raid and subsequently led brilliant exploits in Sicily and Italy, the author has a unique story to tell of danger and heroism and also of the lighter side of war. He was responsible for the D-day planning for all the commando companies employed for the invasion of France and saw them through to the crossing of the Elbe.

CITATION

BY LAC PETE DRAKE

On reaching the exalted position of a "Junior NCO." We dedicate this citation to Cpl Grace Harris and Cpl "Jamie" Jameson.

A CORPORAL is a person who knows much about little and daily learns more and more about less and less, until finally he knows everything about nothing . . . then they make him a sergeant.

Having successfully fought and won the battle of the "Trade Boards," the battle of the "Atlantic," and the final battle of the "Airmen's Canteen," it is with honour that you are now admitted to the sacred precincts of the Corporals "SNAKE PIT," from whence it is now possible to rise even higher in the glories of the Service. Success will reward every endeavour, and having learnt to "Chug-a-Lug" in the higher circle of the "Snake-Pit," future glories await your success in the inner circle of the "Three Chevrons Club." Now being in the class of "High Priced Executives," you, too, can become photogenic, and grace the pages of *Talepipe*, with always the chance of a Hollywood contract.

So, all your associates take pleasure in wishing you success in your future career, which will be watched with great interest, and may your attention to "Empire Building," and following the standards of CAP's, ensure your continued progress, forward and upward, towards winning a name and place for yourself in the great history of Royal Canadian Air Force Deeds.

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ENTERTAINMENT

BY FS "ED" YATERNICK

The fall and winter season will be here soon and an extensive entertainment programme is planned for the station. These will help considerably to brighten many a dull rainy night.

Bingo will be commencing on the first Wednesday in September. These will be run every Wednesday night in the Airmen's Recreation centre and will be open to everyone. It is planned to run these under a complete new system, admission free pay as you play basis. Under this system we can give a host of new prizes such as cameras, golf sets, a week-end trip to London expenses paid with theatre tickets for two, radios, costume jewellery, just to mention a few. We may even institute door prizes. And, of course, the greatest attraction I suppose will be the snowball, which even at the commencing date will be quite an attractive sum.

Though many may not know it the Station Cinema has been arranged to accommodate stage shows. Spotlights have been installed with the compliments of Station Fund and Sgt Pearson, of the electrical section, sound system

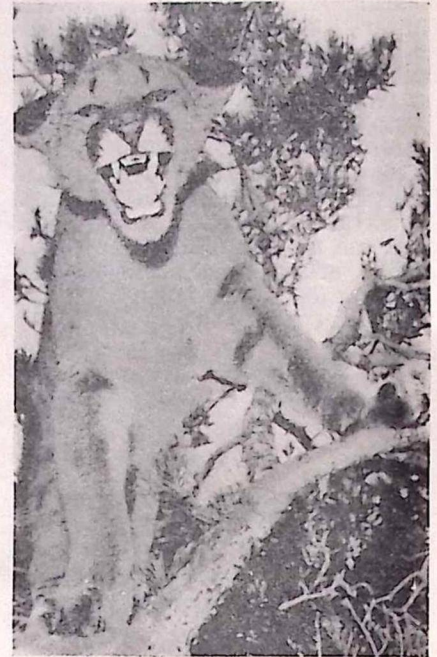
and stage decorations have also been arranged.

Our first stage show will be held on Thursday, September 17th, and will feature the four "ADRIENNE SISTERS," glamour girls of dance, DILYS PRICE, famous torch singer, FRANK HOLMES, TV magician and ventriloquist, and other stars. Other shows will be brought in from London including DINAH KING and Troupe. These will be held every Thursday following payday, with two performances per night. Advance sales will be conducted in the mess bars and the canteens, and will also be obtainable in advance in the Station Cinema. There will only be a limited number of seats available, so keep a close eye on your notice boards for the posters advertising the shows and dates.

It is also planned to run a weekly bridge club commencing in mid-September, with cash prizes for winners and possibly consolation prizes. Once a month we plan on holding a straight tournament with chosen partners for the evening, high scores to take all. Playing cards for these have been donated by Seagrams and Captain Morgan, and also by Carlings Brewery. So brush up on that bidding, and come up and win some pin money.

THE ALLEY CAT

By Cpl Tollerton



The Cougar, which formerly ranged in Eastern Canada, but has since been hunted out of existence in that area, is a species of the cat family, known by many names, such as puma, American lion, or catamount. It is tawny in colour (unknown to 410 Sqn) not unlike the coat of a deer. It varies in length from six to eight feet and is a good swimmer. Some have been known to swim seven miles.

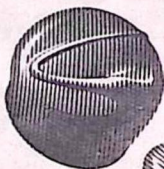
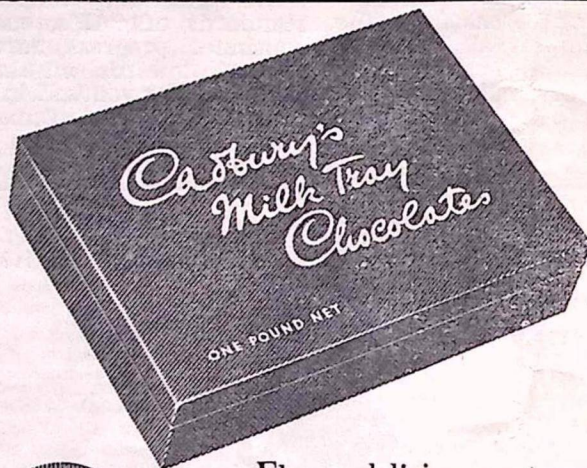
For food it eats almost anything from pig to porcupine, or horse to snail. Also, if unable to find fresh food, it will resort to carrion, and often the male will eat other weaker cougars.

Most cougars, being cats, fear dogs, but occasionally a real dog killer turns up. It has also been taken for granted that it will not attack humans, but again, there have been exceptional cases.

Cases have occurred where a cougar has come to the defence of men being attacked by a jaguar.

It may interest readers to know that a young cougar, a gift from Vancouver, and 410's mascot, is being kept in the custody of Regent's Park Zoo.

P/O Prune wishes to know why, if the cougar fears dog fights, it is the emblem of 410 ?



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COLD WEATHER SURVIVAL OLD STUFF TO CANADIANS

By Cpl. R. Jackson

In an earlier edition we ran an article on the oldest newspaper in England, the Stamford Mercury, the printers of the Talepipe. In the vault, or as it is known in newspaper circles the morgue, of the Mercury, on High Street, Stamford, are kept copies of practically every edition of the Mercury since its first edition printed in 1695. Unfortunately, some copies are missing and the earliest copies in the file are 1714.

At that time the Mercury was not as it is now, a county newspaper, but was the only National Weekly Periodical published in England. Inevitably, when one reads through some of the earlier editions many interesting sidelights are recorded on the every day growth and development of Canada. In fact, there is more long forgotten Canadian history stored in this Stamford vault than one is able to find in any place in Canada except in the Morgues of the early Quebec newspapers.

To most airmen cold weather survival courses are a novel concept of modern warfare. There are undoubtedly some of us who will boast of having attended the first course on cold weather survival, and to the new recruit these boasts sound like being a pioneer to this life. Don't let me disappoint you survivors of early courses, but merely make reference to the Mercury.

Dateline, Thursday, January 2, 1777

One of the recent transports sent to America this year is taken and carried into Boston. She was Commanded by Capt Bell and was laden with 16,000 suits of clothes for the army in Canada; 30,000 shirts, 30,000 pairs of shoes, 30,000 pairs of stockings, etc., etc.; all for the same; valued at upwards of £80,000. The loss will be severely felt by the army in Canada; but it is a lucky circumstance for the contractors.

The Union that sailed some time ago for Quebec with £70,000 in specie and a large quantity of camp equipage could not get up the River St. Lawrence; and has put into Halifax, where she must remain till next spring. The loss of this vessel will likewise be a severe loss to the army in Canada.

From the foregoing despatch from nearly 200 years ago it is more than probable that the army of 1777 had an unpredicted course in cold weather survival; judging by the present status of Canada's strength and position amongst the nations of the world, the early survivors of this and many other equally hard winters must have passed their courses with more than top honours.

Historic College

Oldest of the Colleges at Cambridge University is Clare College, founded in 1326.



S/L Warren arrived in Korea just a few days before the war ended, and, unfortunately, didn't get a chance to tangle with the MIGs! Now his big problem is to get posted back to Luffenham as soon as possible as Korea at the present time is not very interesting.

On the home front, at the time of writing, we are right in the middle of Exercise Momentum. Our Sqn is fighting hard with the "Green Apple Sqn" for top number of enemy aircraft destroyed, and with only two more days to go we are quite confident in an easy win.

Wedding bells rang this month for F/O "Denny" DenOuden, who was married back in Canada. Denny and his new wife are now honeymooning their way back to Luffenham.

Congratulations also to F/O and Mrs. Pat Mephram on the birth of a son, and F/O and Mrs. Sonny Haran on the birth of a daughter. All parents are doing fine.

THREE GREENS AND OFF.

Ancient City

Manchester in Lancashire, England was known as "Mancunium" to the Romans who occupied it in 78 AD.

Big Capital

South America's largest city, Buenos Aires in Argentina, has an estimated population of 2,982,000.

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THE TRUTH ABOUT ACCOUNTS

An "extract" from the "Griffin" published monthly by RCAF Station, Edmonton Alta.

In an analytical survey of the manner in which airmen divide their time the Statistics Branch recently approached a number of AC2's and made several revealing discoveries, notably:

- (a) The average AC2 runs like hell when approached by anybody.
- (b) If asked politely how he spends his time he promptly clamps his mouth shut, usually on the fleshy part of the enquirer's leg.

On the basis of research amongst other ranks, however, the Statistics Branch has been able to prepare an outline of how airmen spend their 24-hour day, viz.:

- (a) Sleeping—8 hours.
- (b) Sleeping off - duty — 4 hours.
- (c) Eating—3 hours.
- (d) Activities which the Statistics Branch blushes to mention—6 hours.

It will be noted that the remaining 3 hours are not accounted for by the Statistics Branch, which, when asked about the subject, hurriedly blows its nose and offers to do a few card tricks instead. The truth of the matter is, of course, that those three hours are spent waiting in the Accounts Section, sometimes known as the "House of the Living Dead." Many people have been known to spend the better part of a lifetime standing at the counter in the Accounts

Section, blindly hoping that someone would wait on them. Any time you lose your bearings on a station it is merely necessary to go into Accounts and look at someone waiting at the counter—which ever side the moss is growing on is North.

The reason for this is that Clerks Accountant are carefully trained to ignore everything short of an actual stampede of water buffalo through the middle of the room. Accountant NCOs, moreover, are specially selected for the inability to see a person standing at the counter five feet from their desk. Unless you are actually led into the recruiting unit by a seeing-eye dog, there is no chance of your ever becoming a Flight Sergeant in Accounts. The Clerk Accountant must also pass a rigid trade test before getting his group 1. The trade test officer stands before a dummy counter and tries to attract the clerk's attention by wiggling his ears, taking out his eyes and rolling them along the counter, while setting off small charges of dynamite. If the clerk can blindly ignore these operations, and particularly if he manages to doze off while the officer is crashing down the walls with a bulldozer, then he draws two bits a day extra. Once a month the Station Warrant Officer visits the Accounts Section and orders everyone to stand up. This is the only way of telling whether any member of the staff

has died. The Holy Writ of the Accounts section is its acquittance Roll, which is a long document made out in 20 copies and including the name of every person on the station except yours.

I encountered this striking characteristic of the acquittance roll on my first pay parade. The scene was Manning Depot. Our flight was sitting in one section of a hangar which was trembling with the roar of five thousand flat broke airmen drooling in unison. A Flight Sergeant was bawling instructions over an asthmatic PA System. "Initials Gloommph to Phtt inclusive line up behind the Zoogabliph," he said. I turned to an airman beside me. "What did he say? He said, 'Initials Gloommph to Phtt inclusive line up behind the Zoogabliph,'" replied the fellow coolly. "Thanks," I said, noting his face in case I should ever have the opportunity of placing an iron-shod heel in it.

I fell in with the mob jostling in the general direction of the Zoochgalibiph. There, a sergeant called off a list of names. Mine wasn't included. I went to him and tugged his sleeve gently. "My name wasn't on the list," I confided. "Oh, a new man, eh? How long have you been in Manning?" When I told him he laughed in my face, causing my eyebrows to go up in two puffs of white smoke. "Oh, yeah, I heard about you," he chuckled, "the training officer liked your version of 'About Turn' so well they held you over, didn't they?" I nodded, smiling modestly and shuffling my feet a little. "Fall in at the end of the line, I'll put your name on the list."

I started for the end of the line, reaching it shortly before dark, and from my vantage point I could see in the distance two SP's standing behind the paymaster, and I could easily see why.

The guy looked like a crook even from where I was standing, roughly a quarter of a mile away. I didn't have to shave more than a

Continued on page 26

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NEWS FROM THE SECTIONS

WING HEADQUARTERS GETS NEW LOOK IN CORPORALS

By Sgt Pearson

Good news. There has been granted by AFHQ an increase in the married types' pay which shouldn't be too hard to take. Especially when this correspondent is affected, back dated to boot. Sgt Murray MacFarland has returned to Canada on compassionate leave and has donated his car to Cpl Chuck Stather, with one stipulation, that I refuse to push it to get it going. Chuck can use a crank. Our new Commanding Officer, G/C J. D. Somerville, DSO, DFC, CD, has settled in and the staff are endeavouring to keep things rolling smoothly as ever and give our new Commanding Officer a good impression. Our best wishes to G/C E. B. Hale, DFC, CD, who, after two years in Command, has been transferred to AFHQ to a Staff position. We all wish him success.

We have lost Cpl Wally Muzychka for a couple of weeks. He has been loaned out to Wing Intelligence to help in the many extra details involved in Operation Momentum. I believe making the morning coffee is in the contract somewhere. From what we can gather the coffee perks, anyway.

On the feminine side of the Orderly Room, our two gals, Grace Harris and Dot Lott have just returned from two weeks' holiday in Scotland. It appears they had one whale of a time, and even managed to get up as far as John O'Groats, the most northern tip of England, or should I say Scotland. I have managed to get as far as Land's End, so I guess you could say we have something in common, except in reverse, since Land's End is the closest piece of land to Canada you can get without falling into the ocean.

Grace Harris is entitled to congratulations on her recent promotion to Corporal rank. Bully for you, with an added "Well done, Sir!" Speaking of promotions, that feeling is in the air again, since rumour has it that the promotion board has been finished and the boys are beginning to cue up at supply in anticipation for bigger and larger tapes.

I think we should give a plug for LAC Ed Hache, the Oakham favourite, on acquiring a new car. He states that it actually runs, but I have yet to witness the event.

NEWS FROM DONNICKERVILLE

By Mary McKenzie

Births

Born to LAC and Mrs. W. G. Boker on July 31st at Station Hospital, a girl, Vivian Lucile.

Born to LAC and Mrs. G. T. MacLean July 20th, at Stamford Hospital, a girl, Gail Cummings.

Congratulations

Just back from a grand holiday touring seven countries: Belgium, Luxembourg, Germany, Austria, Italy, Switzerland and France are Sgt and Mrs. W. Christie and Sgt and Mrs. G. Lay. Planning the same trip in the near future are WO2 and Mrs. E. Edey and F/S and Mrs. R. Walden.

Edinburgh and Loch Lomond was thoroughly enjoyed by Cpl and Mrs. C. V. Coursey.

The newly-elected committee for the Caravan Site are:

F/S R. J. Walden—President.
Cpl D. Scanlon—Vice-President
Sgt R. H. Cunningham—Secretary
Cpl L. A. Dunn—Treasurer
Cpl T. E. Lay—E & W
Mrs. Guilbault—Lady Member.

Leaving soon for Canada are LAC and Mrs. F. Baker. We all hope you like our fair country, Joyce.

Also leaving us soon are Sgt and Mrs. V. Billedeau for Baden Solingen, Germany.

Good Luck

The Caravan Site Committee welcome all new dwellers to Donnickerdville. If you have any news of interest, gals, please let me know about it.

Continued from previous column

What gets us is how he and Murray MacFarland can argue which is the better car when neither of them operate 100%. Perhaps Ed will have more luck when the doors are put on the car. What say, Ed? Our NCO i/c Sgt "Seaforth Kid" Golding has been using the whip to good use lately, as everything is caught up and running to schedule. He has been buying the odd pair of nylons lately. Makes one think. As Goldie would say, "What say, eh!"

So long for now.

TOWER TOPICS

By Bill Hunter

With the addition of some badly-needed new equipment the tower seems to be functioning rather smoothly, without the use of certain phrases the King never intended as part of this lingo of ours, I might add that considerable less energy is used up, as a result, by personnel in the performance of their duties.

We have also had an addition in personnel for the summer months at least. F/C's Tuerk and Myers, who hail from R.M.C., are alternating between tower and GCA getting all the gen. Where else could they get more?

LAC Baker of GCA will be leaving us on 28th August to take a course in Toronto. Don't worry, fellows, he'll leave his crib board behind. Perhaps now someone else can get one of the rare 28 hands. F/S Hart, please note.

Soon to be among the missing will be F/O Ken Mosher. He is joining the Donnickerdville community in the near future. It's a shame to see him go this way, but I guess he had one of those weak moments the male sex are afflicted with from time to time. The event will be an occasion for a grand party. Event—definition—an insurance policy stating you'll be dead before you get her paid for.

Famous last words:—

F/L Peden—who has the morning paper: I think I got a winner.

F/O Beer—Oh, you'll be back sometime this week-end—that's what I like—something definite.

F/O Thornton—all I want for Xmas is that one front tooth.

F/O Mosher—it will almost double my pay.

Sgt Bent—I got a job for you, Cpl Ritchey.

Cpl Ritchey—Bill, Sgt Bent wants you to —.

LAC Bill Hunter—?=X&?X!?

LAC Nelson—it averages out to about 24 miles to the gallon.

And from GCA

F/O Campbell—tower will you phone the unit and ask them to send the truck in, we're right in the middle of a hand.

Sgt Lanyon: You're over the farm house now.

Cpl Mercier—it didn't cost as much as I thought it would.

And from RMC

F/C Tuerk—Sir, can I have that book after you?

F/C Myers—Holy Socks—if a fellow didn't smoke or drink he could save a pot full.

That's all for now.

SUPPLY QUIPS

by LAC Taffy Williams

Under new management. We take this first opportunity to introduce S/L Morrison, the new Chief of the Forty Thieves Club (commonly known as the Supply Section), taking over from S/L Rosenthal, who is now a member of CJS at London. S/L Morrison arrived in time for one of our section parties and was introduced to us all there. Naturally everyone was in a very sober mood and S/L Morrison impressed us as being the right man for the job.

While we are on the subject of introducing the new members of the Supply Section, we would like to put the spotlight on F/L Newbury, taking over as CO of the RAF Personnel of this unit. Taking over from F/L Henshaw, F/L Newbury has already started off on the right foot and we all wish him continuing success and popularity. Swinging our spotlight around again, and we introduce the latest supply replacements, LAW Verna Belanger, LAW Diana Rusaw, LAW Chris Brake and AW1 Gale Hann bringing the total of the fairer sex to seven in our section. Therefore, with seven supply techs and two stenos, we feeble members of the male sex are overpowered, and we mean overpowered and not over-powdered.

Now that we have completed these formalities let's have some local colour. Now having heard of a lot of ways of cooking eggs, can anyone tell us how an egg should be tested as to whether or not an egg has been hard boiled or not. Now one of our staff (WD) was having quite a discussion one noon hour, with a member of the Education Section (WD) over an egg found in their washroom. Neither of these young ladies were well versed in the culinary art, so to find out one of them taking the egg gave it a squeeze; the other immediately started digging out a clean uniform.

Stock Control these days finds us very quiet, there being too much in the way of work to allow us time for frivolity. However, one member of stock control, the one with the yen for cigarette holders, makes quite a bit of noise whenever he mislays his favourite holder, so to keep the peace we wish to request that anyone who has a spare holder would they forward same to Stock Control, so that we can equip each desk, therefore eliminating a continuous rumbling.

TRADE ADVANCEMENT

Congratulations to all successful candidates on the June Trade Board, and it's very gratifying to know that we, at Trade Advancement, are achieving our goal. The average percentage at this unit for all trades was sixty-four per cent. The average for the R.C.A.F. was fifty-three per cent. So we are gradually climbing to a higher percentage. For those who were not successful, it's just a matter of buckling down. The Trade Advancement courses assist you on your trade, but it's up to the individual to further his knowledge by home study.

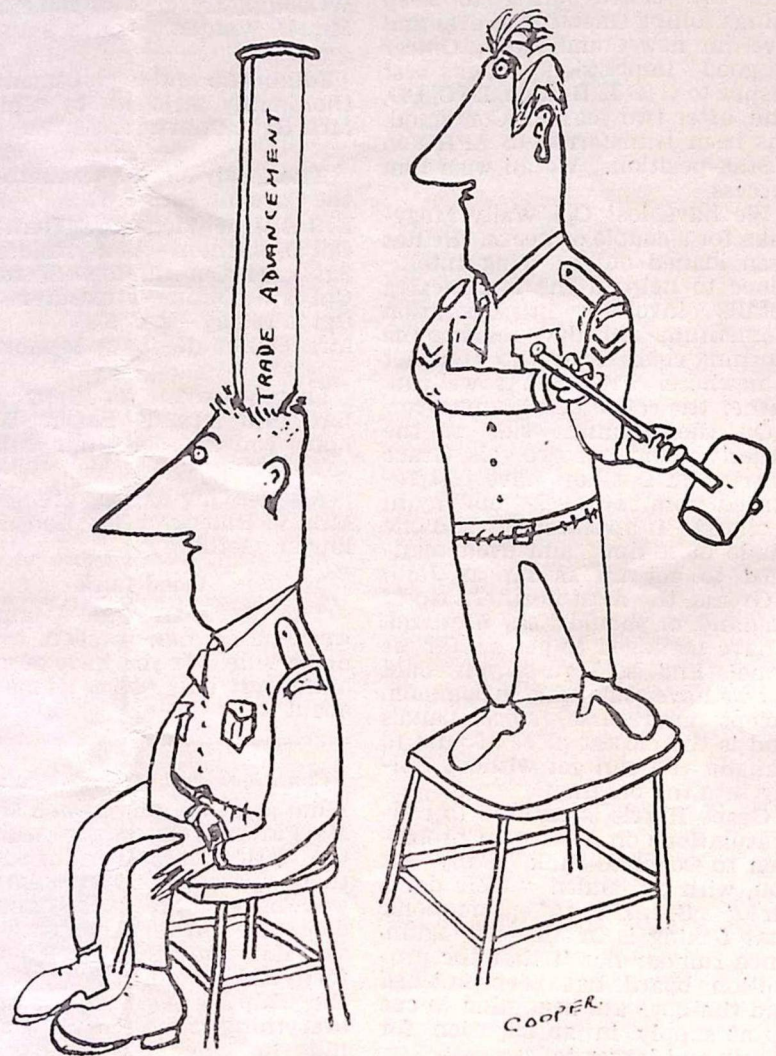
At present precis are available for Aero Engine, Airframe and Electrical for Trade Advancement. Work

is now in progress to have an Instrument Precip available in the next two weeks. This precis is now in the proof reading and amendment stages.

General Service Knowledge Precip are available for Corporals and Flight Sergeants, who will be writing their qualifying examinations on the 3rd and 4th November. Those who are eligible should pick them up at the Education Office.

Our summer employment officer, P/O A. L. Murray, of Hamilton, has left to return to Canada. "Al" has gone back to settle business matters before returning to England to continue his studies. Well, 'Al' the best of luck to you, on your new assignment.

See you next edition.



THE BOYS WILL TEACH YOU EVEN IF
THEY HAVE TO BEAT IT INTO YOU.

Editorial*Continued from page 4*

With the opening of the radio station an excellent opportunity is to be had to really put 1 (F)Wing on the map. A Glee Club and Drama Club can be a lot of fun, and something to do on the long cold winter nights in England. Experience, while of value, is not so important as enthusiasm, in an endeavour such as this. If you have never done any acting or singing, but would like to learn, here is your big chance. Let's hear from you.

Dollars and Pounds*Continued from page 12*

venient to call on their bankers for cash withdrawals, arrangements can be made whereby they will be accommodated by correspondents. It should be pointed out, however, that as such an arrangement would involve the bank in some liability, it is naturally expected a sufficient balance would be maintained to cover such drawings. Accounts for service personnel are conducted in sterling for convenience only, and are considered as dollar accounts at all times. There are numerous advantages in this, the most important being that the funds in the account can be transferred to Canada as and when required. Funds can also be transferred from Canada.

Special concessions are available in the United Kingdom for Canadian visitors, which includes service personnel, and these are particularly advantageous to those personnel who are accompanied by their families. Clothing, electrical and household appliances, and new cars can be purchased at prices lower than those charged to British citizens. In this connection, one sheet of purchase tax coupons having a tax value of £5 is issued by bankers for every £10 withdrawn in cash from an account which originated from a Canadian source. If a car is purchased, it can, in accordance with present practice, be sold at the completion of the tour of duty and a sum not exceeding the purchase price, credited to the banking account for transfer to Canada. The car may also be used for vacation on the Continent, in which case the bank will be pleased to assist with the completion of the necessary formalities.

The continent of Europe provides a variety of countries which can be reached during leave periods, and it will be found that conditions both on the Continent and in Great Britain are nearly back to normal

after the difficult post-war years. Should personnel decide to spend leave either travelling within the United Kingdom or in Europe, their bank will supply travellers' cheques and such guarantees as may be required, in addition to offering expert advice in an effort to make their trip more enjoyable.

An Afternoon's Outing*Continued from page 8*

saying goes in true "Donkey" parlance "Where there's Yanks

The return journey can be made via the A43 at a leisurely pace in the cool of the evening. This highway leads past the large earth scoop just outside Corby, and several impressive looking mansion houses, which are more or less common all over Britain. A very good example is Dene Hall, of which an excellent view can be obtained.

The road branches at Duddington, which is the cut-off for North Luffenham. The rest of the journey is uneventful, except for the view of the airfield, especially No. 6 hangar and the North Star loading up for the return journey. Combined with a beautiful sunset, the trip will be one long to be remembered.

Before ending this article, a word to the wise—TAKE YOUR RAINCOAT.

Knowledge Can Be Tedious*Continued from page 10*

of past years would have shunned as not being fit for human habitation, we suffered our first casualty—a puncture. By dint of muscular effort and contortions, we finally succeeded in replacing the punctured wheel with a tyre, which, to say the least of it, had seen far better days. But ours was not to be an uneventful trip from here on in. A few miles up the road we were to suffer the unpardonable sin of running out of motivation power (Gas to you).

At this time Cpl Tollerton had, to some extent, given up the ghost owing to the unusual physical effort which he had to bring forth to change the tyre, and was firmly asleep in the back of the superb car. With the greatest of tact and diplomacy, he was despatched, complete with jerry can, to forage for the necessary gas at some distant village. His return was marked by a very dishevelled and a somewhat perspiring corporal, complete with gasoline. Darkness

by this time was rapidly approaching, and it was with some concern that we sallied forth into the great unknown of the English roads.

When lighting up time arrived, it was universally noted that the candle power of the pair of gleaming headlights situated ahead of us was comparable to that of a NAAFI candle, or Toc H lamp.

Never has the saying "so much is owed to so few" been felt more by this author than the rest of the trip under the most hazardous night operating conditions. However, the wee hours of the morning found us once again safely parked outside the Education Centre, and as I made preparations to wearily transport myself to the nearest bed, I heard one, Cpl Tollerton, issue a statement which surely will rank among the classics of famous last statements, that he thought that the sign over the door of an English Public House, which said "Free House," entitled him to a free beer.

What's Cooking*Continued from page 18*

"How do I do that?" says he.

"Stick a knife into it, and if it comes out clean it's done," said the cook.

After a short period for tea, the cook asked if the idea worked.

"Sure did, Cpl. That knife came out so clean that I gathered all the dirty knives in the kitchen, stuck them in too and they all came out clean as a whistle."

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The Truth About Accounts

Continued from page 22

couple of times before I found myself nearing the pay desk. "Give your name and number," bellowed the Sergeant, who was noticeably greyer than the last time I saw him. Suddenly, two men short of my goal, my memory went blank! I couldn't remember my name or number. Panic swept over me, to be replaced by abject despair. I stepped up to the table, saluted, and then started to cry quietly. "Name and number," snapped the officer. "I don't remember," I mumbled. Everybody stared at me suspiciously. I tensed myself for a blast of lead from the SPs revolvers. "There's only one name left here, Sir," whispered the paymaster's aide. "It must be the guy. "Twenty-five cents." The officer put out a quarter. I fumbled for it eagerly, bobbling it into his lap, crawling after it between the legs of his chair, and finally running sobbing from the scene, the quarter clenched in a hot, trembling fist. I was stopped on the way by the Sergeant. "Wanna buy a ticket on a budgie bird, bub?" he asked, twisting my arm with his eyes. "Just twenty-five cents. . ."

Anon.

SPARKS FROM THE ELECTRICAL SECTION

BY CPL R. IRVINE

There have been a few changes in our shop since our last article appeared in *Talepipe*. FSs Whelan and Brown have changed places as NCO i/c Instrument and Electrical Sections. Sgt Cragos' place at trade advancement has been filled by Cpl Anderson. At the moment Andy is still in the Section filling in for some of the boys who are on leave but will be starting his roll as Instructor some time next week.

Cpl Timlicks' short tour with maintenance is over and he is back at the Energizer Bay for a couple of weeks.

The rush to get leave in and still keep enough men on hand to carry out the operations has resulted in plenty of juggling and shifting with the results that a few folks are disappointed. The RCAF "at home" draws nearer and the gleam in Sgt Pearson's eye glows brighter. Roy is probably staying awake nights cooking up schemes to dazzle the public. It is debatable some times whether Roy's brainwaves are more astounding to the public or to the boys in the section who have to put them into operation.

WING SYSTEMS SHOP

Personnel of the Wing Systems Shop have been undergoing changes in the past month. LAC Fisher has returned to Canada to go on course in Denver, Colorado. He was followed a few days later by Cpl McMinh (439) and LAC Duval (410) who worked with us for quite some time.

At this time we would like to extend a hearty welcome to our newcomers, LAC's "Ed" Graham (Wing) and "Fred" Viney (410), and AC "Doug" Harris (410). Already they are beginning to wonder what they did to deserve this—working through their first two weekends in England.

We are pleased to have "Slaters" Slaters and "Gerry" Palmer, two representatives of 416 Sqdn working with us temporarily.

Cpl "Al" Phillips—or is it "Lucky" Phillips—picked the best two weeks' weather we've had for a year for his leave.

LAC "Ted" Burley—is that 2-wheeled wonder still going after touring on it on your leave?

FS "Wally" Smith looks fatter. It is because his wife is home or do visitors feed him in that cage he's in at the Systems Section?

Station Commissary

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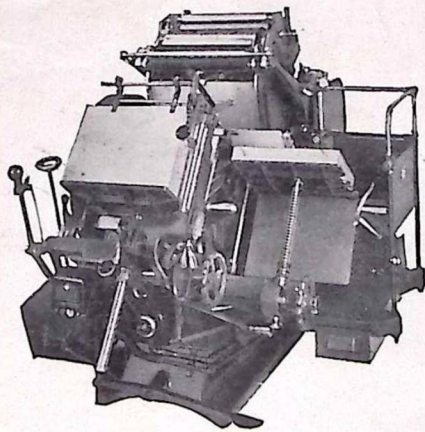
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