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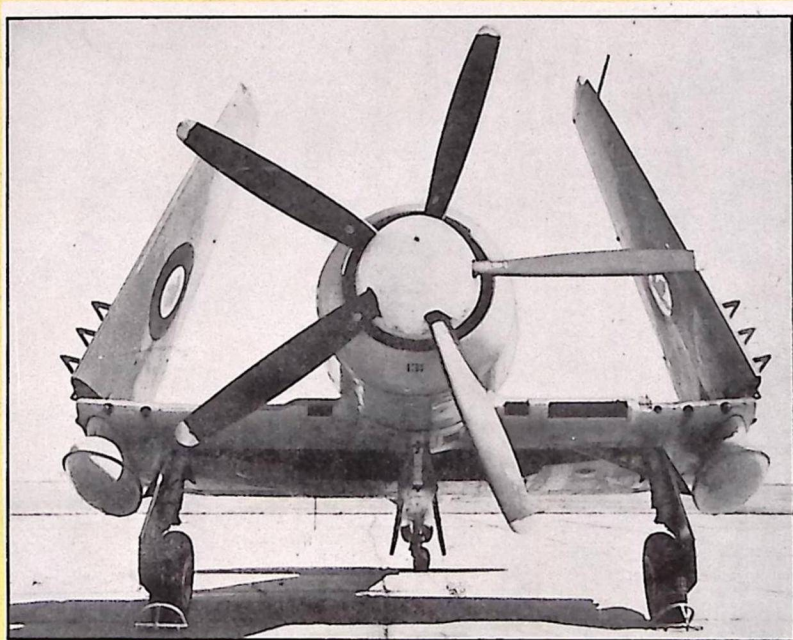


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VOL III

JANUARY, 1954

No. 3



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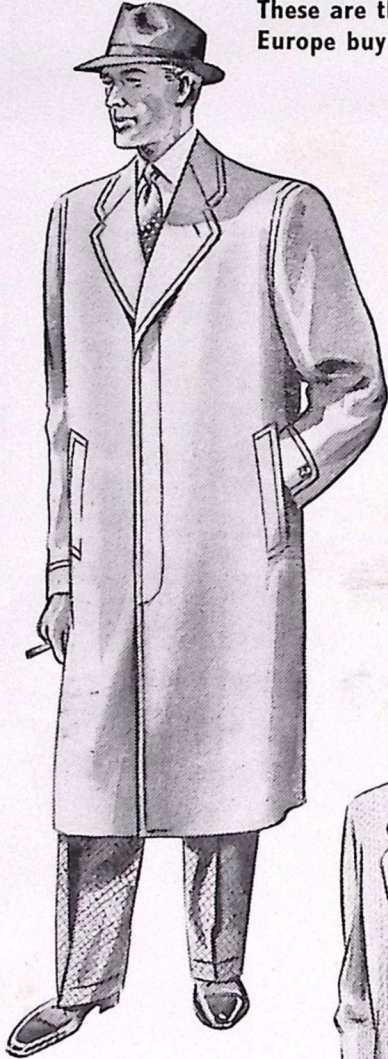


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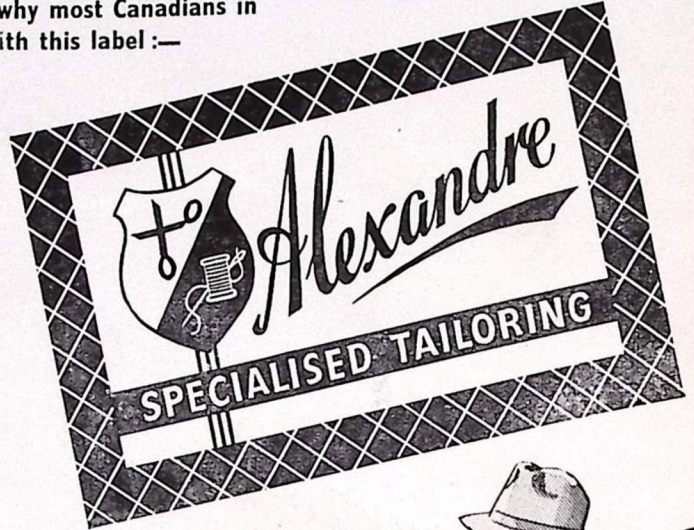


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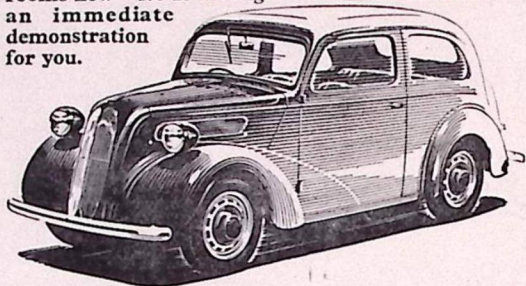
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This magazine is published monthly by the personnel of RCAF 1 Fighter Wing, North Luffenham, England, with the kind permission of G/C J. D. Somerville, DSO, DFC, CD.

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talepipe— 1954

Changes have been made. And more are coming.

This January, 1954, issue of *Talepipe* is the small beginning of something which shall be big.

Personnel changes on *Talepipe* committee have brought forth a new policy; a policy we hope shall streamline and solidify 1 (F) Wing's magazine.

When an aircraft is airborne the theme of every section of a modern air force is culminated in that one act—flying. And flying shall be the theme of *Talepipe*.

Future issues will see more emphasis placed on the air, and aircraft, and airmen.

When we talk of streamlining,

we are talking of the eye appeal of *Talepipe*, as well as its literary content. The March issue, therefore, will be the first to carry a new cover. Makeup alterations are also under way.

Although flying and its related news will take a more prominent place, regular features such as section news and library and sporting reports will not be diminished. Planned additions are a letters-to-the-editor column and an accident prevention series.

This month's issue contains the first of a series of features on the Wing's three squadrons. More are to come.

For 1954 then, a brighter and better *Talepipe*.

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IN THIS ISSUE

	Page
Editorial	5
The Flying Cougars	12
Meet Your C Ad O	8
Supermarket in Miniature	15
An Australian Converts	11
Manners at Mach	9
The Accent is on the Eyes	16
For the Pilot — The Jet Stream	14
The Sections Speak	18
Sports	17
Library Lore	17
Letters to the Editor	20

ON THE COVER

The Navy at North Luffenham. A Sea Fury from HMCS Magnificent in these waters for last year's Spithead Review, visits No. 1 (F) Wing.

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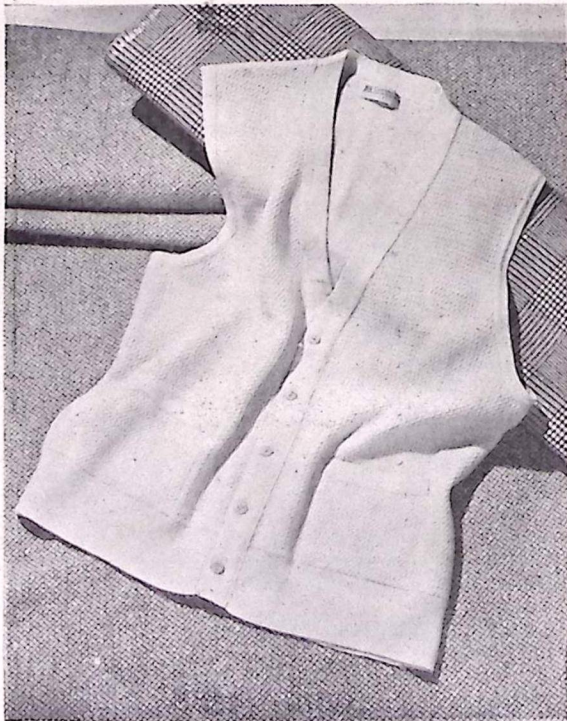
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MEET YOUR C Ad O!

—by Roger Martin

A pilot who won his coveted RAF wings in the years before World War II and amassed his flying time in aircraft such as the long-gone Fairey Swordfish of the Fleet Air Arm and the earliest versions of the Flying Fortress has now taken his place as 1 (F) Wing's new Chief Administrative Officer.

Meet Wing Commander Walter Edwin Edser. British born, Canadian raised.

Wing Commander Edser was born in Liverpool, but can hardly be called an Englishman, as he moved with his parents to Canada when only three years old.

Educated in Vancouver, BC, W/C Edser first tasted service life as an aero-engine mechanic for four years with 111 Auxiliary Squadron of the RCAF. Then the urge to fly struck home, and August, 1938, found him accepting a short service commission in the RAF.

Flying training completed, he was attached to 753 Squadron of the Fleet Air Arm as a staff pilot.

A "STRINGBAG" PILOT

In those early days of the war front-line aircraft of the Fleet Air Arm were the doughty Skuas, Rocs, Walrus and, of course, the beloved "Stringbag"—the Fairey Swordfish. W/C Edser flew most of these aircraft until his transfer to the twin-engined Lockheed Hudson of Coastal Command in early 1940. It was in this aircraft he spent many hours in the summer and autumn of 1940 on reconnaissance, mainly between the UK and Norway. These were in the main anti invasion patrols.

The then mighty B-17 Flying Fortress made its first British appearance in early 1941. W/C Edser was selected as one of the pilots to make the first ferry flight across the Atlantic in the new Fortresses. His opinion of the earliest model, the Mark I, of which 18 were flown across from Seattle was not high, as these machines were sadly lacking in defensive fire-power. Another ferry-trip on the Hudson was made in this year, followed by a six



No. 1 (F) Wing's New C Ad O, W/C W. E. Edser

month period as an instructor on Hudsons at Thornby, Yorkshire.

More Coastal Command work with 220 Squadron followed this period, during which tour an attachment for a few weeks came through to the British Air Commission in Florida, USA. Here W/C Edser gained more B-17 time.

On completion of his tour with 220 Squadron the next stop was at Nassau in the British West Indies where he became Officer Commanding the Mitchell Conversion Squadron.

Attachment to the RCAF in 1944 ended his flying in the warmer latitudes, for his next posting was as Flight Commander, and then Chief Flying Instructor at No. 5 OTU in Boundary Bay.

CAREER IN THE RCAF

On February 1, 1945, W/C Edser transferred to the RCAF and the end of the war found him Chief Instructor at RCAF Gimli in Manitoba—a post which did not become

active because of the surrender of Japan. Since then he has been in succession OC of No. 124 Ferry Squadron at St. Hubert and Rockliffe, Staff Officer Air Traffic with No. 9 (T) Group Headquarters, OC of No. 901 Air Traffic Handling Unit, Staff Officer Selection and Manning Reserve at North West Air Command Headquarters, Staff Officer Organisation at Tactical Group Headquarters and then, immediately prior to joining No. 1 (F) Wing, he was Staff Officer Ground Training at Air Defence Command Headquarters.

Married to the former Margaret Ball, of Vancouver, W/C Edser has three charming daughters—Lynne nine, seven-year-old Susan, and the baby of the family, Kim at fourteen months.

And of England, on this, his first by any means first visit, W/C Edser says: I find the country just as wonderful as ever, and am looking forward to a long and happy association with No. 1 (F) Wing, North Luffenham.

MANNERS AT MACH

The peace of suburban Los Angeles was rudely shattered one afternoon when a giant shock hit the city. Sounding like the crack of doom, it broke store windows and rattled bric-a-brac. Occupants of local bistros who had not seen daylight for months were brought out into the mid-day sun to gape skywards. Newspaper and police switchboards were swamped with incoming calls.

All because one sound-happy jet driver dived his machine through the sound barrier, too close to a populated area.

Newspapers made headlines of the story . . . and the publicity wasn't good . . . for aviation or for the Air Force.

During the past summer there have been at least twelve reports on sonic "boom" phenomena. And the worst part of it was that because of the altitude of the offending airplane, and the wide area affected by the shock wave, the culprit wasn't caught.

To the public it was just a "jet airplane." It could have been flown by one of the services or by a civilian test pilot. Because the public automatically thinks of jet aircraft in terms of the Air Force, thousands blamed it on the air force.

Although there has been much comment on the part of reporters, aviation experts and just plain Monday morning quarterbacks, it is generally accepted that the shock wave phenomenon is caused by a jet aircraft passing through the sonic barrier in a straight dive.

As an airplane enters the barrier, has the effect of compressing the air mass ahead of it into a hard cushion, or pillow of air. This mass attains high speed, building up pressure as it goes along, until it hits something solid . . . the ground, a housing settlement or a

group of people. The result may be likened to the actuating of a pile driver. The great mass of air strikes with tremendous force and the noise is similar to a dynamite blast. There is a primary explosion and shock, with diminishing recurrent shocks following closely.

It was first believed that the shock wave was caused by a sharp pullout from the dive, after the airplane had passed compressibility, but experiments at Edwards AFB and by FEAF fighter pilots have proven otherwise. It's just a straight dive through the barrier.

To date, the "sonic boom" is generally believed to be a characteristic of F-86 aircraft and most reports have emanated from areas where F-86s are being operated by personnel of test centers and where practice intercepts have been made on Operational Readiness Inspection exercises. It is no secret that F-86s can enter the barrier more easily than can other operational fighters . . . to date.

The Air Force, however, is concerned about this phenomenon not

only in the case of F-86s but because new jet aircraft can skim through the barrier flat out . . . straight and level. And of course this would bode all kinds of trouble with the populace.

The solution to this situation is simple. The answer is air discipline controlled by strict supervision of pilots. Wherever possible, intercepts should be planned for areas where houses are few and far between. In general, pilots should be warned, even directed, to abstain from diving aircraft over populated areas. Although a sonic buzz job is not strictly within the confines of regulations, a stop to this practice, intentional or otherwise, can be effected by close command supervision.

There is no excuse for bad manners, in the air or on the ground. As our grandmothers often told us, fighter pilots should be seen and not heard.

— USAF FLYING SAFETY.



A familiar, but still a favourite, photo of the 441 Sqn Aerobatic Team



All this, and a Parisian Honeymoon too! Married Saturday, January 23, here's F/O and Mrs. Fern Villeneuve at the Wedding Reception in the Officers' Mess. The bride, of course, is the former Fran Cauanaugh.



F/L MacInnis gets swept back

AN AUSTRALIAN CONVERTS

—by Roger Martin

A down-under farmer who tends his sheep from a low-flying aeroplane has joined the super-sonic world at North Luffenham. He's Australian Neil MacInnis, now converting to Sabres with 439 Sqn of the RCAF.

Flight Lieutenant N. M. MacInnis, Royal Australian Air Force, is at the moment touring England, Europe, Canada, and the Far East, on behalf of the Citizen Air Force of Australia.

Purpose of the three to four months tour is liaison work with

RAF and RAAF units overseas. And high on the list of musts for F/L MacInnis are his familiarity rides in the Canadian-built F-86E.

Currently flying Vampires and Mustangs in Australia, F/L MacInnis hopes that with experience gained here in North Luffenham he will be one of the first pilots to fly the Australian-built Avon-engined Sabre.

An Australian outdoorsman in the traditional sense of the word, in his few spare hours F/L MacInnis finds time to run a thou-

sand acre sheep farm at Tinamba. That's in Gippsland in Victoria, about forty miles from Australia's East Coast.

And don't for a moment think that shepherding isn't modernised in Australia, for on the MacInnis spread aviation plays a big part. When it's time to check up on the flocks, this flying farmer gets airborne from a field behind his home. Tiring trips on horseback are a thing of the past, for F/L MacInnis uses a Tiger Moth for both work and play.

"I must confess though," he said, "that these working trips quite often finish up as pure joy rides. Can't resist the temptation to aerobat a little, just to keep my hand in."

Not content with military flying, civilian flying, sheepfarming, and tripping halfway across the globe, this tanned Australian is also prominent in local government work, being Councillor for the Maffra Shire in Victoria.

Wartime pilot with RAAF, F/L MacInnis flew his ops over the jungle-topped islands of New Guinea and Borneo in the South Pacific. Twin-engined flying was his lot in those days, and he logged many hours in the famous glass-nosed Bristol Beaufort.

He has just concluded the European section of his tour, when he visited Italy, Germany, France, Belgium, Norway, Sweden, Denmark, and of course the RAAF base at Malta. It was in the waters of this island that he spent a day submerged in a Royal Navy submarine and was taken by Helicopter to HMS Glory to observe landing-on trials.

F/L MacInnis will be leaving North Luffenham shortly for Canada, where he hopes to spend some time with the CF-100 all-weather squadrons. Then follows a flight to Tokyo and a short jaunt from there down to see his fellow countrymen on the very famous 77 Meteor Squadron in Korea.

But the culmination of this memorable trip for F/L MacInnis will be his return to Australia and his piloting the new Australian-built Sabre. Made possible, he hastens to add, through the kindness and co-operation of No. 1 (F) Wing, RCAF.

Jim Shilliday writes on—

THE FLYING COUGARS

[Note: We realise Squadron Histories have appeared before in Talepipe, but because of the influx of new personnel in the last few months, we feel justified in printing this new story on an old Squadron.—Ed.]

Sweeping the skies of England to-day are the aircraft of a Canadian fighter squadron which has won far-flung recognition for its prowess. They are the Cougars, the first Canadian fighter unit to serve in post-war Europe.

The sleek jet aircraft of 410 Squadron, based at North Luffenham in England, embody the speed and striking power of their namesake as an integral unit of North Atlantic Treaty Organization. They are ready to carry on the traditions evolved during the Second World War. The squadron's latent role in peacetime is essentially tame but its wartime action shows the claws sank deeply. During the hectic days from Normandy beaches to the German surrender at Luneberg, 410 Squadron of the Royal Canadian Air Force was the top-scoring night fighter unit in the Second Tactical Air Force.

But the Cougar squadron of to-day is hardly recognizable when compared with the squadron formed in June, 1941, at Ayr, Scotland. Instead of the swept-wing F-86E those early pilots were equipped with the ungainly Boulton Paul Defiant (a single-engined monoplane carrying a pilot and an air gunner and armed with four machine guns in a turret). It was already out of date. But they were



OC of the Flying Cougars, S/L "Duke" Warren.

soon flying radar-equipped Beau-fighters and Mosquito night fighters. It was following a move to Coleby Grange, Lincolnshire, in February, 1943, that the enemy began to feel the weight of Cougar attacks.

Besides normal night defence duties, day and night offensive missions took their toll of trains, vehicles, canal shipping and airfields. And it was during this period that the first daylight penetration of Germany by Fighter Command was accomplished by a Cougar Mosquito aircraft. But eleven crews were lost—nearly half the total war casualties.

MANY "FIRSTS"

A historical sketch shows "firsts" are not uncommon to the reformed

squadron either—in fact it has a certain notoriety for being first, which Cougar personnel help to spread. After being defunct for three-and-a-half years, 410 Squadron was reformed at St. Hubert, P.Q., as the first fighter squadron in the post-war Regular Force; out of an original 11 squadrons promised by Canada to NATO, 410 Squadron was the first to cross the Atlantic in this capacity; 410 Squadron was the first to be equipped with the Sabre aircraft and the first Sabre aerobatic team was from this squadron.

And for the romantic, records shows also that the Cougars produced the first officer stationed in post-war England to marry an English girl.

For the wartime squadron, operations ceased May 4, 1945, and a month later it was disbanded. This is the record: 85 successes against enemy aircraft. Personnel won 41 awards including one DSO,



ENVIABLE CAREER

Since then the squadron's aircraft have kept busy engaging in countless sorties over England and area with other Canadian and English squadrons; they have participated in many air shows and were part of the Coronation fly-past over London. In 1952, Cougar aircraft took part in a commemoration fly-past over Canada Square, Dieppe, France. The show was in honour of Canada's assistance to France in the Second World War in

which the early Cougar's played such an important part.

Th Officer Commanding (or flying coach) of this old-time squadron is a youthful veteran of the Korean and Second World wars, 31-year-old S/L D. "Duke" Warren. He resumed command of No. 410 in December of last year after serving five months in the far east. Flying the latest in aircraft is not new to him, having flown two tours in "Spits" with the RAF. At that time, he says, "there was no other aircraft flying as far as I was concerned." With thirteen years Air Force experience behind him the commander is proud of 410 Squadron's "enviable" post-war career. "They are a credit to the RCAF and Canada as a whole."

As for the future, France will probably be the spawning ground for additional honours coming to No. 410 Squadron. And since other Canadian squadrons are already stationed in that country it will be one of the first times the Cougars have not been first.

one MBE, two bars to the DFC, 19 DFCs, one BEM. Seventeen were mentioned in despatches. The names of 62 officers and airmen were inscribed on the Roll of Honour. One of the more successful fighter pilots who served with the squadron was G/C J. D. Somerville, DSO, DFC, CD (then Squadron Leader), presently Commanding Officer of RCAF 1 Fighter Wing, North Luffenham. He was credited with five enemy aircraft destroyed and one damaged.

Not until the squadron folded up did it design a squadron badge. This was approved by His Majesty King George the Sixth in May, 1945, and depicts a cougar's head superimposed on a crescent moon. The moon and the motto "Noctivaga" (wandering by night), refer to the unit's wartime role as a night fighter unit. Then in March, 1952, a North Star aircraft arrived in England bearing a cougar cub presented by Vancouver's Mayor, Fred S. Hume. It now resides at London Zoo.

When the Cougars reformed in 1948 Canada's growing influence in international politics had not yet introduced the NATO plan. Equipped with Vampire jet fighters the squadron set forth to train as a day interceptor group and it was proposed to move the unit to eastern Canada as part of the air defences of the Maritimes. But then came the famous common defence treaty and the Cougars, on October 29, 1951, left Montreal for a place called North Luffenham, in England. There the Canadians found the type of weather which still leaves them bewildered. Throughout the latter part of November, 1952, they were busy arranging working areas and flying aircraft from Renfrew, Scotland, mostly in heavy, cold fog described by natives as the worst in 65 years. They became convinced that all four seasons were apparent each day. By the end of November the unit was well established and more than 30 Sabres had been flown in.



One of the Leading War-time Pilots with 410 Sqn, the present Commanding Officer of No. 1 (F) Wing, G/C J. D. Somerville, DSO, DFC, CD.

FOR THE PILOT— THE JET STREAM

Jet streams are narrow currents of very strong winds which meander between 20° and 70° latitude and flow in an easterly direction. They are usually found from 20,000 to 40,000 feet above sea level. This is the region which became important as a flying level during World War II when the first high-altitude bombing missions were flown. With the advent of jet aircraft, it has become a well travelled air lane for military planes, and commercial airlines are now considering this level for regularly scheduled passenger flights since jet engines thrive on thin air.

JET STREAM DISCOVERY

The strong winds were christened "jet streams" by the weather experts at the University of Chicago early in 1947. Jet streams have nothing in common with jet aircraft. The name was chosen because of the similarity that exists between jet streams in the upper atmosphere and those already studied for many years in hydraulics. Some authors have also pointed out the similarity of jet streams to strong ocean currents, such as the Gulf Stream.

As has been the case with many important scientific findings, the facts of the case were known in bits and parts by many students of the upper atmosphere for a long time. It remained for the Chicago group to organize the facts, give them a suitable name, and present a theory to explain what others had observed. The most famous cases of jet stream winds, before they were named, were encountered during wartime bombing missions over Tokyo and Berlin.

USAF bomber crews sometimes reported that they encountered such strong headwinds over Japan that in flying inland from the ocean, ground speed was reduced to practically zero; but when heading back out to sea, ground speed was nearly double the indicated airspeed. We know now that jet streams of strong velocities are common over Japan at the levels and seasons at which the first B-29 raids were flown.

The RAF encountered a similar situation during the famous Berlin raid of 24-25 March, 1944. The group of bombers was caught in a violent wind and carried far south of the target. One aircraft found itself over Leipzig and had to fly

north to Berlin. Its bombs were dropped half an hour late. Another plane which missed Berlin completely, was flying over Paris on the way home when it should have been over southern England. After the war a study of German upper air charts showed a definite jet stream over Berlin at the time of the raid.

Jet streams must be taken seriously in planning long-distance flights. If an air crew is on a bombing mission, it doesn't want to be slowed down to less than 100 miles an hour over the target. An airline company can't afford to have its scheduled flight between New York and San Francisco, for example, delayed for several hours because of an unexpected 150 mph headwind over Omaha. A pilot or navigator planning a long distance, high level flight must take advantage of the strong winds of the jet stream to shorten the actual flight time. If a jet stream is identified off course while in flight, it is wise to deviate from the normal great circle course and join the jet stream to pick up a tail wind. If a jet stream is encountered on-course as a headwind, it would be perhaps best to deviate from course to fly in an area of weaker winds.

The only trouble with all this planning is that it's a lot easier to say afterwards that you were in a jet stream than it is to predict the place where the strong winds will be. In the last four years a great streams, but the fact remains that deal has been learned about jet wind data at high levels is still very sparse. Since the jet stream is a very narrow current (when measured transversely from half max speed on one side to half max speed on the other) and since observations are reported relatively far apart, the weather officer has a hard time pinpointing the jet stream on his weather chart.

Narrowness of the current and high speed of the winds are two major characteristics of the jet stream. The maximum speed is generally found near the 250 millibar surface (approximately 35,000 feet above sea level), although streams have been reported at all levels from 15,000 feet up to 50,000 feet. The maximum speed is well in excess of 100 mph in winter and speeds of 200 mph are not unheard of. Jet streams

are believed to be a key part of the prevailing westerlies. Consequently, they are not found in the northern hemisphere north of the 70th parallel or much south of the 20th.

There may be one jet stream indicated on a northern hemisphere weather map or there may be several. They are sometimes continuous with an axis which appears to circle the globe. Although theoretically the axis of the jet can be drawn around the world, the stream widens and weakens to such an extent that it really can no longer be considered a jet in certain portions. It is more appropriately considered a broad band of westerly winds. More often, jet streams break up and move around the earth in large waves. Thus, although the jet stream occurs in the westerlies, it cannot always be relied upon to furnish a strong westerly current at the required time and place.

A jet stream may take weeks to complete its cycle or it may appear in a few days. The high winds originate between 60° and 70° N., but in summer the source may be farther north than in winter. They then drift southward in mean latitude with an average speed of one-half to two degrees per day and reach their maximum strength at about 50° N. in summer and 40° N. in winter. The actual movement is difficult to determine because the jets separate like an ocean current into smaller streams or fan out and get lost into the local circulation. One branch may shoot north while another branch goes south and as a jet stream deviates from straight zonal flow, it passes south of cold lows and north of warm highs. A jet stream also can change altitude as it moves. Jets are usually found at higher levels in the south than they are in the north. Usually two jet streams are identifiable at the same time, but there may be only one clearly defined current when an old jet is dying.

The experts say that the best tools for locating the jet streams are the 300 and 200 millibar weather charts which show a packing of contour lines and strong winds reaching their maximum in the core of the jet stream. If these very high level charts are not available, jet streams can sometimes be found by locating a region of rapid

SUPERMARKET IN MINIATURE

Air Force wives now have supermarket facilities . . . in miniature.

The climax of three weeks' intense activity was the opening January 25, of No. 1 (F) Wing's new Commissary.

Plans for the small-scale supermarket were formulated some months ago, but financial and material delays hampered early progress.

Working from comprehensive plans designed by Commissary Manager F/L Harry Wenz, volunteers and Commissary staff began work on the project shortly after the New Year.

The construction of shelves, and counters, painting and installation of electrical fixtures, was com-

pleted in record time through the combined efforts of the C Tech O's staff, Air Ministry Works Department, and F/O Madill and the station workshops personnel.

The tremendous task of moving the Commissary to its new location and setting up the stock, was carried out by F/L Wenz and his staff. This entailed much work at night and on the week-end prior to the opening.

It is to the credit of the Commissary staff and their manager that this move was completed with the loss of only one half day of Commissary facilities.

The new Commissary has been designed as a miniature supermarket. Attempts have made to

Continued on page 19.

Continued from previous page.

For The Pilot—The Jet Stream

temperature change across the wind flow on the 500 millibar chart. The jet stream core often occurs 10,000 to 15,000 feet above this packing of isotherms.

EFFECT ON TROPOPAUSE

In the vicinity of the jet stream the tropopause is usually broken. The tropopause over the cold air is several thousand feet lower than that over the warm air. In individual cases, the tropopause over the cold air appears fairly level while that over the warm air is sloping. The strongest winds occur in the warm air above and to the north of the surface position of the front and almost directly over the main polar front at 500 millibars.

The winds build up slowly across the peripheral regions to reach a maximum at the center of the jet stream. Where the lines of equal wind speed (isotachs) are close together, the rate of change of wind speed, generally called wind shear, is much stronger. The wind shear is fairly severe on both sides of the jet. In extreme cases a decrease in wind speed of 100 knots in 100 miles has been reported north of the jet stream and 100 knots in 300 miles on the south side. Vertically the isotachs are relatively close together. A decrease of 100 knots in 12,000 feet above or below the center of the jet is by no means uncommon.

Light to moderate clear air turbulence has been found in the jet stream in the vicinity of the tropopause. Severe clear air turbulence has also been encountered there on rare occasions. Clear air turbulence occurs in small unpredictable patches, hence it is unlike the sustained roughness felt when flying in convective clouds or at low levels.

At present, USAF experts on the jet stream are looking forward to the time when they will be able to analyze the jet stream directly. An analysis of the jet stream is now a time consuming task which requires the construction of pressure-contour charts using extrapolated data where soundings do not reach high enough. New equipment recently put into operation at some Air Force bases provides reliable wind data to higher levels than previously. If and when this equipment or a similar type comes into general use throughout the world, not only the jet stream, but the entire wind field will be much more clearly defined.

— USAF FLYING SAFETY



Cpl Don Goddyn checking stock in the New Commissary.

THE ACCENT IS ON THE EYES

an elizabeth arden feature

Fashions in faces change just as fashions in clothes—remember the orange lipsticks that were on every lip in the twenties . . . the pink and white prettiness of the thirties, with the emphasis on lip and cheek colour?

To-day the effect aimed at is not one of Edwardian prettiness, but we have borrowed from the French, who have always understood that a woman's eyes are her most alluring feature.

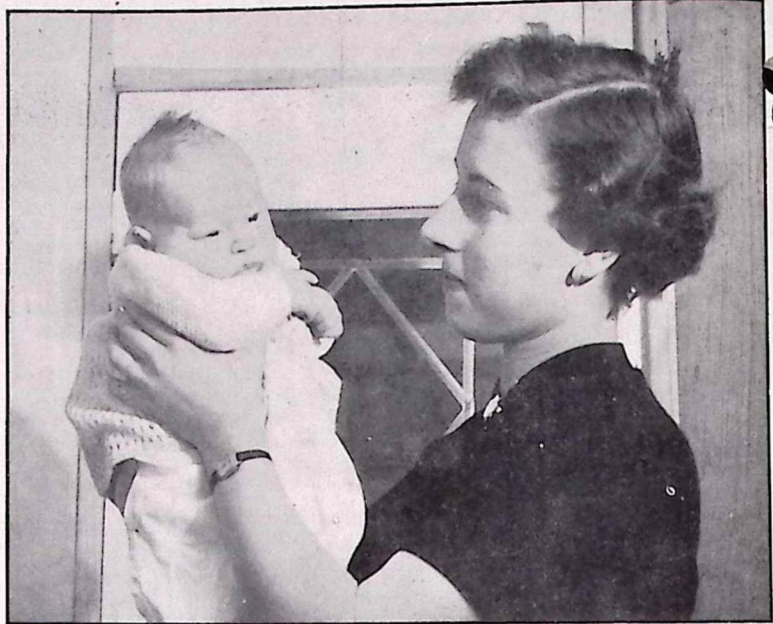
Fashion this season gives us hats that are face-revealing, many quite severe in line, hiding the hair completely. Emphasis is on eyes, on lips . . . rouge is merely used to model the cheeks, never to be apparent as colour. Powders are soft and warm, to give a delicate yet glowing look. The Secret of this new look in make-up lies in the foundation, which must have enough covering properties to give a very smooth appearance, to tone down florid colouring, or to lend an underglow to a dull skin.

Such a foundation need not be heavy . . . it is not the thickness of a cream that vies that smooth, mat, finish, but is nature. There are very light creams, such as Featherlight Foundation, that yet conceal imperfections of texture and colouring and all the semi-liquid foundations are long lasting and help to give a more opalescent look.

The foundation should be chosen in a fairly deep colour . . . Rose Rachel is a warm flesh tint that suits an average skin, while a tired or dull skin acquires a glowing look if Ultra Rose Pat-a-Creme is used. Even darker shades, such as Redhead or Light Rosetta do not give, as you might suppose, a dark appearance, but do give a depth and warmth that is very flattering.

PLAY UP EYES

When using a darkish foundation a beautiful effect is obtained by using two shades of powder superimposed—this gives an interplay of colour and translucence that can never be achieved with one shade by itself. A creamy powder is used first, with a different shade over it—perhaps a warm peach tone—or, if a lighter effect is desired for evening wear, or



First for '54—Mrs. Gun Gagnon and her New Year's baby. Odette Marie was born 7 p.m. on New Year's Day.

when wearing pastel colours, a delicate pink powder. For toning down too high a colour or giving a specially creamy appearance one uses first a powder that is near the natural skin tone, and then over it a neutral powder with neither pink nor peach tones predominating.

Play up the eyes. Eye Shadow should not be reserved only for evening use. Applied cleverly, it can be used with the most natural conservative make-up (but why always be so conservative?). There is a knack in applying it though. Paste eye shadow is easiest as it can be lightly applied with the fingertips, blending it along the upper lid outwards toward the temple and very, very lightly beyond the actual eyelid if the eyes are a little close set. It should be blended upwards towards the brow, but of course the colour however faint must come right down to the lashes. If the colour looks too obvious, wipe off gently with a little cotton wool. For daytime it really should be no more than a tinted shadow. At night, of course, colour can be brighter and the application more accentuated.

Eyelash Cosmetique should be used on the upper lashes only, brushing them upwards so that they form a frame for the eyes. Two shadows give a beautiful effect

— soft "blending" shadow over whole eyelid—choose colours such as French Grey, or brown . . . then a more colourful shadow blending in immediately above the lashes.

Eyebrows — groomed but not plucked to a thin line—merely "out of place" hairs removed.

KEEP LIP SHAPE

Lips—here you can go "all out" for colour, but be sure the lipstick is in harmony with the colour scheme of your dress, scarf and accessories. Keep the natural shape of the mouth. Cupid's bow mouths are no longer seen on lovely faces! No-one criticises a big mouth to-day—but neither does any smart woman attempt to give herself outside pouting lips by over-exaggerating the outline of her own, though, if the lips are naturally too thin, lipstick may be used to exaggerate them just a little—but please, so very little!

To sum up—the smartest, newest look is that of a woman with a cameo smooth skin, with a wa creaminess—almost a pale hom colouring rather than milk and roses—cheek colouring understated, eyes and lips "played up," showing off to full advantage fine bone structure, captivating eyes, a smooth brow and smiling lips.

Sports Scope . . .

SOCCER

Two impressive victories show a rejuvenated RCAF team entering the 1954 season and we pick them as the team to beat. The Canadians didn't allow bad weather to hamper them in running RASC Army into the ground, January 13. Improved almost beyond recognition, they played as a combination rather than relying on individual bursts. The half-backs tackled hard, feeding the inside forwards who in turn held it long enough to do some fancy passing to wingers and centre forward. Goals were as common as raindrops. The score—12 to 0. Individual scorers: Knight 4, Cobb 3, Stinchcombe 3, Logan 1.

RAF Station Wymswold fell Jan. 6 with two goals to RCAF's five. The game started fast but soon slowed down in mud. Early in the game, Logan started and cleared up the field to Limbrick who shuffled past two men before passing to Knight, who scored. Wymswold was not the team of 1953 but they showed a lot of pressure and Luffenham's Baker was kept busy in goal. Knight finished with two goals, Logan two and Limerick one.

Any qualified referees on the station? If so, contact F/L Palmer at Ex. 27.

NET RESULTS

By F/S H. SEWELL

The last four matches played by RCAF Badminton club saw two victories and two upsets listed in the were on the long end of the score. For those not aware of a "sure records" — but socially, members thing" we'll brief you on the club's activities. A normal evening at Manton Village Hall provides relaxation and exercise for all who attend, including airmen, NCOs, officers and wives. There is transport laid on Sunday and Tuesday evenings from the Guard Room. Granted, the hall has only one court but those waiting to play sit down to cards. At half-time there are refreshments—and all this for only a shilling.

Latest results:—

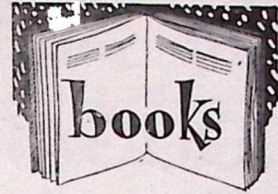
RCAF at Stamford—Stamford won.

RCAF at Wymondham—RCAF won.

Manton at North Luffenham—RCAF won.

RCAF at Manton—Manton won.

Remember, sports equipment has been purchased for the use of all personnel. The badminton club is just one of several groups in full swing now. If you wish information contact F/L W. R. Palmer.



LIBRARY LORE

By MISS M. A. BALL

The Flying Sailor—R/Admiral Andre Jubelin. This is a book that will appeal to those who read and enjoyed "Flames in the Sky," "Cover of Darkness" and "I Flew for the Fuhrer."

Jubelin trained with the Fleet Air Arm, and joined the Royal Air Force as a fighter pilot. The story "operates" from Tangmere, with a night fighter squadron, and reveals really stirring and exciting reading.

The Latter Days — Major P. R. Reid (author of "Colditz Story").

Behind Bamboo—"Rohan Rivett.

Above us the Waves—C. E. T. Warren and James Benson. Story of midget Submarines and Human Torpedoes.

The Castillian — Mima Robertson. A really delightful book, with a historical setting, centred around Scotland. Sir William Kirkcaldy of Grange is the main figure in the story, and is involved in many troublesome occasions — from the death of James V in Falkland Palace to his own defence of Edinburgh Castle in 1573, when he defied the world on behalf of exiled Mary Queen of Scots.

Cousin Christopher—Ian Hay.

Time and Time Again — James Hilton.

A Sunset Touch — Howard Spring.

Curtain of Fear—Dennis Wheatley.

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The Sections Speak . . .



410 ARMAMENT SYSTEMS

If you have noticed more happy faces on camp than usual, don't think that the football pool is paying off. A few fellows are going back to Canada. We say goodbye to LACs Larry Rombough and Fred Viney, going to Camp Borden and LAC H. P. (Mac) MacIltoch, bound for dear old Clinton, Ont.

Replacing them are: from 2 Wing, LAC Tom Wylie and from 441, LAC Bill Munn, both of whom we are glad to welcome to Sun Valley.

410 INSTRUMENT ELECTRICAL

Checkers has always been a favourite pastime at this unit which may be a result of the bigger checker game going on constantly about us. Latest moves are:

LAC Cote to No. 2 Wing and LAC Thompson to Wing Maintenance. We welcome LACs Burns, from Chatham, N.B., Filion, from No. 2 Wing and Sadler, who recently joined the RCAF.

410 MAINTENANCS

The past month was very successful at this unit and all the crew are to be congratulated for maintaining a high serviceability rate and keeping the Cougars clocked in hours. They are contributing to the squadron's enviable reputation.

Wade, Cameron and Goettler are the latest names to be welcomed to the section. But we've had the misfortune to lose Sgt Aumais to 439 Squadron—their gain, our loss.

And one more Donicker to our credit. Congratulations to Cpl Beach and his Scottish bride, who were married January 20.



439 SQUADRON

Main talking topics around the Pilot's Room right now are the newly-written promotion examinations and the shooting spree at Acklington. Examination candidates are slowly losing the familiar dazed look and eyes are gleaming now in anticipation. Whether this is for the fine Scottish flying weather or the fine Scottish lassies, it's hard to say. We have our own private thoughts, however.

Squadron pilots are busy extending hails and farewells this month. Big hellos firstly to the little boy who arrived in the Jerry Kerr family and congratulations of course to proud Irene and Jerry.

The farewell is going to Flight Lieutenant Bill Bliss, former 439 "B" Flight commander. Bill is now OC of the Wing's new Flight Simulator.



OFFICERS 441 SQUADRON

New faces among 441 drivers are F/Os Bill Abbott, Ron Clayton and Don Myles—welcome chaps and many happy landings. We welcome F/L Don Hanson back—Axcel has been polishing apples, seats and his trousers over at Wing Ops for the past few months.

We suppose most of you smoked one of the cigars passed around by F/O Don Bergie (Fat Boy) December 24. His wonderful Christmas present, a daughter, was born at Calgary, Alberta. Congrats., Don. Big news at the squadron were the January 23 nuptials of F/Os Villeneuve and Cavanaugh. Just in time, Fern, to set up housekeeping at Bagotville. Best of luck Fern and Fran. The last single type amongst the "old boys" is now F/O Bob Haverstock. Can't someone help Stook?

Congratulations also go to Ray Jolley. Not only did he get his F/L but he is acting as W Weap O. How else to make friends of squadron PAIs? F/O Norm Ronaasen is returning to Ottawa for a two-week CEPE course.

441 GROUND CREW DOINGS

Since the last issue there have been big changes around the line shack of 441.

We have said Au Revoir to several of the oldtimers, who have returned to "God's country," namely F/S May, F/S Hoyer, Sgt Lay, Cpls Pineau, Mignault, Hammond, Jefferson, Coursey, Zabielski, LACs Hill, Leece, Gallant, Hoy, Parker and Spence.

The Air Div axe fell heavy on us like the rest of the station with the posting to the continent of F/S Malowsky, Sgts. MacTaggart, Briard, Cpls Gillen, Patriquin, MacKenzie, MacNaughton, Mattie, Spenard, LACs Bennett, Scaife and King. Our loss is their gain.

We lost our Engineering Officer, F/L Cooke in the New Year shuffle. He is now the OC Maint.

A link with home

Canadians serving in Britain are invited to make full use of the many facilities offered through the London Offices of the . . .

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New faces around belong to Cpl Neff, LACs Dupuis, McNamara and Fisher. It is nice to see the smiling face of Sgt Sequin back again with us after a brief holiday with 439. Did you get them "Genned up," Ray?

Don't think that 441 are posted to the North Pole with the issue of flight boots. We are only getting ready for the month's stay at Acklington. More news about this trip in the next issue.

The cigars were handed out this month by LACs Gagnon and Walton. Their wives presented them with girls.

The two proud NCOs walking around servicing are Sgt Lovejoy and Cpl Forchuk, the owners of 1954 Zephyrs. Anyone want a ride?

Wedding bells rang for LAC King RLJ and are due very shortly for LACs Kuchma and Wattier.

CARAVAN SITE NEWS

WO2 A. D. Cooper was elected president at the last general meeting of the caravan committee. Other committee members are: Cpl Holmes, vice-president; LAC MacDiarmid, secretary; LAC Gagnon, treasurer; LAC Lozier, E. and W.; Mrs. MacLean, lady representative.

There should soon be sites available fellows if you are planning taking the big step. Imminent moves: for a short sojourn on the Continent with No. 3 Wing go Sgts Dyrda and Briard and Cpl McKenzie and Cpls Mattie and Spenard and LAC Gauld are on the way to No. 4 Wing. A short move is in store for Cpls T. Lay and Wesley who will leave for Langar. For Sgt Lay it's 6 RD and Cpl Coursey, Camp Borden.

Population increase: To LAC and Mrs. E. J. Stewart, an eight pound nine ounce boy. Douglas James was born in Stamford Hospital, December 13; Deborah Anne weighed seven pounds eight ounces when she was born, January 8, in station hospital. She is the daughter of Cpl and Mrs. "Cec" Mason; LAC and Mrs. "Gus" Gagnon just missed a year's tax exemption when Odette Marie was born at 7 p.m., New Year's Day. She tipped the scales at eight pounds even.

Residents, if you want to clean your stove-pipe see "Gus" Gagnon. (He won't do it but he has the brush).

ACCOUNTS CHATTER

By LAC PHIL ROBINSON

Arrival of the New Year brought a change in hours of pay parades and queries. This is an experiment requested by higher authority. The Accounts Staff are at present preparing for all personnel, individual statements which will be summaries of your pay and allowances in effect at January 1st. These statements will be distributed in the near future and possession of them should eliminate the necessity of attending the Accounts Section to check pay records.

Supply Accounts earnestly request the speediest possible return to them by Inventory Holders of the duplicate copies of vouchers. You are reminded that Clothing Credit Records are available for inspection and you should check yours before buying expensive items from stores. The next annual allowance will not be credited until April 1st and any over expenditure is automatically charged to the individual's pay record. You may be interested to hear that during the current fiscal year over 38,000 vouchers passed through Supply Accounts up to December 31st. Let us also remember the Supply Section handling the physical end of these!

Christmas-day F/L Wally Fink became the father of a baby girl, Cheryl Anne. Our congratulations to F/L and Mrs. Fink on this happy event. The round-up of staff news snows Sgt Bud Garrett still in Ely Hospital and unfortunately likely to be missing from the Section for several more weeks. The recent crop of transfers between units in the Air Division included the departure of our typist LAW June Barrett, who has gone to 314 TSU Langar. At the time of writing LAWs Kitty Sears and Vernis Strobel are vacationing on the Continent and LAW Pat Glover is in Scotland. F/O Gerry Hawkins has also been on leave.

The Departmental Exchange rate for January is down again, this time to \$2.73 to the Pound Sterling.

Continued from page 15.

Supermarket in Miniature

create as far as possible the type of store patronised in Canada.

Fundamentally the Commissary is a grocery store, but arrangements have been made to handle a considerable quantity of dry goods and other articles.

And the wish, of course, of the management and staff of the new

Commissary, is that in some way they will be able to ease the house-keeping problems of all families in North Luffenham with the RCAF.

MOBILE EQUIPMENT

Lately the word "Acklington" has a dynamic effect on the faces around here—either an expression of joy or complete horror. But anyway the ME will have a busy time with about 17 vehicles going Scotlandways plus holding down the home station. Yet people still think the ME have a soft touch.

A warning to all drivers, including private car owners: Keep your speed down on the station. These roads are narrow and there are many pedestrians.

January departures: Cpl Harkness to P.E.I.; LAC Dalton Font, the "forty passenger kid," Portage la Prairie; LAC Paul Cote, Comox, B.C. and LAC Powell, Aylmer. We welcome LAC Pinder from London, Ont.; LAC Chartrand from 2 CMU, Calgary; LAC Hansen, Calgary; LAC Hazel, 6 RD, Trenton; LAC Putman, Rockcliffe and LAC MacDonald, 6 RD.

We leave you with the information that to date ME wheels have turned over 1,020,000 miles of road.

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LETTERS

Auto's of Yesteryear

Dear Sir,

My wife and I would like to use this means of thanking all the people who were so kind in helping us quell the fire and save some belongings, when fire broke out in our home on January 4. We were overwhelmed with the help given and assistance offered. We are very sorry that numerous people got more than a little wet, and several colds were caught.

Special thanks go to the station Fire Fighters who were working under adverse conditions and really made an effort to keep damage down to a minimum.

Again we would like to give our sincere thanks to everybody.

LAC and MRS. J. HENDERSON.
AMQ 34.

One of our most pleasant childhood memories is of grandfather's MacLaughlin-Buick. It was purchased by grandfather in 1919 for the enjoyment of his two sons just returned from World War I. My earliest memory of it would be about 1926, at which time it had, like automobiles now, served several useful purposes as a courting car.

It was known by my aunts and uncles as the "Roaring Mac." Why, I'll never know, for it always seemed to me the most phlegmatic vehicle. In springtime, summer and late fall it was the vehicle which picked us up on Sunday morning and transported us to and from church. On Sunday afternoon we often went for rides down the back concessions to country visits on the farm. In the winter-time this vehicle of pleasure was jacked up, the battery removed, oil drained, and left dormant in the garage for the harsh winter months. We don't know when grandfather sold the car, but we do recall that it was a great personal loss to us and ever since we have had a most delicious warm feeling when we think of that leather-upholstered, horse-blanket smelling car.

Imagine our surprise when we read that the inventor of that car, David Dunbar Buick, died several years ago in a garret. We knew that Mr. MacLaughlin died a few years ago in Oshawa, a wealthy man. But it seemed to us that Mr. Buick should have come to a much more glorious end than he did. The source of our information was an article in the Edmonton Journal by Mr. David Wilkie. He relates what happened to other great names in the automobile manufacturing business. The grandchildren of the late Henry Ford, for instance, are the only descendants of original automobile magnates, who have carried on the family business. No Buicks, Chryslers, Dodges, Nashes, Hudsons, Packards, Studebakers, Willys or Chevrolets are to be found at the head of the present-day industries bearing their names.

When we think about the "Roaring Mac" now it will be with even more pleasant thoughts because it was the product of an interesting age, an age when Bachelles, Rogers and Handford, Schats, Schaum, Goethmobile, Santos-Dumont, Cutting, Southern Six, and others figured in the automobile industry.

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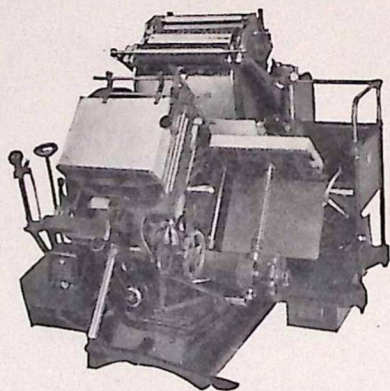
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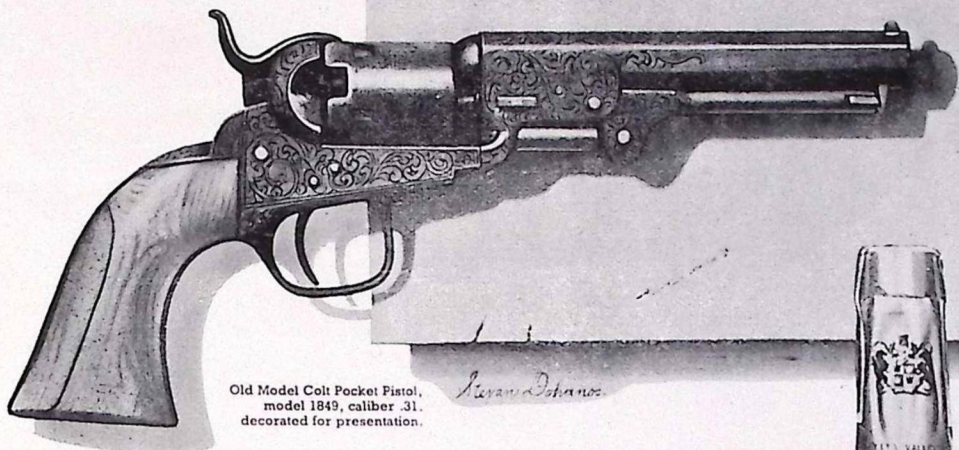
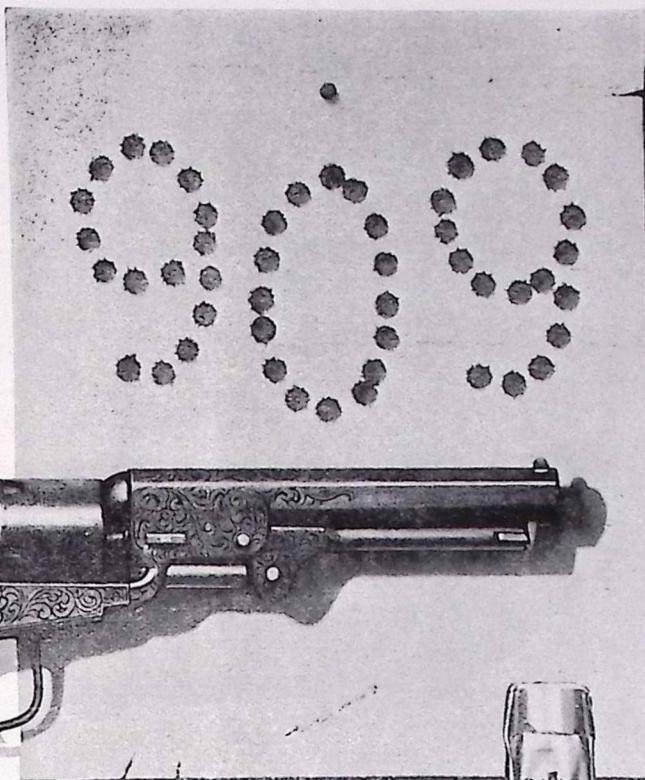
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Proof of Perfection

(as conceived by famous artist
Stevan Dohanos)



Old Model Colt Pocket Pistol,
model 1849, caliber .31,
decorated for presentation.

The assignment we gave famous artist,
Mr. Stevan Dohanos, was not an easy one . . .

"We want our illustration to emphasize 909," we explained.
"You see, bottling Canadian Schenley at exactly 90.9 proof makes it
better than any other Canadian whisky — not because the proof is
higher but because 90.9 is the one perfect proof for Canadian whisky.

"We want to illustrate the infinite skill and old-time
know-how that have made 909 the prestige Canadian whisky."

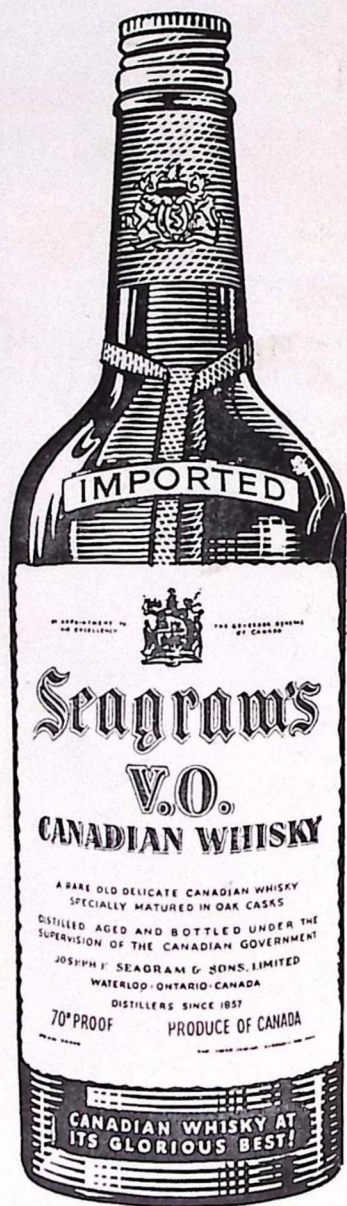
Yes, we asked for all this in one painting —
and as sure as "909 is the Proof of Perfection," Mr. Dohanos came
up with the illustration which we think does the job.

Why not decide for yourself? Try Canadian Schenley 909 . . .
Compare it! You, too, will prefer it.

Canadian
Schenley 909

AGED AND BOTTLED UNDER SUPERVISION OF THE CANADIAN GOVERNMENT
CANADIAN SCHENLEY LTD., VALLEYFIELD, P. O., CANADA





Seagram's V.O.

Canadian Whisky

“Honoured the World Over”

JOSEPH E. SEAGRAM & SONS LIMITED. WATERLOO, ONTARIO.