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VOL. III

FEBRUARY, 1954

No. 4



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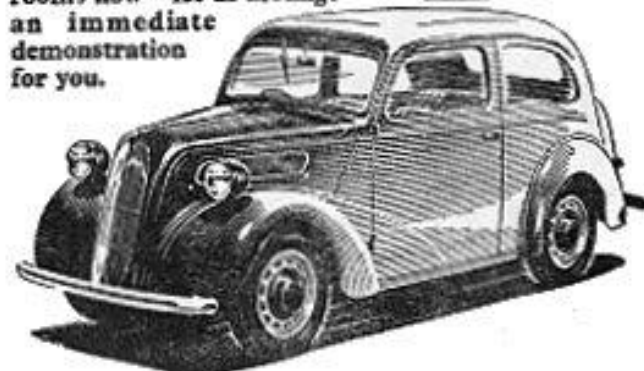
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# an editorial nothing—

Editorially speaking, we are not amused. Nor are we pleased. We are in the mood where should a stray cat appear, it would get a swift kick in the ribs and a heartless laugh.

And the cause of this displeasure? The answer is simple. When it came time to redeem our typewriter and write this editorial we found our stock of world-shaking inspirations was greatly depleted. No amount of head scratching, nor finger nail biting, nor even furtive reference to QK (Air) would solve the problem.

In desperation we turned to the daily papers to see how the Fleet Street editorialists had fared. And we were disappointed. Sadly so. For in almost every instance the writer, chained to his chair, poured forth stirring reams urging the world and its men and women to strive for far, far better things.

We checked on earlier editions of these papers. We even pecked hesitantly into a few glossy magazines. Everywhere the theme was the same: "People be good. People be strong. Be wise, be thrifty, be obedient, pure, clean, purposeful." Yes, we were disappointed.

Nowhere had a so-called Press Lord's hireling devoted space to earthly, all too human enjoyment. We, therefore, hatched over our typewriter, hat pushed back, tie loosened, cigar mangled, and looking almost every inch the bitter, cynical newshound who had seen LIFE from the drinking dens of

Macao to the drawing rooms of Mayfair, decided we should editorialise on the beauties and benefits of doing nothing.

One of our more favoured occupations, and one that we find is most beneficial, is that of lying back on a deeply cushioned divan, cigarettes handy, and the radio playing softly in the background. We close our eyes and think. But not too strenuously.

We think firstly, of maybe golden beaches and the smell of sun tan oil, or perhaps autumn leaves burning in the early evening. The smell of fresh cut grass in mid-summer, and the taste of a daisy stalk. Rain clattering on the roof when we are quiet in bed and almost asleep, a fat puppy sleeping after a heavy meal . . . the list is almost endless. These thoughts and half-remembered or anticipated scenes drift slowly through our mind when we relax. And when we go back to work we are greatly refreshed.

But the cushioned divan, cigarettes and softly playing radio are not essential to our method of doing nothing. All we find necessary is the ability to relax a little, the ability to come to a pleasant frame of mind, and the ability to forget a while the troubles of the job at hand.

We derive great pleasure from occasionally doing nothing in this manner, and editorially speaking, would recommend that simply lots of people spend a little time once in a while doing absolutely nothing.

## On the Cover

F/O Dick Wingate briefs a Pilot for a First Trip in the Sabre Simulator.

in the sabre jet simulator

## THEY FLAME-OUT EVERY DAY

Flame-outs, crashes and general emergencies harassed Sabre pilots at North Luffenham just about every day in February, but not a person was injured and it didn't cost Canadian taxpayers a cent—that is, not a cent more than \$350,000. But this initial dipping into Canadian pockets will save them money in the long run, because it has brought the Sabre flight simulator to No. 1 Fighter Wing, the first of four wings in Europe to receive the amazing machine.

And no one was hurt as a result of these catastrophies because the intricate simulator never leaves the ground—all the flying is done in a corner of a large hangar where the simulator is situated.

Late in January Air Vice Marshal Hugh Lester Campbell, C.B.E., C.D., A.O.C., the Royal Canadian Air Force in Western Europe, accepted delivery of the first simulator from Redifon Limited of London, England, who, in 1952, contracted to build ten simulators for the Canadian Department of Defence Production.

The development of the electronic flight simulator as an aid to pilot training has been the most significant advance in technique since the war.

It is being increasingly adopted by civil airlines and for military purposes. Redifon Limited who perfected and manufactured the Comet and Stratocruiser flight simulators used in B.O.A.C.'s Central Training Unit, have now completed simulators ordered under a \$3,500,000 contract. They have under construction simulators of the Britannia and several military types.

The type F86E simulator consists, basically, of a replica of the Sabre cockpit with every instrument and control exactly reproduced, together with control panels and recorders for the instructor and the computing equipment is housed in a trailer and has an independent mobile power generator.

### Safe Emergencies

Practically any navigational problem or emergency condition can be presented to the trainee pilot. These problems and the normal conditions of flight are translated by an analogue computer consisting of an elaborate system of electronic and electro-mechanical apparatus into instrument readings and control responses.

The pilot's handling of the controls and equipment produces the same results in the flight simulator as would be experienced in an actual aircraft—without any of the hazard and at a fraction of the cost of actual flight.

It is thus possible to feed emergency conditions into the Simulator—conditions, which, with a student pilot, might in the air easily lead to disaster. Such things as engine or instrument failures can be introduced and repeated at will until the instructor is satisfied that the trainee's actions are immediate and correct.

Appropriate aural effects and correct feel of all controls are examples of the faithfulness of simulation. In fact, the only impressions which are not given are the physical effect of accelerations and the external view through the canopy—impressions which cause no disadvantage by their absence now that pilots no longer fly "by the seat of their pants," but by instruments.

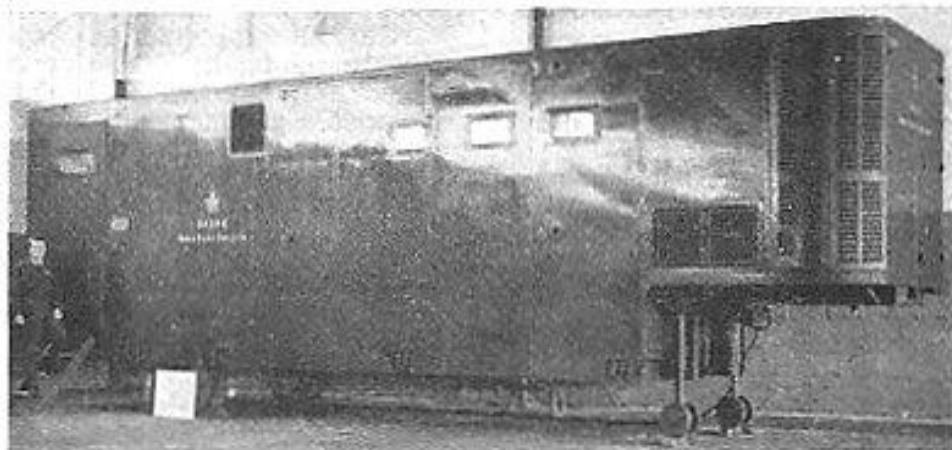
When the flight simulator is in operation, signals originating from

the controls are fed through valve amplifiers to actuate a number of interconnected electro-mechanical servo units which form the analogue computers.

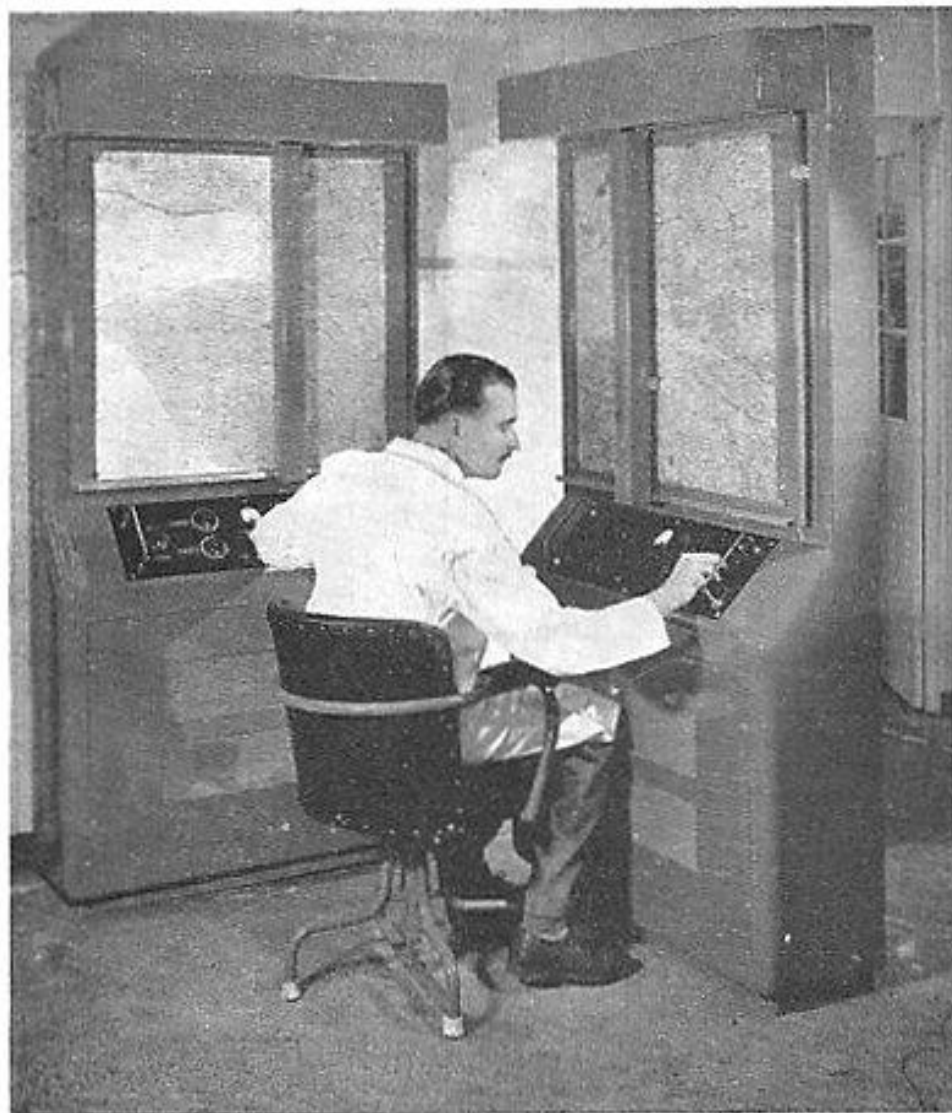
### Brake Smoke?

The servo units are reversible motor-driven integrators or position controlled devices carrying assemblies of potentiometers, with windings contoured to produce various voltage functions. The voltages are combined to interrelate the computing servos and thereby solve the appropriate equations. Every movement of the elevator, ailerons, flaps, rudder and throttle is translated into the reading of the airspeed, rate of climb, rate of turn, pitch and roll instruments in the cockpit. Throttle adjustment results in appropriate variations in the simulated engine noises which also vary with airspeed. Gunfire and brake squeal are examples of other noises generated.

A large number of failures and effects can be fed in from the instructor's console including fires in various zones of the aircraft; failure of supplies; flight instrument failures; hydraulic failures, undercarriage faults and errors in all engine and fuel system instruments. The radio aids equipment on the console and the two recorders give full operation—including failures and deficiencies—of the radio facilities. Each aid is



Giant mobile trailer which houses the expensive and complicated Sabre Flight Simulator equipment.



**AREA RECORDERS:** The large area recorder (left) is electrically coupled to the second unit, which is arranged to switch in automatically the small charts at appropriate points. It also produces long range D/F facilities.

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independently adjustable for different transmitter locations.

The large area recorder produces D.F. facilities and is electrically coupled to the small area unit automatically to switch in the small area charts at appropriate points.

In the design of the Sabre Flight Simulator, Redifon Ltd. have used the characteristics of the actual aircraft and its power plant in their calculations. The supply of accurate data is a prime necessity for correct simulation.

The Simulator is, in essence, a habit forming machine on which a trainee with basic experience is able to become familiar with a new aircraft. Through correction and repetition he is taught to react instinctively and in the right way when presented with flight and navigational problems. Thus, when the trainee has completed his course on the simulator only a few hours are required for take-off and landing practice and to confirm the lessons he learned on the ground.

The Flight Simulator serves an additional purpose; periodic checks on Sabre pilots can now be carried out on the simulator far more thoroughly than is possible in the air.

It is at once apparent that simulator training avoids loss of training time through bad weather conditions. In addition the duration of each period of simulator training is independent of fuel consumption considerations; it can be continuous and progressive throughout.

It reduces the number of instructional aircraft required and can, when necessary, be used to familiarise pilots before the actual aircraft are available—a factor which may have very important strategic considerations.

The hourly operating cost of the Sabre Flight Simulator is \$8 against \$145 for the aircraft, while maintenance costs compared with those of one instructional aircraft are so small as to be almost negligible.

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# THE ACKLINGTON STORY

by

Len Fine

In the latter part of January much paper work at RCAF North Luffenham started the wheels rolling northward from 439 and 441 sqns, and in a few days an advance party of airmen and officers arrived at RAF Acklington, thirty miles North of Newcastle and just three miles in from the East coast.

By the first of February, groundcrew, servicing equipment and a few pilots were installed. Bad weather at both North Luffenham and Acklington, however, delayed arrival of the aircraft until February 4.

Acklington is one of the many RAF stations that are the heritage of the war. Very little building has been done since the mid-forties, but it now seems the Air Ministry is to make a permanent base of this armament practise station in Northumberland.

The station was built in 1937, became operational in 1939, and just before the war was flying two squadrons of Gloster Gladiators. By the time the Battle of Britain was under way, Hurricanes and Spitfires replaced the weary Gladiators. Throughout the war Acklington operated fighters, but variation was often added with the diversion of many bombers to the field. The situation still holds good to-day, thanks to the unpredictable English weather.

The station now accepts two Squadrons a month from Fighter Command and offers the use of excellent radar-controlled ranges.



SNOW REMOVAL: English snow ploughs at Acklington were not set up to remove the bottom six inches so, until they were, shovels were employed. Pictured here, getting nowhere, are Cpls Ron Turner, Bill Wiltzen and R. B. Ride.

When shooting, both squadrons work at top speed, sections leaving the line at twenty minute intervals throughout the day. Full credit must go to the groundcrew, who work continuously at operational speed.

The target schedule of twelve shoots per pilot, eight on the flag and four on the glider, was generally met and in many cases exceeded. Top score with 441 Sqn. was 35.3% (F/O Bergie) and on 439 Sqn., 30% (F/O Morrison). Top average score for each squadron was won by F/O Bergie and F/O McLeod with 18.7% and 9.5% respectively. Overall averages were 5.24 for 441 and 4.68 for 439. Altogether, the experience gained by personnel involved proved fruitful and much was done to cement RAF/RCAF relations.

Not to be overlooked was the novel snow-removal procedures in the RAF. Two plows were set up to sweep about six inches above the runway, the remainder being left to the "shovel, snow, airman, for the use of." No one on the station except teletype operators and traffic controllers was exempted.

By 10 a.m., Feb. 4, many weary faces on the main runway at RAF Acklington belonged to officers and airmen of RCAF North Luffenham. Shortly, Canadian ingenuity triumphed. Several airmen discovered how to lower the plows to ground level and soon the lorries finished the work. That afternoon our aircraft arrived.

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Man, this should be nervous. Here's a most purple column, the first of many, dealing with music and its makers. It's TERRY AXCELL digging crazy on . . . .

## NOTES ON NOTES

In this, our first column, we send you greetings, "slip me some skin," "ooh bop che bam" and sundry other quaint jive sayings. Obviously, this is a column dealing with music and the artistes who make the music. We shall present each month our views on recent and not so recent record releases. A personality sketch of a well known artist(e) will also be on the agenda. It goes without saying that all the records reviewed will be in the Pop field. To pass views on classical music one must know a great deal about the subject or else make it look like he does. Since we play a Chromonica, by ear yet, we cannot do either of the aforementioned.

As we progress, you will probably find that our musical outlook is radically different from your own. If that is the case, send us your views and we will attempt a rebuttal in the next issue. A one-sided argument proves nothing, so let's have your views on the blues."

### Cover Art

The review, this issue, is on a 33 $\frac{1}{2}$  Album on the Brunswick label entitled Black Coffee; the artiste . . . . Peggy Lee.

Let's begin with the cover. We have noticed that lately, record companies are putting more than a dust jacket on the records. The covers present a new art in themselves, a musical story or idea, in pictures. Black Coffee is an excellent illustration of this new art; the cup, necklace, ash tray and cigarette, the rose and the over all purple haze is a definite picture story of the title song, Black Coffee (You're expecting maybe White Christmas?).

Side number one consists of: Black Coffee, I've Got You Under My Skin, Easy Living, and My Heart Belongs to Daddy.

Black Coffee and Easy Living can be grouped together as far as mood and presentation are concerned.



They are both in the melancholy vein and are presented in a relaxed unhurried manner. They make for easy listening but don't play them if you are in a gay mood. Play, instead, the other two selections. They are up tempo and, as is especially noticeable in I've got You cleverly arranged. The accompaniment on all the selections is in the modern idiom and far from being raucous, as many of Stan Kenton's are, blends in perfectly with the mood presented. Strangely enough the accompaniment is not Dave Barbour but a small combo consisting of Cootie Chesterfield, trumpet; Jimmy Rowles, piano; Max Wayne, bass; and Ed Shaughnessy, drums. Rther than blank out Miss Lee they complement her voice which is exactly what they should do.

Side two consists of: A Woman Alone With the Blues, I Didn't Know What Time It Was, When the World Was Young, and Love Me or Leave Me. These again can be grouped in pairs; one and three, and two and four. The first group

is very similar to their mates on the other side and the other is the up tempo type. The singing and backing are as delightful here as side one. I suppose you have noticed by now that the blues type songs in the album are not too well known while the up tempo tunes are standards. An excellent combination; something old and something new. If you are looking for variety plus smooth presentation, try Black Coffee with Peggy Lee . . . Cream? . . . . How many lumps?

Peggy was born in Jamestown, North Dakota. She sang in the High School glee club and the church choir. After graduating from high school she headed for Hollywood, Cal., that mecca for hopefuls and home of disappointments.

### Star Spot

Peggy had little luck here so she headed for home and obtained a singing spot on station WDAY, Fargo. From this beginning she progressed to night clubs and while playing a date in Chicago was spotted by Benny Goodman who gave her a place with the band.

It was with the Goodman band that she obtained the experience needed to make a great singer and with whom she recorded her big-selling record, Why Don't You Do Right.

Since then Peggy has risen in her trade to become a star in radio, television and the movies. Peggy's best known record is, probably, Lover, a smash hit when it appeared.

Hope you have enjoyed this little natter and whether you have or not, drop us a line. I'd like to feel that someone besides the editor has read it.

Leave us end on a happy note with a joke (?) . . . .

One day an Arab was riding across the Sahara Desert when he came upon a sideman from the Gillespie Organization, complete with beret, horn-rimmed glasses and goatee neatly parted in the middle. The sideman was walking along wearing a swim-suit and carrying a beach umbrella.

"Man," said the Arab, "What are you doing in a swim-suit? You can't swim here."

"I know that gate," replied the sideman, "but dig that crazy beach."

Are you still here? See you next issue.

# BACKGROUND TO BURMA

By F/L DAVIES

As newspapers from time to time refer to the political situation in Burma, it may interest readers to know something of the country's historical background.—Ed.

So far as is known the first European to visit Burma was an Italian, Nicole di Conte, who came to lower Burma in the early fifteenth century: but Europeans did not frequent the Burma ports in any numbers till the sixteenth century when Portuguese adventurers took service under the rival Burmese Chieftains of the time.

The Portuguese government established no settlements in Burma as it did on the west coast of India, though one adventurer, de Brito, set himself up as independent ruler of Syriam for a few years around 1600. In the Seventeenth and eighteenth centuries, Dutch, English and French East India Companies endeavoured to establish trading posts, notably at Syriam, the chief port before the development of Rangoon, but the disturbed state of the country prevented profitable trade and after about 1780 the English Company had no authorized settlements in the country, while the French finally abandoned their Burma settlement about twenty years later when their power in India was finally destroyed by their English rivals. A few Europeans still went to the Burma ports as independent traders and Rangoon became also a city of refuge for men who had fled from the settlements in India because of some breach of the law or because of bankruptcy.

In the early nineteenth century, Baptist missionaries appeared at Rangoon, first the English Baptists from Serampore in Bengal, and later the American Baptists, notably the famous Judson. The conquest of the formerly independent kingdom of Arakan by the Burmese in 1784-85 brought the Burmese kingdom into contiguity with the East India Company's territories. Arakan was continually disturbed by rebels who commonly

took refuge in Chittagong and used it as a base, and the Burmese troops on a number of occasions violated the frontier in pursuit, similar trouble occurred in Assam. Relations became strained and the tendency of the Burmese to allow French privateers to use Burma ports added to the troubles.

A number of embassies sent to the Burmese court failed to solve these problems, and failed still more signally to open up an overland trade with western China as had been hoped. An attack by Burmese troops on British outposts on the Naaf River between Arakan and Chittagong in 1823 led finally to war. The Burmese initially had some success in Chittagong and Assam, but a British and Indian force took Rangoon without resistance, it lost the greater part of its numbers by sickness during the rains of 1824 in Rangoon, but its presence was sufficient to recall the Burmese forces from the frontiers. After the rains it began to advance up the Irrawaddy Valley and after two years of war the Treaty of Yandabo resulted in the abandonment by the Burmese government of its claims in Manipur and Assam and its cession to the company of Arakan and Tenasserim.

For some time after the war a Residency was maintained at the capital, but as memories of the war of 1824 began to fade, the Burmese government became more difficult to negotiate with, and in 1840 the Residency was withdrawn. Relations were strained also by difficulties on the Tenasserim frontier and by frequent complaints from British travellers and seamen of ill-treatment at the port of Rangoon. These latter complaints led in 1851 to the dispatch of a mission to Rangoon, but the Commodore in charge and the Burmese Governor disagreed violently and as Burmese

batteries fired on a naval boat on the Rangoon river war was declared in 1852. Rangoon was taken after only two days resistance but there ensued months of sporadic fighting in the delta. In December 1852 the delta and the country as far north as Tourgou and Thayetmyo, like the Provinces of Arakan and Tenasserim was governed by a Commissioner responsible to the Government of India, till 1862 when the three provinces were formed into the Province of British Burma under a Chief Commissioner, this area was then known as Lower Burma.

For the next twenty-five years relations with independent Burma were good but the Accession of King Thibaw in 1878 to the Burmese throne was followed by the massacre of its relations, whom he feared might conspire against him, this, and his hostile attitude, led to the withdrawal of the Residency which had been re-established in his predecessor's time.

Thibaw also attempted to secure French protection against any possible aggression by the British and the prospect of the establishment of the French in Burma with only a parallel of latitude as a frontier between them and British territory was regarded as dangerous to peace. In 1885 an arbitrary fine levied on the Bombay Burma Trading Corporation for an alleged breach of its agreement in respect of teak extraction gave a pretext for intervention, and the rejection by Thibaw of an ultimatum requiring him to submit the case to arbitration and to become a dependent of the British Crown was followed by war. The initial campaign lasted only a fortnight, Thibaw was de-



F./L. C. Davies

ported to India where he lived till 1916, and independent Burma, thereafter known as Upper Burma, was annexed to the British Crown, but it took an army of 30,000 men five years to suppress the sporadic resistance which broke out all over the country and spread to Lower Burma.

In each case as the piecemeal annexation took place, the system of government was assimilated to that in use in India. Burma thus became a province of the Indian Empire whose local authorities were answerable to the Governor-General or Viceroy. Until 1897 all legislation was effected by the legislative authority of the central government, executive and judicial powers were exercised by the Chief Commissioner and his assistants.

In 1897, Burma was given a Legislative Council, but all its members were nominated and it had little real power, in particular the vital power of finance remaining with the central government. In 1909 a non-official but nominated majority was provided, but the powers of the Council remained little more than those of an advisory body to the Lieutenant Governor, as the Chief Commissioner had become in 1897.

In 1923 the reforms introduced into India by the Government of India Act 1919 were extended to Burma. Under the new system of Dyarchy the functions of government were divided into two major heads, central subjects controlled by the Government of India and provincial subjects which became the exclusive concern of the provincial government. The principal central subjects were defence, foreign affairs, railways, Posts and Telegraphs and, important for Burma petroleum, and the central government retained the major items of revenue, income tax and customs dues. The provincial subjects were further subdivided into Reserved and Transferred subjects. Reserved subjects were controlled by the Governor, who had replaced the Lieutenant Governor, aided by two official Councillors, these subjects included finance, irrigation and law and order. Transferred subjects which included education, public works other than irrigation, agriculture, forests, local government and public health were administered by the Ministries. On the Legislative side a Council of 103 members was established, 84 being elected and the remainder nominated. This Council had the final powers of legislation in Transferred subjects, subject to



the approval of the Governor, and the Ministries held office only so long as they could command the confidence of the Council. Parliamentary government was thus introduced into Burma.

In 1937 the Government of Burma Act 1935, came into force. Burma ceased to be a province of the Indian Empire and became a separate territory under the crown, a new Secretaryship, of State for Burma was established in the United Kingdom. All the former Central subjects were allocated to the Government of Burma, and many of them, with most of the provincial reserved subjects, came

under the control of the Legislature and Ministries.

Since 1947 Burma has been a Republic. Politics in Burma today as in other countries inside south Asia, is confined to a small literate or semi-literate class, most of them with a background of student agitation, petty legal practice or seditious journalism. There is practically no Burmese business class. This helps explain the doctrinaire extremes of Burmese politics, but Burmese, and particularly their leaders, are learning all the time by hard experience and, no doubt in time will reach a reasonable political equilibrium.

# The Old and The Nude

by

*Cpl. Ken Gibson*

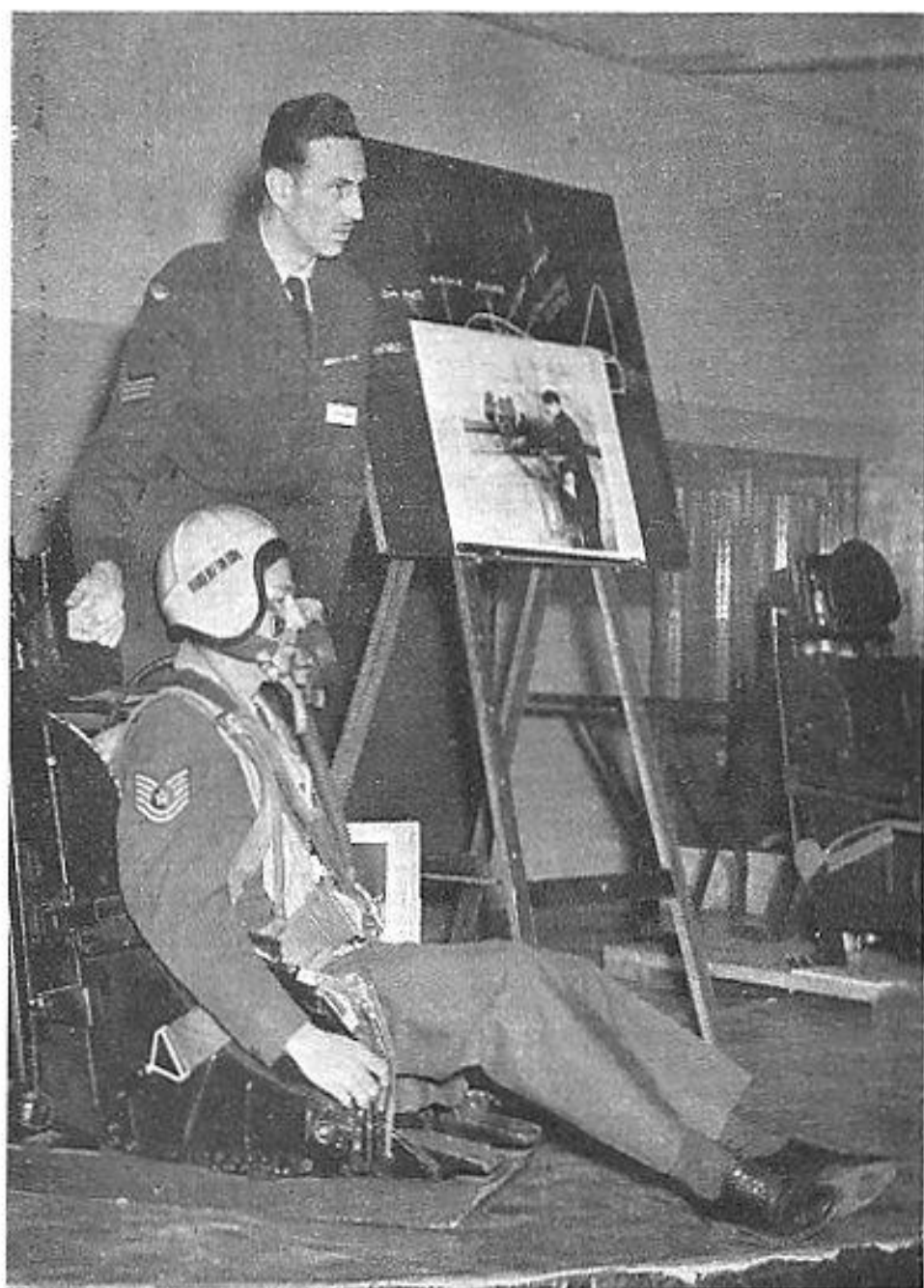
In any western Canadian newspaper of recent weeks we see where the law has stepped in around Nelson, B.C., and arrested many Sons of Freedom for parading in the nude. The parades are not held as a sun tanning, body-building exercise, but strictly as a form of protest against something in which, right or wrong, they believe.

Here is where we may draw a comparison between old and modern times, for within a two-hour drive from North Luffenham we can find a statue raised to perhaps the most famous nude of all in English-speaking history, Lady Godiva of Coventry.

This statue is set in a square in the centre of the city. Standing on a granite base is a beautiful marble horse with the lovely lady upon its back.

In recent years the aspiring citizenry of Coventry have gone even further by putting Lady Godiva back in action complete with the original Peeping Tom.

High on the front of a modern building appear two doors in blue and white panelling between which runs a verandah. Centrally located between the doors and above is a shuttered window finished the same as the doors, a very innocent looking combination until a clock near the top of the building sounds the hour. This, like a prearranged signal, starts things moving. Both doors fly open and a beautiful white horse carrying the blushing Lady Godiva bounces out of one door, gallops along the verandah with the idea of gaining the shelter of the opposite door unseen. But, like the ancient story, this is not to



**SAFETY PROGRAM:** The Allied Air Forces Air Safety instructional team visited North Luffenham for three days late in January. Formed last year at 3rd USAF H.Q., its purpose is to instruct service and civilian organizations in rescuing victims of air crashes. Thirteen other stations in U.K. were visited. Here one of the instructors, Sgt. C. E. Montgomery, of this wing, demonstrates proper harness release procedure.

be. As the horse reaches midway, the upper window is flung open and the grotesque face of Peeping Tom appears, leering down on the lovely lady.

The ride, of course, is finished a few moments later, the doors close and Tom's bug-eyed face retreats from the window as the shutters close. Tom probably doesn't mind though, as the whole performance is repeated every hour of every

day. So he actually gets a lot of peeps. If you happen to be in Coventry near the hour, it is well worth a few minutes time to see this little pageant acted out.

It makes us wonder, too, if in a hundred years or so our future generations will be able to stand on the steps of the city hall in B.C.'s Nelson and watch the R.C.M.P. chasing a group of the Sons of Freedom around a village school.

The sympathy of all personnel of 1 Fighter Wing is extended to the next of kin of 49802 LAC Charles H. Paradis, who was killed 12 February, 1954, in a traffic accident. LAC Paradis was born 22 March, 1917, at Tecumseh, Ont. He was educated at W. D. Lowe Vocational School. Before joining the Royal Canadian Air Force, 23 October, 1943, he was a machinist by trade. He was employed as a cook subsequent to his arrival in the U.K., 1953.

*"The souls of the righteous are in the hand of God, and no torment shall touch them."—Wisdom iii 5.*

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## Taking The Salute



Photo Cpl Watters

**GUEST TAKES SALUTE:** Ordinary to the Armed Forces, Roman Catholic and Archbishop of Quebec, Maurice Roy arrived in North Luffenham February 19 to contact Roman Catholic personnel here and at Langar. From Langar he proceeded to Rome, Italy, to report to the Vatican. Here he is shown taking the salute from the Guard of Honour. On his left is G/C J. D. Sommerville, D.S.O., D.F.C., C.D., Commanding Officer 1 (F) Wing.

**Stuck to the Pavement.** — The F-86 jockey was taking off number two in an 18-ship formation. As he hit 110 knots, he tried to pull off, but she just rolled and rolled. Take-off was aborted, tire blown. Inspection revealed that the pilot had not checked the clearance of his oxygen hose and G-suit connection in relation to stick travel. The O hose and the G-suit connections were crossed in such a manner that the stick could not be pulled back far enough to get the nosewheel off the ground. A thorough cockpit check would have prevented that hairy "near-accident."

# IS THE NATO R

A recent hassle in the British House of Commons and years of controversy on standardisation of a rifle for NATO forces has distilled into agreement on the Belgian Fabrique Nationale as the best weapon with which to kill the enemy. One of the FN 30's main assets, apart from general handling and firing characteristics, is that it will fire ammunition which will be of a standard size and used by all NATO countries.

There is no doubt that a semi-automatic rifle is a vastly superior infantry arm compared to an orthodox rifle. A comparison is drawn in a later section. The main point about which the discussion centred however, was the calibre of .280". Many contended it was too small, and this opinion appears to be shared by the USA.

Let's settle this point as far as possible without contravening security. The real weapon is the bullet, for it is this that strikes the enemy. The rifle is the projector which discharges the bullet in a known direction, at a known velocity, and at a predetermined angle of elevation, depending on the range. Logically then, the first item to design is the cartridge containing the bullet and propelling charge. The armed forces require one type of cartridge for its rifles, its light machine guns and its medium machine guns, in order to keep the supply problem within practical limits; therefore the bullet will have to be effective at the extreme range of the longest range weapon—the MMG. Suppose this range to be 2500 yards. What is the target? Probably a man wearing his normal uniform and field equipment. The bullet must penetrate far enough to inflict at least a severe wound, but it must not be excessively powerful because the recoil velocity (kick) of the rifle has to be kept down, and this is dependent on the momentum of the projectile. Furthermore, powerful cartridges require heavy rifles to absorb the recoil energy.

The ranging ability of a projectile depends upon its ballistic coefficient, which in turn depends mainly on the shape, stability and the ratio of weight to cross-

sectional area. (A golf ball has a better ballistic coefficient than a ping-pong ball—try throwing them). The numerical value of the ballistic coefficient should be as high as possible. A small cross-sectional area will suffer less air resistance than a large one, and in addition a bullet should have the greatest possible density; these factors dictate a long thin bullet, but stability limits the length. The .280" bullet weighs 140 grains, and the M.2 of the Garand rifle 150 grains. For the purpose of drawing a rough comparison no great error will accrue if the two bullets are deemed equal in weight. In this case, all other things being equal, the .280" bullet will have the better ballistic coefficient. Discharge both at the same muzzle velocity, and their respective momenta will be the same, so if the two rifles are also of equal weight, they will have much the same recoil velocities for all practical purposes.

Both bullets have been given the same mass and muzzle velocity, and will therefore have identical muzzle energy, but the .30" bullet with its inferior ballistic coefficient will lose velocity along the trajectory more rapidly than the .280" bullet. Therefore, after leaving the muzzle, the striking energy of the .30" bullet will deteriorate more rapidly than that of the .280" bullet. All that can be said in favour of the .30" bullet is that it will make a bigger hole in the target. The penetration of the higher velocity smaller bullet will be greater. At the long Machine Gun ranges, the .280" bullet will be much superior in striking force and the flatter trajectory assists in compensating for errors in range estimation. Even if the velocity of the .30" bullet is raised by, say 200



feet per second, it will still be inferior at the longer Machine Gun ranges, so great is the advantage of a good ballistic coefficient.

Of course, the .30" bullet could be given a comparable performance by increasing the weight to improve its ballistic coefficient, but then the muzzle momentum would also increase, and with it the recoil velocity of the rifle. Nothing is gained by over-hitting—why use a sledge hammer to swat a mosquito? The two big advantages of a low recoil velocity should be stated now. The first is the greater facility with which men can be trained to a given standard of proficiency. A heavy recoil velocity makes men gun-shy, and in consequence they flinch as they fire and the degree of accuracy is poor. The second is the lessening fatigue during prolonged fire.

The reduction of cross sectional area cannot be taken too far, .280" is about the lowest limit, bearing in mind the performance required. For instance, a .22" bullet would have too low a ballistic coefficient to give a satisfactory performance because it is not possible to obtain

# FLE A KILLER?

by F/O George Moore

the necessary weight in this small calibre.

Perhaps this brief excursion into external ballistics will debunk some of the nonsense that has been published about the .280" calibre. The treatment is necessarily incomplete, but factually, it is based on sound reasoning. The reader may recall that in World War Two both the Italians and Japanese used 6.5 mm (.25") rifle and Machine Gun cartridges, and that the adoption of a .276" calibre was being considered in UK as early as 1913.

To sum up: there is nothing new in the adoption of a smaller calibre than the .303"; ballisticians have long realised that a light rifle can only be achieved by a reduction in the muzzle velocity of the bullet, and further, that a correctly designed small calibre bullet is adequate for both rifles and Machine Guns. Since the case has been established for a light rifle (8½ pounds) with a low recoil velocity (under 10' / sec) a compromise must be accepted, and there are excellent grounds for believing that a .280" rifle and cartridge are the best possible technical solution to the problem.

## Recoil of Rifles

Before going any further, it is necessary to know the basic facts about the recoil or "kick" of rifles. The momentum of the bullet and gases forward is equal and opposite to the momentum of the weapon backwards, so the more powerful the load the greater will be the recoil. It can be absorbed to a large extent by using a heavy weapon. Two aspects of recoil effect the firer: the recoil velocity and the recoil energy of his weapon. Since momentum equals the product of the mass and velocity, a light rifle will have a heavier recoil velocity than a heavy one firing the same cartridge, and although the momentum is unaltered, the recoil energy is also increased because it is equal to  $\frac{1}{2}mv^2$  ( $m$ —mass of rifle,  $v$ —recoil velocity of rifle), and  $v$  has increased. A heavy rifle has

a low recoil velocity because of its high mass. It is the higher recoil velocities that hurt, because the rifle butt strikes the shoulder a sharp blow.

Now if the rifle has a simple spring buffer system built onto the butt plate, the recoil velocity of the weapon itself will be unaltered, providing the weight is unchanged, but the buffer between the rifle and man will distribute the shock of recoil over a longer time interval. This results in the recoil velocity and energy being reduced as the shock passes through the buffer to the shoulder. The sharp blow has become a hard push. A considerable recoil energy can be sustained by a man, providing the velocity is low.

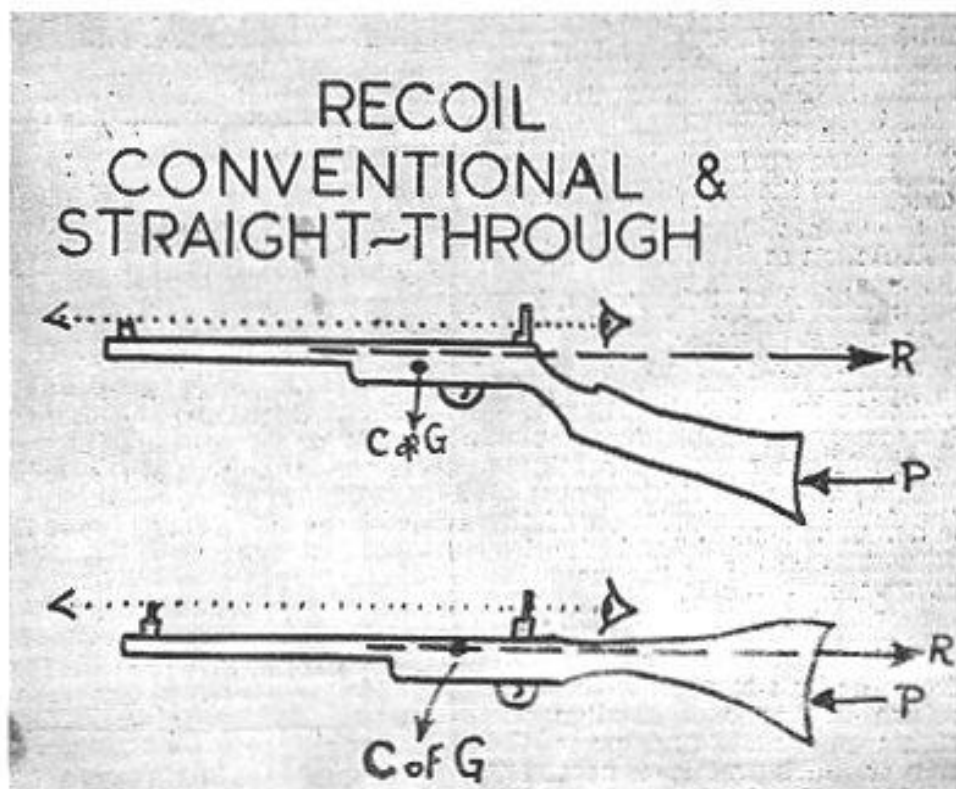
A muzzle brake actually absorbs energy by turning the muzzle blast gases through an angle, but it increases the blast effect on the firer and is, if possible, to be avoided.

On a small arm a muzzle brake is the last resort.

From the service point of view a light weight rifle with a low recoil velocity is desirable, but in practice a compromise must be adopted. The weight of the rifle must be balanced against the acceptable recoil velocity; if low weight is the dominant factor then more "kick" must be accepted. If smooth action is the primary consideration the weight can be raised. If the reduction of both factors is insisted upon, the user will have to accept a lower powered cartridge, a muzzle brake, or a buffer.

The straight-through design of butt is compared with the orthodox design in Fig. A. Rifles, having developed from muskets, have the butt set down through an angle so that the force of recoil can be taken on the firer's shoulder, and so he can also align the sights comfortably. The upper diagram shows how the recoil exercises a turning

(Continued Overleaf)



(Continued from previous page)

moment tending to raise the barrel and move the line of sight off the target, entailing a conscious effort to re-align the sights. In actual fact the presence of the shoulder makes very little difference. The rifle turns about its centre of gravity and the shoulder gives way to the recoiling butt. The reason for this is the magnitude of the forces involved. The gas pressure in the .303" rifle breech exerts a backward force of 1.9 tons weight, lasting for only an instant, otherwise it would be unsupportable. (NB: The centre of gravity of a body may lie outside its boundaries).

During the last war the Germans produced several designs of rifle and light machine gun of the form shown in the lower diagram of Fig. A. The butt is roughly in direct line with the barrel axis, thereby reducing the turning moment to an insignificant figure, but the sights have been raised about 2½ in. above the normal position in order to bring them into line with the eye. The resultant weapon is much steadier and the disturbance of line of sight much reduced. The disadvantage of protruding sights can be overcome by pivoting them near the base so that they may be folded flat. There is no difficulty providing the pivots are properly designed. Examples of the straight-through form are: .280" EM2, Belge FN, FG 42 AR and MG34, the latter two being dual purpose LMGs. Another incidental merit of this design is the facility with which the rear end of the bolt-way can be built into the butt, to make a compact weapon of overall length. No space is wasted, the return spring being brought right up to the butt plate.

#### Bolt Action or Semi-Automatic?

The object of this section is to see how a fighting service will benefit by adoption of a semi-automatic rifle in place of an orthodox one. Continual practice is necessary to enable the rifleman to fire fifteen rounds per minute with a bolt-action rifle, because of the faultless manipulation of the bolt that is needed, and the frequent recharging of the magazine with 5-round clips or chargers. The movements of the firer's hand are as follows: press the trigger, move from the butt to operate the bolt, return to the butt, re-align the sights on target, and press the trigger. Much practice is necessary to keep the butt firmly to the shoulder when the rifle is held only

with the left hand, and it's evident that the right hand moves a good deal. The record for rapid fire with a .303" SMLE rifle rests with an instructor at the Small Arms School, Hythe, who was able to get away 36 aimed rounds in a minute. Such high rates of fire are attainable only for a short time and after much practice; 15 r/p/m is a fair figure for a trained rifleman firing with a practical degree of accuracy in the field. Even this rate will drop after a few minutes, or if it doesn't, the degree of accuracy will, owing to fatigue.

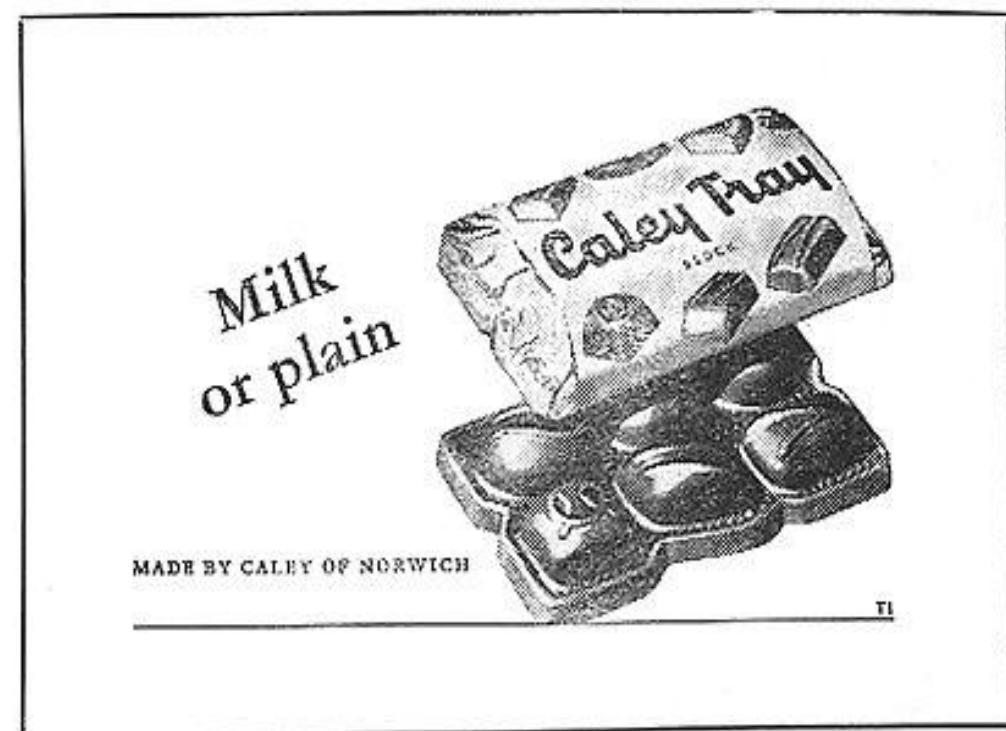
A semi-automatic rifle performs all the actions that the rifleman had to do with his hand; therefore, both hands can be kept on the rifle during firing of the magazine. The interval between shots is far shorter, the movement which attracts return fire is eliminated, fatigue is reduced, and the sights remain roughly aligned on the target. A rifleman should be able to fire about 40 shots/min with at least the same standard of accuracy as before. Less practice is required to maintain the standard because there is no bolt manipulation, and magazine charging is substituted for charging by clip. Experienced marksmen have fired more than 60 aimed shots/min with a semi-automatic rifle.

It may appear that undue emphasis has been placed on rapidity of fire, and that the problem may well be one of preventing the rifleman from finishing his ammunition too soon. The last is an important consideration that will

have to be overcome by training. Superiority of fire is essential in ground combat, and once the enemy have passed through the defensive support fire of a position, with only 200—300 yards to go, only small arms fire can stop them. Whenever time permits, obstacles are always placed out before a defensive position to delay the enemy and give the defenders more time to kill. This is the period when rapid fire is most effective. Instances have occurred in Korea and Indo-China where positions have been overrun by weight of numbers and nothing else—the massed attack. The real solution is machine guns, but the urgent need still remains for small units to be able to concentrate a large volume of fire on their immediate enemies, be it in the attack or in the defence. The semi-automatic rifle supplies the means to do this.

By way of conclusion let us compare two Rifle Sections and see what their maximum rate of fire is likely to be. In war the Section seldom has more than one NCO and say 6 men, and their armament is 1 LMG, 1 Machine Carbine and 5 Rifles. The Sub-Machine Carbine will be disregarded because of its short range; it should only be employed if the enemy is closer than 75—100 yards away. Taking 1 minute's rapid fire as the basis, the results will be:—

1 LMG at 90 r/p/m ...	90 rounds
5 Rifles at 15 r/p/m ...	75 ..
	—
<b>TOTAL</b>	<b>165 ..</b>



1 LMG at 90 r/p/m ...	90 rounds
5 Semi-auto Rifles	
at 40 r/p/m ...	200 ..
	—
<b>TOTAL</b>	<b>290 ..</b>

The difference is impressive, and supposing the semi-automatic Riflemen are not trained up to 40 r/p/m but only achieve 30: The section will still produce 240 r/p/m, or an increase over the rifle section of better than 40%.

One other aspect requires noting and this is the increasing complexity of the mechanisms. A semi-automatic will cost more than an orthodox rifle, and the teaching of the mechanisms will be a little more difficult, but there is already the Light Machine Gun in service, and there is no fundamental mechanical difference between the two weapons. The Rifleman has been equipped with a far more efficient rifle, and will be able to use it effectively with less training than before. Here is not an uncommon example of an increase in weapon complexity leading to a reduction in training time, combined with better performance.

#### The Rifles in Question

The rifle is the ground combat troops' personal weapon and is without doubt, the most short-range killing machine in any fighting service. Rifles and ammunition are inexpensive and lightweight compared with Machine Guns, Mortars, Field Artillery, and each shot may be aimed at the enemy, as typified by the Rifleman's slogan: "One shot, one enemy less." A high standard of marksmanship will compensate for many shortcomings in a ground force in battle, and it is little wonder that so much attention is paid to the development of efficient rifles by all nations.

The characteristics of a military rifle may be summarised as follows:

- Weight between 7 and 9 pounds.
- Fast bolt action.
- Easy to teach and maintain.
- Suitable for mass production.
- Reliable sighting suited to all kinds of eyesight.
- Good extraction (partly an ammunition characteristic).
- Interchangeability of parts.
- Able to maintain accuracy under field conditions.
- Lowest possible recoil velocity.
- Minimum flash and smoke.
- Fire the same round as Machine Guns.
- Suitable for snipers with addition of telescopic sight.

Compensation range,  
Suitable for a bayonet,  
Able to discharge grenades,  
Unaffected by climatic changes,  
sand, mud or water.  
Calibre between .276" and .320".  
Length between 35 and 45 inches.

Compare the following models and take your choice:—

#### The .30" M1 Garand Rifle :

Many of the men on this Wing have been trained on, or have seen this weapon. Quite a bit has been heard about it in the press as well,

atically. The magazine is charged with an 8-round clip, which necessitates re-charging too frequently to take advantage of semi-automatic action, and there is also a tendency to jam when re-charging in a hurry. The magazine platform is connected with the piston extension spring and has an undesirably complex mechanism.

Tests have shown that the Garand can fire 35 r/p/m, while the 7mm EM2 and the German FG42 Paratroopers Rifle each fire 60. A further disadvantage of the Garand is the additional move-



(e) 7 mm. (.280 in.) Enfield auto rifle



(f) Belgian F.N. auto rifle

as the Americans are naturally enthusiastic about it. Though it is as undoubtedly superior to the .303" SMLE rifle as Bonded Scotch is over home-made hooch, a brief impartial review will set it in correct perspective. This Rifle was adopted by the USA Army in 1936, and was being developed and underwent trials during the preceding 5 years. It is therefore nearly 20 years old to-day. This is not a great age for a rifle; models do not change with the same rapidity as aircraft designs. However, the intervention of a major war always accelerates the advancement of weapons. By present day standards, the Garand is rather bulky and heavy (9½ lbs.) and has no provision for automatic fire. As it fires an extremely powerful cartridge the recoil is fairly heavy, and it is doubtful if it would be controllable firing auto-

ment at the firing position due to the need for re-loading after 8 shots—as all combatants know, movement draws fire. The enormous superiority of rifles with 20 round magazines is here demonstrated. The Garand is fitted with an ordinary aperture sight, which although cheaper than a telescope, is greatly inferior. The M2 cartridge is more powerful than necessary for a rifle at the shorter ranges where striking energy is high in any case, and the consequent recoil velocity is high enough to be unpleasant; this would be acceptable if it were necessary, but it is not. At the longer MG ranges, the bullet has less energy than the .303" Mk 7 bullet, due to its inferior ballistic coefficient. This fact has been proved by trials. The M2 has a muzzle velocity of 2800'/sec, and

(Continued Overleaf)

(Continued from previous page)

a weight of 150 grains. Long range MG performance has been sacrificed for greater striking energy at shorter ranges, and there seems to be no valid reason for this—it's not the bang that kills. The conclusion is that USA forces prefer striking energy at shorter ranges to MG performance at longer ranges, and are prepared to accept the greater recoil energy and consequent additional difficulty of training men to fire accurately with the rifle. There seems to be no doubt that a lower energy bullet is preferable if it does the job, and trials have shown that a .280" bullet is completely adequate in all respects.

### The 7mm (.280") Enfield Rifle :

The needs of security must be served, so it is only possible to summarise the information that has been already released, together with a few remarks upon the general character of automatic rifles. The automatic rifle is not a new weapon. Hiram Maxim made one in 1884, and the Americans and Russians both introduced one into their armies about 1936. Germany began in 1941, and produced several models within the next 3 years. Attempts were made in UK, during the First World War, to convert the No. 1 Rifle to semi-automatic action. Some specimens still exist, and though rather clumsy, show the same fundamental characteristics as the modern article.

The calibre of the new rifle has been officially designated as 7mm, but it is more convenient to use inches when comparing with other calibres known in inches.

An illustration is shown of the rifle in Fig B. Modern warfare demands a lighter weapon than has been used in the past; the weight of the EM2 is about 8½ pounds. The rifle and cartridge have been designed for a specific purpose and include the best features selected from other weapons. The .303" cartridge is 3ins. long and the 7mm has been reduced to 2½ins.; this reduction allows a shorter feed stroke and assists in shortening the overall length of the new rifle. The bullet weight is 140 grains and the muzzle velocity is 2,530 feet/sec. The illustration shows that a straight-through design has been adopted together with a telescopic sight mounted at a convenient height. The sight mounting has been built in the form of a carrying handle so that the telescope is automatically protected to some

extent. It has unit magnification which, in addition to eliminating all focussing difficulties, allows a good view of the field of fire. Iron sights are provided in case the telescope is damaged. There is no dead wood in the butt, the interior being fully occupied. The fore-end is made of wood and has a full left-hand grip to prevent the fingers reaching the hot gas cylinder; incidentally the grip provides an excellent hand hold for both shooting and bayonet fighting. The position of the breech is indicated by the front edge of the magazine and shows that the barrel is of normal length for the calibre, in spite of the short length of the rifle. The position of the 20-round magazine is in the optimum place near the shoulder. There is no waist to the butt, as in conventional rifles, so a pistol grip has been fitted in a convenient place for the right hand, and a linkage operates the trigger. The safety catch is mounted in the front part of the trigger-guard and is similar to that on the Garand; it is operated by the index finger. The weapon handles well in all firing positions. An average man can hold the weapon in only the right hand, and fire a reasonably well-directed burst, with the change lever set at full automatic.

### The Belgian F.N. Rifle

Originally this weapon was designed for use with the .280" cartridge. However, when NATO adopted the .30" calibre as standard, the Fabrique Nationale was quickly rebored and adjusted so as to give almost as high a degree of performance as with the original cartridge. This rifle was produced as a post-war design for an automatic rifle with provision for semi-automatic action. The weapon appears to be based on one of Browning's designs; it is conventional in appearance with a wooden fore-end and butt. A short overall length has been obtained by fitting a short barrel, and the gas cylinder is mounted above this. The 20-round magazine is underneath and in front of the pistol grip. A conventional aperture sight is fitted. The rifle weighs about 8 pounds, and has an extremely simple mechanism. The weapon "breaks" just ahead of the fore-end of the butt in much the same manner as the familiar shot-gun. After breaking the stripping of parts, or cleaning, is easily effected. If the usual 24-inch barrel were fitted this weapon would be of about the same length as the orthodox .303" SMLE rifle.

### Cartridge Data

Calibre and Title	Case	Bullet Weight (Grains)	Muzzle Velocity (Ft./sec)	Muzzle Energy (Ft. lbs.)
.303" Mk 7 British	R	174	2460	2340
.30" M3 Garand	RL	152	2600	2640
7mm (.280") Enfield	RL	140	2530	1990
7.62mm (.30")				
Russian	RL	148	2630	2630
7.82mm Mk 2s Hess	RL	198	2540	2040
6.5mm (.255")				
Arizaki (Japanese)	RL	139	2560	1930
.22" Long Rifle				
rim-fire	R	40	1025	93
9 mm Parabellum	RL	115	1330	450

Notes—Col 2: R—Rim, RL—Rimless.

It will appear that the better weapons of the three discussed are the EM2 and the FN. Choice of the FN is doubtless influenced by the fact it has already been re-fitted for a standard NATO cartridge, is a simple weapon and is in production. Being better acquainted with the EM2, the writer is possibly biased—however the fact that standardization in this important adjunct to NATO solidarity has finally taken place gives full assurance of a wise choice.

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## Big Boost For Canada's Air Division

Recognised as a leading fighter formation in Europe, Canada's air division overseas is to be given a substantial increase in its combat capabilities.

For some time Canadair Limited's plant at Cartierville, P.Q., has been producing F-86E Sabre fighters with Canadian-made Orenda engines. These engines have been entirely designed, developed and produced in Canada at the Malton, Ontario plant of A.V. Roe (Canada) Ltd.

Until recently, Sabres manufactured at Canadair were equipped with General Electric J-47 jet engines. The Orendas now going into the Sabres have about 1500 pounds more thrust than the engines formerly used to power them.

In this way Canada's fighting Sabres overseas will have a power increase of about 20 to 25 per cent., placing them in the front rank of operational aircraft in fighting formations anywhere in the world today.

This extra power will shorten the run on take-off, give a faster rate of climb, a higher ceiling and increased speed.

The first Orenda-equipped Sabres are being assembled at Cartierville and at RCAF Station St. Hubert, P.Q., from where they will be flown across the Atlantic for posting to the 12 RCAF squadrons overseas.

The initial group of Mark 5's flying to the Air Division are under the command of Squadron Leader R. G. Middlemiss, DFC, of Montreal, the officer commanding No. 1 Overseas Ferry Unit, at St. Hubert. This unit was formed last September to look after the job of supplying the Air Division with replacement aircraft. Majority of the pilots on the unit are former Sabre squadron members with Air Division experience, who have already made the Atlantic crossing in Sabre jets.

The J-47 powered Sabres now flown by the Air Division squadrons, and which are to be replaced by the newer, more powerful Orenda-powered Sabres, will be transferred to other NATO countries as part of Canada's Mutual Air programme for NATO. In addition, a considerable number of J-47 jet engines will be transferred to other NATO countries, as mutual aid. This will be a combined

operation, with the United States supplying spares, in order that each engine will be transferred with a year's supply of spares.

A combined Canadian-US Mutual Aid programme has already resulted in 370 Canadian-built Sabres being provided to the United Kingdom, for use by the RAF. These Sabres, made in Canada, had about 30 per cent. US components.

In all, about 600 Canadian-made Sabres have been flown across the

Atlantic. This total includes the Sabres flown over by the RCAF Fighter Wings as they moved across to their NATO bases in Europe and the Sabres provided to the RAF, which were flown over by RAF pilots.

The Mark 5 Sabres will follow the path blazed by the Leapfrog Operations, the trans-Atlantic flights of the RCAF Fighter Wings. This involves "hops" through Goose Bay, Greenland and Iceland.



SO TIRED — and literally wrapped up in his work is Corporal E. W. (Bud) Carmody, of Charlottetown, Prince Edward Island, who displays some of the various sizes of tires stocked at the RCAF's No. 30 Air Material Base, Langar, England. Tires, from the smallest to the largest, are one of the many items handled by the modern RCAF depot near North Luffenham. Equipment provided to the RCAF's NATO Air Division of 12 fighter squadrons in England, France and Germany, ranges from uniform buttons to complete wings of the speedy Sabre fighter.

RCAF Photo



**Y-U-M-M-M:** All these goodies may have meant hours over a hot stove—but to good purpose. This shot was taken February 19 at a home baking sale under the auspices of the Edith Weston Group Committee. Held in the Old Commissary, the sale netted money for the uniform account which buys uniforms for cubs, scouts and guides unable, immediately, to purchase the clothing themselves.

## Hail to Spring

By CPL G. L. HARRIS

We are now gratefully approaching a season when we can doff our extra supply of winter clothing, put away our bed socks, and empty our hot water bottles until next winter.

For some time, no doubt, most of us have been dreamily planning that new Easter outfit and what better situation could we be in to purchase it. Fortunately, we are in a position to choose the best British woollens at surprisingly low costs and only a few miles from London, one of the world's leading fashion centres.

Both British and American fashion magazines are featuring a variety of suits but the slim, neat-fitting skirt still prevails. Jackets, if fitted are still fairly short and figure molding but the prevalent easy line in a box style is very flattering for the slim figure. If you would like to take home something with a strictly British air, do consider a tweed dress. They are extremely smart and shown in simple, slimming styles which would be ideal for wear in the spring days to come.

### Tweed and Straw

The British stylists have also introduced a wealth of new spring coats, many in an attractive loose patterned tweed, in a straight-down design. Whatever length you prefer, shortie, three-quarter or full, you are sure to find "your" coat in the variety of styles and fabrics offered.

Hats can be described in no other way than stunning—straw in every conceivable form — tipped with fabric, interwoven with flowers, or trimmed with pique or velvet. Most fascinating of all is the manner of wearing—tilted over the forehead. If it suits you, your Easter bonnet can be the best yet.

American designers have left the realm of winter entirely and are feverishly producing new and exciting styles for summer. Pushing into the foreground is the printed summer fabric which has been a recluse for some years. Cottons especially are blossoming forth in a variety of printed designs — colourful and attractive.



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## "CLUB 55" REPORTS

By LAW M. M. EHMAN

How time flies! The last time Club 55 reported in Talepipe was in the November issue. Let's take a peek into the past and see what's happened during the last couple of months.

### Big Doin's

On December 19th, we flew to 3 (F) Wing, Zweibrücken, Germany, for a Christmas party for all the Airwomen overseas. What a wonderful reunion it was, seeing friends we haven't seen since Manning or our last Canadian Station. The party included cocktails, a delicious turkey dinner by candlelight, and a dance in the evening.

December 21st Club 55 staged its own cocktail party and dinner dance. Thanks to our entertainment committee and all those who helped in the preparations, it was a smashing success, and will long be remembered as one of the best parties of Club 55.

### Personnel

Our congratulations go to Jeanette (formerly LAW McPhee) and LAC Harry Meens, who were married December 26th. All the best kids! Don't be too surprised if you get the odd guest for dinner now and then — we've heard rumours about your cooking Jan.

Congratulations are also due for Anita Powers, June "Toddy" Todhunter and "Zeke" Zagrodny, who are sporting engagement rings. From the grapevine we hear there are a few others who are thinking about taking the big step in the near future.

With the big movement of personnel in January, Club 55 also had its "goodbyes" and "hello's." We bid adieu to June (Newfie) Barrett, transferred to Langar, Betty McCollum, transferred to 2 (F) Wing, and Anne McPherson and Alice Emeny, who went to Air Div. We sure miss them, but wish them loads of luck at their new units.

The new arrivals include Stella Kolomitz, transferred from Whitehorse, Fran Haugan, from Rivers, Lee Perigord, from Rivers, Jo Sac from 2 (F) Wing, Marg Rattrey, from Air Div., and Flo Stanley from Greenwood. Welcome to BB 55 kids. Hope you get "climatized" soon.

"Get well" wishes go to Evelyn James who has been hospitalized for the past while. Hope you're feeling better and we'll see you around ye old homestead soon.

### Barrack Life

The past couple of months being rather chilly (that's putting it mildly) in barracks, quite a few of the gals have purchased hot water bottles. Hope the weather turns warmer, or we might have to start "hot water bottle" parade to fill them up.

Some of the gals have been noticed doing exercises. Could it be spring training? Or is it the result of too many yummy desserts?

All the news for now. See you next month.

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## LIBRARY LORE

By MISS M. A. BALL

### *Behind Bamboo* Rohan D. Rivett

Before his capture in Java, Rohan Rivett was News Editor of the Malayan Broadcasting Corporation. After his capture he suffered terrible ordeals in Japanese prison ships, and the Black Hole of Surang, finally being brought to the jungles of Burma.

Here, for three-and-a-half years, he was, with thousands of allied prisoners, subjected to Japanese atrocities. The prisoners were forced to build the railway linking Montmeim with Bangkok. And this story is what men of the 8th Division, captured at Singapore, the 7th Division units seized in Java, the R.A.A.F. and R.A.N., endured.

### *The Sea Shall Not Have Them* by John Harris.

A fine story of A.W./Sea Rescue high speed launch flotillas of the R.A.F.

In the autumn of 1944 a launch was reported missing. The crew of four were adrift in a dinghy somewhere in the North Sea. For very special reasons the survivors were to be found as soon as possible.

Launch 4525 is but one of the unit in a search directed by high authority to find the survivors. Also in that search the enemy takes a hand.

### *Jet—The Story of a Pioneer—* Sir Frank Whittle, K.B.E., C.B., F.R.S.

*The Saracen Blade* — Frank Yerby.

*Curtain of Fear* — Dennis Wheatley.

*The Gracious Lady* — Ursula Bloom.

*The Splendid Century*—W. H. Lewis.

*Behind Bamboo* by Rohan D. Rivett.



**BREAK THIS HABIT:** Meet the North Luffenham station dart tournament champs, a title the team has held for two years. Recently it was decided the competition would be held monthly, and who were the winners?—why this foursome, of course. With W. C. W. E. Edser, centre, stand Cpls. Bud Riseley, Red Goettler, Al Hodgins and "Hank" Belyea (Capt.).

## The Corporals Are The Champions

Winning two straight games, and showing skill that would have delighted the most ardent player, the Corporals' Mess "A" Darts Team took top honours at the recent Inter-Mess Tournament.

Held January 26, the eight team tournament proved that Canadians are no mean men with the flighted missile, the final match of the evening, between the eventual winners, Corporals "A" and Sergeants "B," featuring dart throwing of the highest calibre.

The first round of the tournament saw the Corporals' "B" team go down to the Sergeants' "B" squad, while the Corporals' "A" members defeated the Officers' "B." Sergeants' "A" beat the Airmen's "B" in a play off after a drawn match, and Officers' "A" defeated Airmen's "A."

The Corporals' "B" team was eliminated in the first match of the second round, being downed by the Officers' "B," while the Sergeants' "B" team defeated the Corporals' "A." Officers' "A" and Airmen's "B" were successful in this round over the Sergeants' "A" and Airmen's "A" teams respectively.

Third round losses went to the Officers' and Sergeants' "A" teams, Sergeants' "B" and Officers' "B" emerging victorious. Airmen's "B" were eliminated in this round by the Corporals' "A" team.

Rounds four and five saw more second-loss eliminations, the Corporals' "A" team defeating both the "A" and "B" teams from the Officers' Mess, and thus moving on to the final with the Sergeants' "B" squad.

Although the Corporals started this final match with a one loss deficit, making it necessary to win two consecutive games, they finished strongly to become tournament champions.

Tournament teams were as follows:

Airmen's "A": Pvts Salter, Gautier; LACs McGowan, Quichyskyn.

Airmen's "B": LACs Williams, Ganiszeruski, Zadwarny, McLeod.

Corporals' "A": Cpls Belyea, Riseley, Hodgins, Gaettler.

Corporals' "B": Cpls. Watt, Baker, Land, Mineault.

Sergeants' "A": P/S Leslie, Sgts Cessford, McKenzie, Kozak.

Sergeants' "B": Sgt Harley, F/Sgts Smith, Todd, Hogan.

Officers' "A": F/O Oliver, F/L Fink, F/Os Gillies, Branch.

Officers' "B": F/Os Campbell, Wingate, Young, Beer.

Team captains' names are listed first in each case.

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## Sabre Rifle Club

We wonder how many Airmen, Airwomen, and Officers on this Station know there is such a thing as a RIFLE CLUB? There is one, and a very good one, too. Never been down?

Well then, we will tell you about it. The Range itself is situated across from the Intelligence Building. It is an indoor range and is heated in the winter. There is a large, comfortable club room at one end in which the members get together with other clubs in this area for social evenings and meetings. The club has four of the best Target Rifles available — B.S.A. Martini's, Scopes, and everything needed for good shooting. The Club is well organized and last year won numerous honours for the Station.

Unfortunately most of our members have been posted, and so we are welcoming new members. We are trying to make the SABRE RIFLE CLUB even better than before. This year we are having competitions within the Club for spoons, medals, crests, as well as the normal league competitions. We have a number of shoulder to shoulder matches coming up. These matches are social evenings at home and away and are a lot of fun. We have animal targets, for those that like to keep in practice for game, novelty targets, and most anything you would like to shoot. In the summer months we have a full bore team which competes against surrounding clubs and the R.A.F. at Bisley. This full bore shooting is just as much fun as small bore.

In our drive for new members we have considered some of the reasons why some will not come out and join us. One reason is that some do not think they could compete against the better shots of the club. Well, with practice you too can become a good shot with the aid of our coaches. Also, all members will be handicapped when shooting competitions within the club so that the novice has as much chance as a better shot. WE have all kinds of ideas for a good Club but it is YOUR CLUB AS WELL AS OURS so come on down and join us. YOU can help us to keep the honours we won last year and at the same time enjoy yourself. The SABRE RIFLE CLUB is open every night from 1900 hours except Saturday and Sunday.

## ACCOUNTS CHATTER

By LAC PHIL ROBINSON

This seems a good time to comment on the new hours of pay queries and parades. The scheme appears to be working well, thanks to your co-operation in adhering to these hours. 0745 is rather early in the day to be paid which is resulting in more personnel having their entitlements sent to the bank. We must, however, emphasize that, if you cannot attend the regular parade and wish to be paid on a casual parade, we must be informed by a memo from your Section Commander, giving as much notice as possible.

A few of the lads who went to Acklington at the end of last month were inconvenienced through not ensuring that we had the right instructions regarding their pay. When your money is deposited in a bank we have to requisition the deposits ten days before the 15th or end of the month as applicable. To stop yours entering the bank we need ample warning.

Most of you know this already, but for the benefit of the newcomers on the Station we feel the following notes will be of use. On arrival at the Wing you should check on how local conditions affect the disposal of your pay and allowances. At this unit you may not carry a credit balance on your pay record forward from one month to the next. Except under special circumstances you may not deposit sterling cash in a Canadian backed account at an English bank. To transfer money to Canada or buy travellers' cheques, you must request us to deposit your pay in an English bank. For your convenience Lloyds Bank Limited and Barclays Bank Limited operate branches in the Guard Room two days each per week.

Regarding the Section staff, F/L Wally Fink has resumed his old task as Pay Accountant Officer, and F/O Gerald Hawkins once more heads the NPF branch. Cpls Gord Lambert and "Noof" Boland, LAC's Sid Frechette, Dave Cobb and me, and LAW's Zeke Zagrodny and Joan Stewart have been using up their leave entitlements before the end of the fiscal year.

This month the Rate of Exchange remains at January's figure of \$2.73 to the pound sterling.

## Talepipe

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.

Honorary Editor-in-Chief:  
G/C J. D. Somerville,  
DSO, DFC, CD.

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Hello Gang.

Now that we are settled down once again at "Luffenham," a name which this last month has been said with the utmost reverence, we can look forward once again to a fairly normal routine. At least we won't have to spend half of our lunchtime frying eggs and beans in the barracks, or if you prefer, beans and eggs.

Now that "Acklington" is becoming just a memory, we can look back over the last month and review some of the highlights with a care-free spirit. Most of us came back a little thinner but perhaps a little wiser. We learnt how other services operated, how they lived, and how they played.

We were introduced to a very ancient method of clearing snow from runways, each man being issued with an antique instrument called a shovel. We then lined up in line-abreast formation and proceeded down the runway, clearing the snow as we went. Medical men tell us we have 206 bones in our bodies, but after three or four hours shovelling, some of us thought we had ten times that amount by the number of aches and pains we had. Still it was one way of keeping warm.

While we were at Acklington, most of the boys took the opportunity to visit nearby historical and beauty spots. The most popular of these were "The Dunn Cow," "The Crow's Rest," and "The Make-way Cafe." I believe quite a few of the gang managed also to visit the "Rex Hotel," at Whitley Bay.

No doubt when the name Acklington is just a vague memory, whenever the lads are shooting the guff over a few beers and such names as Morpeth, Ashington and the "Sweat Box" at Red Row crop up, they will bring smiles to many faces. And I know that any mention of the "Plough" and "King's Court Hotel" will bring peals of laughter from four airmen who enjoyed at least one evening of revelry.

Yours fraternally,

LAC "Al" Wood.



The beauties of the English countryside at Acklington, where 441 had such a splendid holiday away from all the cares and worries of regular squadron activities, we could hardly see beyond 200 yards. We encountered such vagaries of weather as snow, sleet, rain, smog, fog, drizzle—plus a few more that are still unnamed.

Perhaps though fate had been kind for it was because of the weather that we were able to pay a few visits to some of the more interesting and exciting spots located anywhere from Newcastle-on-Tyne to Edinburgh.

The first visit the Squadron made—incidentally those of us who were unfortunate enough to fly up didn't make it—was to a brewery in Newcastle. Led by F/L Dean Kelly those who went stated that it was most interesting and undoubtedly most invigorating.

Thereafter the boys more or less split up into more workable groups—never more than five—and proceeded to give the social activities a bit of a play. These nocturnal affrays bring to mind such names as the "Dun Cow," the Crown Hotel, the Eldon Grill, the Queen's in Morpeth to say nothing of the Oxford galleries.

The piece de resistance though was a trip to Edinburgh a few days ago by such well known Scotsmen as "Haggis" Fikowski, "Angus" Webber, "Hamish" Klein, "Jock" Eburn and two Irishmen by the name of Raine and McGregor. The boys reported a really marvellous time. The natives are extremely friendly and even aided the cause to quite an extent. The only sign of culture to come of the visit is Webber's mastery of the bagpipes. It seems the boys purchased a set and made themselves extremely popular by rendering a few of the more stirring tunes??? Needless to say Jim's endeavours were not so greatly appreciated when the boys arrived back at barracks under a full head of steam.



In the valley of heap big sunshine  
Near the 410 pilots shack . . . .  
Lies a group of barren buildings,  
Two are red, one is black.

In this place when wheels are  
gathered  
Making plans for heap big joke . . .  
Many airmen sit disheartened,  
Weekend just shot down in smoke.

Pilot flies in heap big aircraft  
Him make smoke trails miles  
high . . . .  
Airman stand in smokey wheel-  
house,  
Wait till dark then him D.I.

Airman him don't got no flashlight  
Pilot him go home to sit . . . .  
Airman make mistake in darkness,  
Wait till morning, him get hit.

Xmas comes big revolution,  
Airman him get drunk all day . . .  
Pilot try to fly on Xmas,  
Aircraft bound to ricochet.

Sun get up in sunshine valley  
Pilot him come down to fly . . . .  
When he get to sunshine valley,  
Heap big cloud make sunshine die.

Pilot say his plane no good  
Send mechanic on the double . . .  
Mechanic browned off when he find  
Pilot just got finger trouble.

Airman him got motor-cycle  
Just to prove that him heap  
brave . . . .  
Try to come too fast from Leicester,  
Monday morning him in grave.

Pilot come to sunshine valley  
Him just new, not very smart . . .  
Him push throttle too far forward,  
Now him known as Heap Hot Start.

Day dawns down in sunshine valley  
Airman up before the sun . . . .  
Braves stay there from dawn to  
darkness,  
Then D.I. when flying done.

W. HOPKINS,

G. W. GATRO,

(With apologies to Hiawatha by  
the authors).



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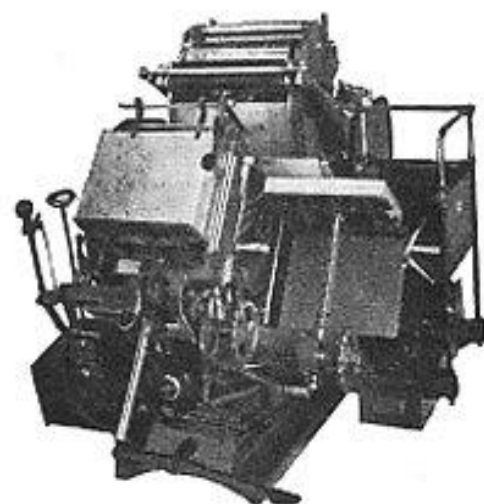
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