

talepipe

VOL. III

No. 6

MAY, 1954



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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.

Editor-in-Chief:

F/O P. R. Martin.

News Editor:

F/O V. L. Shilliday

Feature Editor:

F/O T. R. Axcell

Sports Editor:

F/L W. R. Palmer

Photo Editor:

Cpl P. J. Roberts

Women's Editor:

Cpl G. L. Harris

Business Manager:

F/O S. C. Strang

Advertising Manager:

F/O R. E. Beer

Circulation:

F/L M. L. Brunton

"Talepipe" has a circulation of 1,300 free copies. It is distributed in Canada and other parts of the globe. Advertising rates for display ads may be obtained on application.

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one sweet letter from you

Way back in our January editorial we mentioned that one of the features of the 1954 *Talepipe* issues would be the inclusion of a Letters-to-the-Editor column.

The passing of time has gradually burnt into our consciousness the fact that very few letters have been forthcoming. To be exact, one.

Now it could be, and this we will easily believe, that you did not read the January editorial. On our part had we not written it ourselves, we would probably not have read it either. But if you did see our offer to publish your letters, and having doubtless thoroughly perused the last three issues of "Talepipe," still not seen fit to offer your criticisms and suggestions, we are mortified. Deeply so. With slight urging, we might even scream in frustration and roll on the floor kicking our heels at the thought we had been so slighted.

But we are made of sterner stuff. Not for us the hysterical babbling and wild-eyed pleading. Rather the gentle, almost paternal approach. Wiping a tear from our eye, we come to you, a little sadly perhaps, but determined, strong in the knowledge that we are not asking too much. All we ask is that

sometime soon you scrawl a short note laying on the line what it is you like and dislike about *YOUR* magazine *Talepipe*.

Harnessing all the mighty powers of the press now at our disposal, we shall as far as possible, act on your constructive proposals. If you want more of this and less of that, it shall be done. On the other hand, should you want more of that and less of this, we should probably be forced to confer with higher authority. But rest assured if it's possible, and you want it in *YOUR* magazine, it will be done.

Are we all thoroughly enthused now with the idea of writing to the Editor? Good! Everybody may have a half day off.

But before you go, one quick word from the many staffers in our newly formed, and quite modern Letters-to-the-Editor Department: All letters for publication must be signed, although you may have your letter published with a nom-de-plume if you wish.

Address your letters to the Editor-in-Chief, and express them along to the luxurious *Talepipe* offices, centrally located for your convenience in 439 Squadron Pilots' Room.

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A MESSAGE FROM THE COMMANDING OFFICER... TO THE AIRMAN DUE FOR RELEASE

Your original enlistment has almost expired.

Now you have to decide between returning to civilian life and staying with the RCAF.

Before you reach your final decision there are a few things you should know. Perhaps you already do, or perhaps they are things you haven't realised.

During the time you have been with the RCAF you have become a skilled tradesman. In these years you have accomplished something. To what use you put this skill and the benefits you accrue from it, depends on you and your immediate decision. Should you return to civilian life you will be faced with the problem of finding suitable employment. To live on the scale to which you have become accustomed while with the RCAF, your new employers would have to supply you with a minimum of \$152.00 per month plus:

- * Free board and lodgings.
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\$152.00 per month is the pay for a Leading Aircraftman, Group 3, increasing to \$162.00 per month after 3 years as an LAC. This is the minimum rank and group which the majority of tradesmen on a five year engagement should hold when the first re-engagement period comes along.

If you are a single man contemplating re-engagement, these facts and figures should be of vital interest to you. If you are a married man, with perhaps one or two children, the same applies, but there will be many more factors to consider, such as medical care, marriage and subsistence allowances, and separated family allowance. There are indeed many advantages which you would find hard to duplicate outside of the Service.

Take the case of your own free medical care now provided you by the RCAF. Remember the costs, often too great for the average budget, of lengthy stays in hospital rooms, surgical fees, payment for attending nurses?

In the RCAF now, you are paying for none of these things. Nor are you plagued with bills for tooth extractions, fillings and dentures. Most drugs, medical supplies, inoculations and vaccinations are free to your dependents.

But free medical and dental care are only small parts of the life you are now enjoying.

Somewhere to live, and an education for your children are the responsibilities of every married man. Does the job you may be contemplating offer you a reasonable opportunity of being provided with married quarters and free schooling? Should you be separated from your family would your new employers pay you extra money as is done in the RCAF?

The money coming into your pocket at the end of each month will perhaps be the greatest factor affecting your decision to return to civilian life or stay with the RCAF. Copies of current pay rates are available. Study them and refresh your memory as to what you are now earning. Note, too, what you may earn in the

coming years with the RCAF, and remember this—a very conservative estimate shows that to parallel in civilian street the life you are now leading as an airman, you would have to earn at least \$350.00 per month. Can you step straight into a job paying this wage if you leave the Service?

Quoted below are two paragraphs from an article "Selling the RCAF," by Cpl VV Keller. This was written in 1951, so remember, the pay rates mentioned are considerably lower than those now prevailing. The latter are shown in brackets following the 1951 figures. These rates are for service in Canada, and do not include any overseas allowances.

"As I said at the beginning—I am considering my own case; that is Clk Acct 3 (0), married. My gross earnings are \$210.00 (now \$293.00) per month, which is considerably more than I could earn on "civvy street" doing the same type of work. Comparing this to industry on an hourly basis, I make \$1.29 (now \$1.83) per hour. The last increase in pay we received on 1 Dec. 50, amounted to 11 cents per hour. Since 1946 we have had three increases which together boosted our wages approximately 40 per cent. over our 1946 rates for pay (Note: a fourth increase was granted in 1954). At this point, I might mention that a cross-section of the RCAF has been compared with a cross-section of the eight leading industries of Canada, including General Motors, and the salaries compare very favourably. Added to the actual cash remuneration, is our free clothing, and medical and dental care. These latter benefits cannot be easily evaluated, but they certainly are worth a considerable amount, and in some cases where an individual has been hospitalized for months at a time, the medical benefits may well mean the difference between continued security and financial hardship.

Now for the punch-line in my sales talk, namely, the Pension Plan. We have the best pension plan in existence. I presume that I may be retired from the RCAF at about the age of 50. That will then have given me 30 years' service, and I also hope to reach WO1 rank by that time. On the basis of my presumption, I would then be eligible to pension at the rate of approximately \$180.00 per month (now greater). The other day I contacted my insurance agent and asked him what the

cost would be to buy an insurance policy yielding similar benefits at the age of 50 years, as those available under our Defence Services Pension Act. The cost of such a policy would be approximately \$1,000.00 per year, making a total of \$30,000.00 over a 30 year contributing period. My pension scheme is going to cost me around \$5,000.00. Can you think of a better way of saving \$25,000.00 over a period of 30 years? Going a little further the life expectancy at the age of 50 is another 25 years, during which time I will get 25 x \$2,160.00 or \$54,000.00 return for my \$5,000.00 investment."

Note: Particular attention should be paid to the hourly wage rates quoted above. Since 1951, when this article was written, this corporal's wages have risen from \$1.29 to \$1.83 per hour.

Note well, you are about to take a most important step. Before you make your final decision, pause awhile and consider carefully every aspect of what you know life to be in the Service, and what you hope it to be in Civilian life.

Remember, the RCAF has done a lot for you. It can do much more.



Wearing the 439 Squadron Star of Honour, and the Cloak and Dagger presented by 410 Squadron, 1 (F) Wing Intelligence Officer F/L C. Davies, makes a farewell speech to members of the Officers' Mess. F/L Davies, seen here with G/J. D. Somerville, has been transferred to Air Division Headquarters.

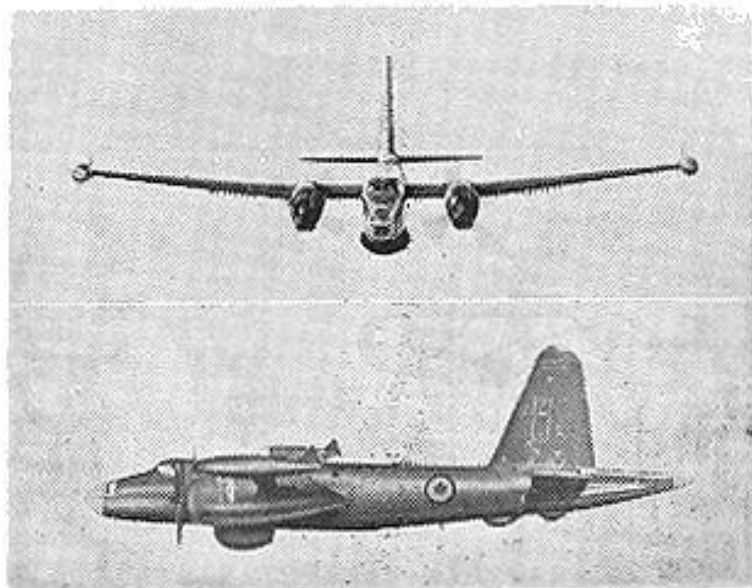
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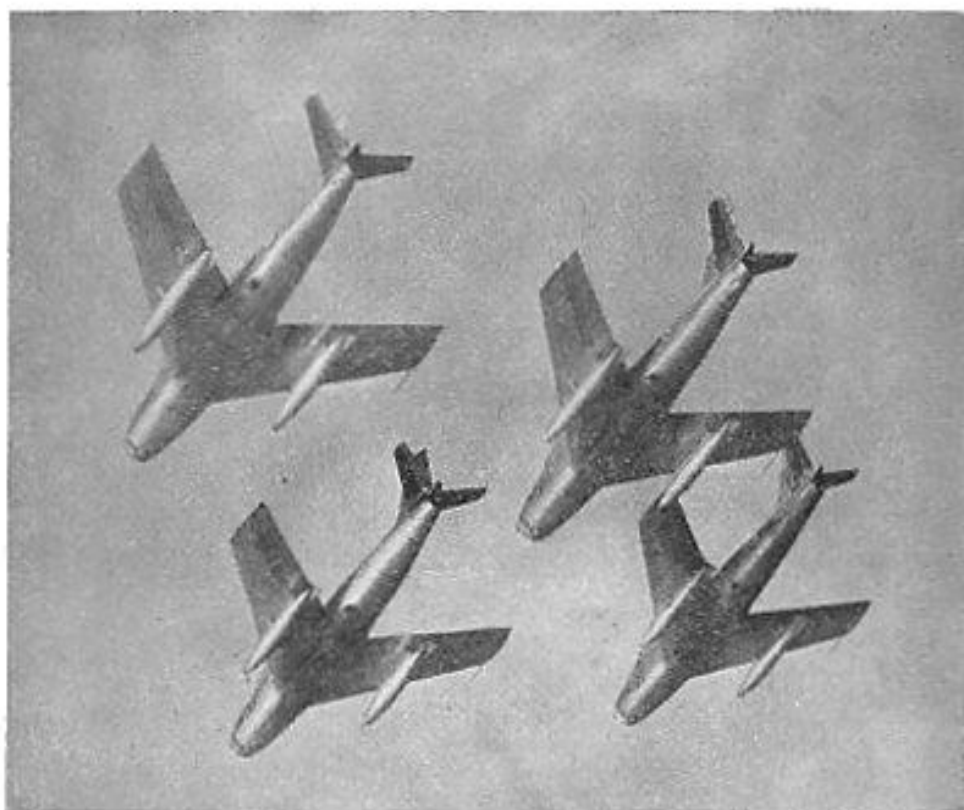
NEPTUNES FOR RCAF—Supplementing Lancaster aircraft but not replacing them entirely, the RCAF is expected to have within twelve months Neptune twin-engine piston-driven aircraft in use by its Maritime squadrons. [National Defence Photo]



TIGER SQUADRON

"Sabre tooth tigers show their fangs" . . . "trained to the tautness of a bow string" . . . "The Kerosene Kids" . . .

These are some of the phrases used by Canadian and English newspapermen in May and June, 1952. They used them to describe 439 Fighter Squadron, RCAF, the history making Sabre outfit that became the first Canadian squadron to fly F-86 Sabres across the Atlantic Ocean. And on the fifteenth of next month 439 Fighter Squadron celebrates the second anniversary of this flight to England.



Above: The 439 Squadron aerobatics team passes low overhead.



Opposite Page: Squadron Leader Marcel Belleau, Montreal born World War II veteran who now leads the Tiger Squadron. S/L Belleau fought with 33 Squadron of the RAF in the Libyan Desert and with the Free French Air Force in Syria and North Africa, flying Hurricanes, Spitfires, P-39's, P-40's and P-47's. He flew Dakotas and Hadrian Gliders in Operation Muscovy following the war, and prior to joining 439 Squadron in July last year, was CAdO at Bagotville, P.Q.

Left: Cpl Ken MacDermid from Montreal, Store-keeper of the Squadron Tool Crib.

(Continued on next page)



Left : Three Tiger Squadron Sabres fly a very neat Vic high over the English countryside.

Below : LAC Doug Hardy, a Nova Scotian from Debert, arming one of the Sabre's six .50 calibre machine guns.

439 has not always been known as the Sabre Tooth Tiger Squadron. Back in January, 1942, it had its beginning as 123 Army Co-operation Squadron flying Westland Lysanders. It moved to Britain in 1943, where it became known as 439 Squadron and joined 438 and 440 Squadrons to form 143 RCAF Wing. The Squadron was then flying Hurricane IV's, but later switched to Typhoons.

Operational flying consisted mainly of low level attacks against flying-bomb sites, bridges, marshalling yards and radar sites.

August 26, 1945, the squadron was disbanded with 3,999 sorties to its credit. Squadron pilots had won 12 DFC's.

Six years later the squadron was re-formed at Uplands under the command of S/L C. D. Bricker, D.F.C.



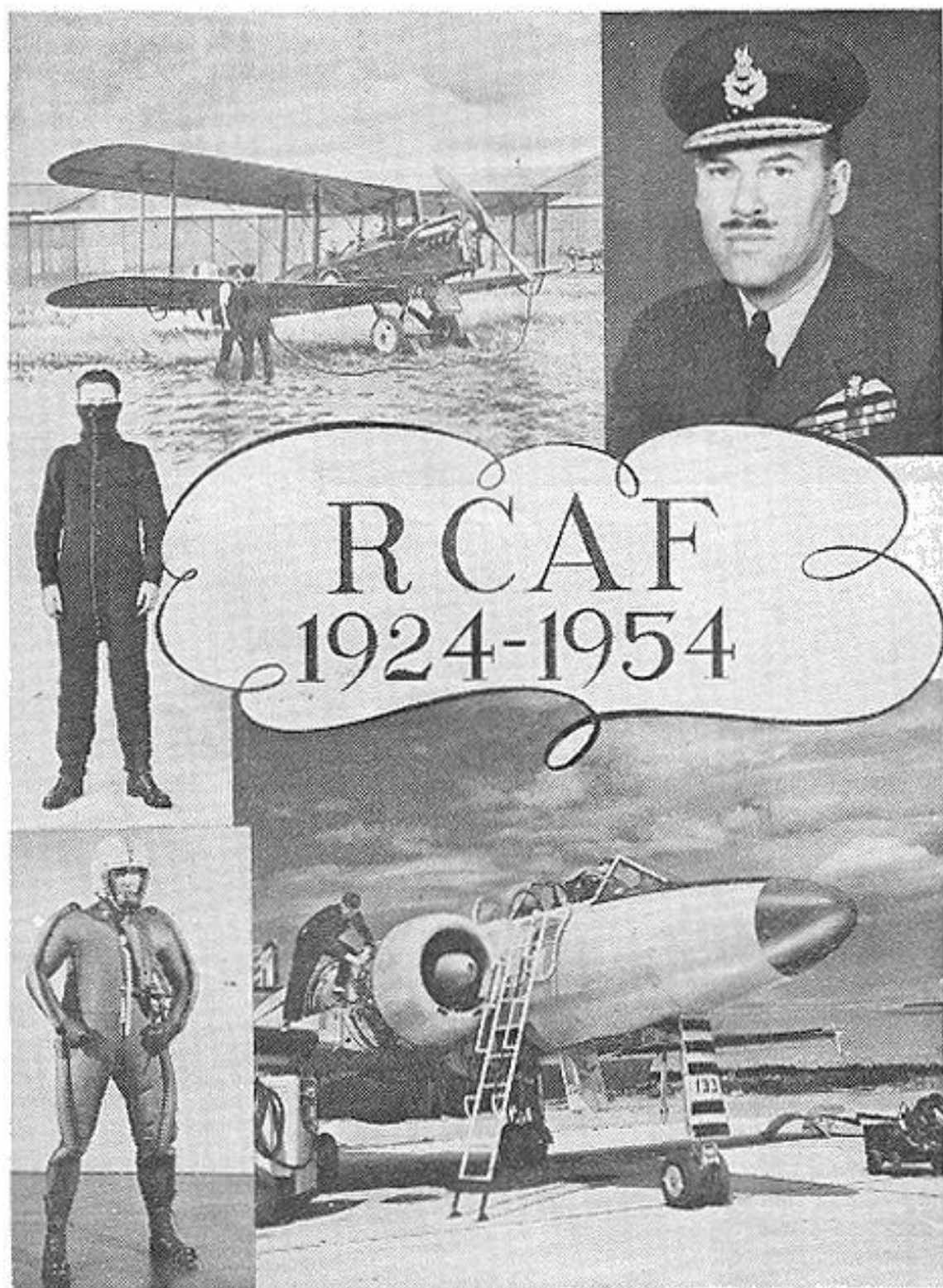


Left: The 439 Squadron aerobatics team which put on such a fine display for the Chief of the Air Staff. From left to right are F/O Mac Gillies, No. 2; F/O Jerry Kerr, box; F/L Harry Wenz, lead; and F/O Laurie Hamilton, No. 3.

Below: Cpl "Fish" Fisher of Timmins, Ontario, touches up the Tiger tail flash on a 439 aircraft.

Although 439 Squadron celebrates its second anniversary of Leapfrog I. on June 15, only two of the original pilots who flew the Atlantic in that operation will still be with the squadron. They are F/O Sherm Hannah, who has 160 Spitfire sorties in his logbook, and F/O Ken Jennett. Most of the original squadron pilots have completed their overseas tours, and 439 is now practically a new squadron. S/L Belleau and F/O Hannah are the only two war-time pilots remaining, the other members all having won their wings since the war's end.





RCAF 1924-1954

30 YEARS OF AIR PROGRESS—Times have changed since 1924 and nowhere is that more apparent than in the field of aviation. Celebrating its 30th birthday, April 1, the RCAF showed some of the old and some of the new in Canadian flying. Upper Left: Standing well back, crewmen are ready to start one of the old-time flying machines, using a long "rope-starter" tied to its wooden propeller. Upper Right: Air Marshal C. Roy Slemmon, one of the original members of the Air Force, as he looks today as Chief of the Air Staff. On the Left: A comparison of flying suits with the old woollen type of the open-cockpit day contrasting sharply with the latest in RCAF "G" suits. Lower Left: Worn by jet-fighter pilots. Lower Right: The RCAF's powerful all-weather fighter, the CF-100 Canuck gets a tune-up before taking off on a patrol flight in Canada. From an original strength of less than 400 all ranks, the RCAF today has a peacetime strength of more than 45,000 men and women serving from coast to coast, and in France, England and Germany. [National Defence Photo]

Happy Birthday !

The RCAF celebrated its 30th anniversary on April 1 with a cake-cutting ceremony at the Ottawa Gloucester Mess.

Air Marshal C. Roy Slemon, Chief of the Air Staff and one of the "originals" of the service, was host to His Excellency the Governor General and RCAF officers when a special birthday cake symbolizing 30 years of air progress was cut by His Excellency. Defence Minister Brooke Claxton and Associate Minister Ralph Campney were also guests.

Although no formal parades were planned either in Canada or overseas it was expected that all messes would hold informal open houses to celebrate the birth of the RCAF on April 1, 1924.

From a strength of less than 400 on April 1, 1924, the RCAF now has a peacetime strength of more than 45,000 men and women serving

from coast to coast and overseas. The original six units at Vancouver, High River, Alta., Winnipeg, Man., Camp Borden, Ont., Ottawa, Ont., and Dartmouth, N.S., have expanded to more than 70 major establishments including bases in the Canadian Arctic and personnel serving from Japan to Germany.

Aircraft changes have been many throughout the 30 years. The open-cockpit Vickers 'Vikings,' and DF4's and HS2L's of the '20's have been retired and now sleek Sabres, Canucks, Silver Stars and Comets have taken their place in the skies of Canada.

The original jobs of the service: fishery, forestry and customs patrols have largely disappeared to be replaced by international operations such as the Korean airlift, the air defence of Western Europe and North America, sea-lane patrols in the Atlantic and Pacific,

and world-wide transport flights, including the recent global tour of the Prime Minister.

The photographic survey programme which completed 40,000 square miles of aerial photography in 1924 has been extended from the US border to the farthest reaches of the Arctic where only a small portion remains unmapped to give 100 per cent. coverage to the entire country.

Since that first year when the RCAF flew a total of 1,615 hours, rapid strides have been made until during 1953 more than 750,000 hours were logged.

In 1924, Provisional Pilot Officer C. Roy Slemon was training for his pilots' wings. Today, as Chief of the Air Staff, he commands over 45,000 highly trained personnel, flying and servicing the latest in aircraft.



The thirtieth anniversary of the founding of the RCAF was marked on Thursday, 1 April, by a formal dinner sponsored by Air Commodore Martin Costello, Air Member, Canadian Joint Staff, and staff officers at the RAF Club, Piccadilly, London. Attending the dinner was G/C J. D. Somerville, of Toronto, Commanding Officer, 1 Fighter Wing, North Luffenham, right, seen chatting with the guest of honour, The Rt. Hon. the Lord De L'Isle and Dudley, VC, Secretary of State for Air. [RCAF Photo]

FINGER FACTS

By TERRY AXCELL



Somewhere in the world today a crime will be committed. Maybe a murder, maybe burglary, or maybe abduction. But no matter what the crime, chances are the criminal will soon be caught, and caught more than likely with the help of the fingerprint files of the police forces of the world.

When man first discovered that different patterns were formed on his fingers, is difficult to say. There are some very old fingerprints available which show to some extent that fingerprints were used as a form of identification as far back as 782 A.D. In Nova Scotia there were found drawings in clay representing human hands. On these are drawn parallel lines to represent the ridges. On the thumb is a crude spiral pattern and three other fingers show different patterns. Ethnologists date this specimen to before the arrival of Europeans. Another example was found on a document in Eastern Turkistan dated 782 A.D. It was a Chinese loan contract on which fingerprints were found, and which ended thus :

"The two parties have found this just and clear and have fixed the impressions of their fingers as a distinctive mark." This is the first clear evidence that fingerprints were used for identification.

The first European to lecture on the finger patterns was Dr. N. Gren, M.D., a fellow of the College of Physicians and of the Royal Society. He delivered the lecture in 1684, illustrated by drawings of the human hand. A few years later Marcello Malpoggi, Professor of Anatomy of the University of

Bologna, talked of the ridge formations.

In 1823 a professor at the University of Breslau, published a treatise on the organs of touch in which he divided fingerprint patterns into nine groups. Up to this time no one had seriously thought of using fingerprints for identification.

In the October 28, 1880 issue of the British magazine, *Nature*, Dr. Henry Faulds published the first article on the practical identification of criminals through fingerprints. In it he described experiments showing that the patterns cannot be altered and that no two patterns are alike. The striking statement in his discourse is as follows :

"When bloody finger marks or impressions on clay, glass, etc., exist, they may lead to the scientific identification of criminals Other cases might occur in medico-legal investigations as when the hands only of some mutilated victim are found."

At the time of the appearance of this article, Sir William Herchill, an administration officer in India, was in England. He had been using fingerprints for twenty years past in his dealings with criminals in India. He published an account of

this in the November 25 issue of *Nature*.

There was a difference, however, in each one's approach; Faulds advocated the catching of criminals through their fingerprints; Herchill had used fingerprints for the identification of prisoners in jail. Neither of these men proposed a method of classification.

It is apparent that without a systematic and essentially simple classification of fingerprints, their value as a means of identification would be lost. As the number of prints grew it would become useless to search for a particular set of prints since each card would have to be scrutinized.

Sir Francis Galton tried to find heredity indications in the ridge formations. He failed to do so but he did devise a system of classification based on three pattern types, the Arch, Loop and Whorl.

An Arch is a pattern in which the ridges enter at one side, flow or tend to flow to the other side with a rise or wave midway in their course and make no angle, upward thrust, or backward looping turn.

A Whorl has at least one ridge making a complete circuit which may be oval or spiral, circular or any variation of these forms. A Loop is merely a special form of Whorl.

Galton's system was the first to speed up the process of finding comparison prints in a file.

Sir E. R. Henry modified Galton's classification by breaking up his groups into smaller ones thereby speeding up still further the search for filed prints. The Henry system is used in every English speaking country today.

It is interesting to note that Mark Twain in his novel "Pudd'n-head Wilson," published in 1894, gives one of the clearest explanations of the logical basis of fingerprint identification ever recorded. But it was not until ten years had passed that fingerprints were used as a means of identification in the United States. In 1904, a Scotland Yard inspector installed the Henry system in the St. Louis, Missouri, Police Department. A week later Leavenworth Penitentiary adopted the same system. In 1924 all the fingerprint records accumulated at Leavenworth were taken to Washington and put under the direction of the Federal Bureau of Investigation where it has been ever since.

Today, every police force in the world makes use of fingerprints for identification . . . the RCMP, FBI, Scotland Yard, and our own Service police. These records are made available to law enforcement agencies whose size is such as to make a fingerprint section not feasible.

This is all very well, you say, but what system of identification was used before fingerprints came into use? A system devised by Alphonse Bertillon was used . . . but that is another story.

A PRESENT FOR THOSE WHO PRANG

Accidents involving the F-86 Sabre invariably cost money, usually much.

This gets the goat of Air Force brass and the Canadian citizen is the goat sometime in April each year when he carries part of his hard-earned gold down to the local income tax office.

But a new twist now in effect at 1 (F) Wing, North Luffenham means accident-prone pilots get the goat — literally. About 40 pounds of bewhiskered, can-chewing Billy.

Known only as "The Goat," the shaggy animal has been imported to serve as a living symbol to all personnel of the constant vigilance required to maintain a zero accident rate.

Not a popular beastie, he can find no place where he is welcome to stretch out after a hard day's chewing except at Operations building. But welcome or not, an accident calling for D14 action means that within the hour "The Goat" will be tethered outside the flight room of the squadron to

which the guilty pilot belongs (unless the accident is ruled by the CO or CopsO as technical failure with no ground or aircrew responsible, in which case no "goat" action will be taken).

The shame! A sign must be prominently displayed stating "We Have the Goat." And the squadron playing host to the animal must not be apprehensive of a RSPCA inspection. If the goat should decide to leave for happier pastures where all cans are untarnished then he must be replaced by the offending squadron.

Then there's the niggly fact that if the CO so directs, the squadron responsible for "The Goat" may be required to bring it on parade. It will also be a curb for frolicsome pilots because the brute may be allocated to a squadron as the result of an "incident" should the CO or CopsO direct. But after any 30-day accident free period, Billy must be retained by Operations until required again.

So at Luffenham these days Operations are hoping their goat won't be gotten.



Hiding its face in modesty, the Pranging Goat is presented to the first two lucky winners, F/O's Mick Fikowski and Jim Raine.

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Left: The Chief of the Air Staff talks with members of the Station Pipe Band. On the left is Drum Major Jack Oliver and on the right LAC R. Villiers.

Below: Air Marshal Slemon greets Cpl Neil Griffiths and F/O Dick Wingate. In the background are Cpl Les Lamb and F/O Ken Branch.

Air Marshal Slemon Visits North Luffenham

Screaming 439 Squadron jets aerobating in impeccable formation heralded the arrival of Air Marshal C. R. Slemon, Chief of the Air Staff, on his arrival at 1 Fighter Wing for his annual inspection on April 23.

Although at North Luffenham for only a few hours, Air Marshal Slemon found time to meet the Officers Commanding and pilots of the three squadrons. Inspections included those of the Pipe Band, the Guard of Honour and the maintenance sections.

Considerable time was also spent with the new Flight Simulator. F/O K. Branch demonstrating an exercise under the instruction of F/O Dick Wingate.

Following a reception and lunch in the Officers' Mess, Air Marshal Slemon watched a massed take-off of 50 RCAF and RAF Sabres. He then departed North Luffenham for 30 AMB Langar.



THE MEN WHO WENT BEFORE

By LAC Al Wood

An interesting point brought to light by Air Marshal C. R. Slemon's April 23 visit to North Luffenham was the fact that he is the sixteenth to hold top position in the Royal Canadian Air Force since its inception on February 18, 1920.

In those early days the RCAF was known simply as the Canadian Air Force, and the men occupying Air Marshal Slemon's present day position were known as Directors. It was not until 1938 that the term Chief of the Air Staff was adopted.

The first of a long line was Air Commodore A. K. Taylor, O.B.E., who was director from May, 1920, until March, 1921. Wing Commander Redpath held the reins from March, 1921, until July of the same year, and was followed by

Wing Commander J. Scott, M.C., A.F.C., who held the position until June, 1922.

From July, 1922, to March, 1924, Wing Commander J. L. Gordon, D.F.C., was Director, and was followed in April, 1924, by World War 1 ace, Wing Commander W. G. Barker, V.C., D.S.O., M.C., who stayed just two short months. Promoted now, Group Captain Scott once again took control, his term lasting from May of that year until February, 1928.

Next in line was Wing Commander L. S. Breadner, D.S.C. (who was later to become the first Canadian to hold the rank of Air Chief Marshal), from February, 1928, to April, 1932. Squadron Leader A. Cuffe came next, April,

1932, to October, 1932, and following him was once again Group Captain Gordon, serving this time from November, 1932, to May, 1933.

The next head of the Air Force was Wing Commander G. O. Johnson, M.C., June, 1933, to December 1933. Following Wing Commander Johnson came Group Captain G. M. Croll, AFC, from January, 1934, until December, 1938.

At this stage the position "Chief of the Air Staff" was created, and the first man to hold that title was Air Vice Marshal Croll, who remained CAS from December, 1938, until May, 1940. Air Marshal L. S. Breadner returned at this date, and stayed three years until December, 1943. Next in line was Air Marshal R. Leckie, C.B., D.S.O., D.S.C., who served from January, 1944, to August, 1947.

September, 1947, saw the arrival of Air Marshal W. A. Curtis, C.B., C.B.E., D.S.O., who on his retirement in January, 1953, handed over to Air Marshal Slemon, C.B., C.B.E., C.D., present Chief of the Air Staff.

Queen Approves Medal for Sharpshooting Airmen

Her Majesty the Queen has approved the institution of the "Queen's Medal for Champion Shots of the Air Forces" to encourage small arms shooting skill in the Air Forces of the Commonwealth.

To be eligible for the medal, Canadian competitors must be active members of the RCAF regular force or active members of the auxiliary or primary reserve.

In Canada the medal will be competed for under small arms championship conditions during the annual prize meeting of the Dominion of Canada Rifle Association and awarded to the winner of a competition conducted at these meetings.

The first competition for this medal will be held at the Annual Prize Meeting of the Dominion of Canada Rifle Association at Connaught Rifle Ranges, Ottawa, on

Wednesday, August 11, 1954.

The participants will be required to use Service Rifles without slings and will fire a total of 40 rounds. The shoot will be conducted in 4 phases: deliberate fire at 600 yards, fire with movement at distances ranging from 100 yards to 600 yards, rapid fire at 300 yards and snapshooting at 300 yards.

Made of silver, the medal is circular in form, bearing the Crowned effigy of the Sovereign on one side and on the other the inscription: "The Queen's Medal for Champion Shots of the Air Forces," together with a representation of Hermes throwing a javelin and mounted on a hawk in flight. The recipient's name will be engraved on the rim of the medal.

The ribbon accompanying the award is of dark crimson with three vertical stripes of dark blue, light blue, dark blue, respectively.

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A SUBSTITUTE FOR NOTES ON NOTES

By Roger Martin

Comes sad news this merry month of spring and full-blooming buttercups. Your regular man with the musical message, that crazy mixed-up Terry Axcell, blew his top at an ecstatic off-beat riff and was hospitalised at this month's discery deadline. Hence I'm substituting, and with no more persuasion that it would take to make me jump off London Bridge.

I'm not the only one talking of jumping, incidentally. There's a fairly new Frankie boy waxing now on the stands that's jumped to the stage were it's real gone. Making mention of course of young bloodless Sinatra and his version of "South of the Border," and "I've Got the World on a String."

It would seem to slightly tone-deaf me that this disc heralds the Sinatra return to long-gone glories. Back around the middle forties he was really hitting the tops with "Someone To Watch Over Me," "These Foolish Things," "The Nearness of You," "You Go To My Head" and other ever-lasting standards.

This new release of his, backed by the very precise Billy May Ork, sounds like the wonderful Sinatra we thought had gone for good. A very fine disc.

Must confess I've been a little out of touch lately with what's new in the modern music world. One number I did catch, however, was Jo Stafford's version of a 1925 jazz tune now high on the hit parades as "Make Love to Me." The Stafford girl seems better with each new record. This one is well worth collecting.

So having praised Sinatra and Stafford to the point where you'd think we were brothers and sisters what do I do now? Make with a couple of card tricks, perhaps?

Twenty-three skiddoo and similar jazzily frenetic expressions! I have it! Your taste in music may not be similar to mine, but if you still insist of reading this rather

than go back to work, here's a few of the all-time greats for late-nite sleepy-headed listening.

Dim the lights, shush the house, and pull up the curtain on the divine Sarah Vaughan and "Thinking of You." Three minutes of this Miss Sarah recording and you'll barely have the strength to flip the switch for any of the four Sinatra records mentioned earlier. Should the torchy angle start you sobbing on your pillow, for a little light relief on the finer side of jazz, try Billy Eckstejn and George Shearing "Taking a Chance on Love." A good companion disc is Herb Jeffries' "Million Dollar Baby."

Back now to the sickly sentimental with "I've Got a Crush On You" by the fabulous Ella Fitzgerald and Fran Warren's "One For My Baby." A fitting finale, one to leave tear stains not only on the pillow, but on the carpet and halfway up the walls as well, is "Music, Maestro, Please," . . . Frankie Laine at his best.

With Daddy Axcell off the beat at the moment this seems a heaven-sent opportunity to voice a favourite moan and plead a fervent plea to whatever gods control the destinies of music and musicians. Mention of music makes me sentimental. Spin a couple of my favourite discs and I'll probably come blubber on your shoulder. But just mention an era or a musician now past the peak of public appeal and I could get quite hysterical.

My moan is that the days of the old Benny Goodman Sextettes, Nat Cole Trio, Artie Shaw's original Gramercy Five and the International All Stars seem almost forgotten. They're just a few in a list that could take pages. Anybody know what happened to the good times of Dizzy Gillespie, Charlie Parker, Kenny Hargood and the rest of the boys with the goatees, glasses and bop berets? A little over five years ago they were lead-

ing the jazz world.

And the plea is for the fates to lay off such great performers as Bunny Berigan, Fats Waller and Buddy Clark. Remember Buddy's wonderful, wonderful, "For You"? If you've never heard this disc, leave no dollar unturned until you grab yourself a copy.

Having hit a real blue and maudlin note, must now up the beat a little for a happy finish. So, taking a leaf from your regular storyteller, here's a little boff piece just for you, Baby Doll and Daddy-O:

Our favourite character, the purple bop boy, was sitting in on a small session in lower Manhattan. For two days and three nites he blew warm and cool. His creative urge expended for a spell, on the morning of the third day, he stepped outside in search of a small soda cracker. Immediately the full force of the late-morning sun hit him in the eyes. (He had carelessly left his dark glasses in his horn case). He squinted up at the glaring sun, jaw hanging in surprise. "Man, what's that ever-lovin' thing?" he asked a companion.

"Why, I don't know, Man," his buddy replied. "I'm a stranger here myself."

On the Cover

A fine photo of a Bristol Britannia. These aircraft will soon be with the RCAF on maritime duties.

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Mount Your Hobby Horse

BY LEN FINE

Hobbies are older than civilization itself. Cave Men left us many impressions of their every-day life by scratching pictures on the rock face of their caves, and doubtless many a cave boy had a collection of alligators' teeth, or bird feathers. Later, people fashioned trinkets from such articles. The North American Indians are an example of the many peoples who made useful and attractive items of footwear and clothing from leather.

An important factor in the morale of personnel on an Air Force Station is the "spare-time" activity of those concerned.

For the benefit of North Luffenham R.C.A.F. personnel, and dependants, a Hobby Shop has been opened to help those interested in aircraft and marine modelling and leather-craft. One room of the Hobby Shop is set aside for modelling, and all types of model kits are available, both solid and flying. Adequate space is provided for those who wish to work in the shop but many model-builders are working in barracks and at home. For those interested in leather-craft, a separate room is maintained, and all the supplies necessary are available. There one can work one night on a key-case, or spend many months of spare-time working on an intricate hand-bag. For an outlay of seven to ten dollars in material, one can fashion a bag that would be worth a hundred dollars back in Canada.

The leather-craft room is watched over by Corporal Bowdery, a cook on the station. Corporal Bowdery became interested in this hobby while serving with 414 (Photo) Squadron, working out of Rockcliffe between 1948 and 1950. He has completed many worthwhile items since then, and would be happy to help anyone in choosing from the many patterns available.

The model room is located in the old Commissary, and the leather-craft room is the old NAAFI girls' quarters in the back of the Airmen's Mess. Both rooms are open from 1900 to 2200 hours each Tuesday and Thursday, and every one is most welcome.



Cpl C. D. Bowdery instructs LAC Roland Guilbeault in the fine art of leather-crafting.

Visitors' Day

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

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NEW AIR DIVISION APPOINTMENTS

Wing Commander Harold M. Smith, DFC, 39, of New Westminster, B.C., officer commanding 408 Photographic squadron at Rockcliffe, Ont., has been transferred to Air Division Headquarters, Metz, France.

W/C Smith will be replaced by W/C J. G. Showler, AFC, 41, of Winnipeg, who leaves the post of Chief Administrative Officer at Goose Bay, Labrador. Both officers are well known in the Ottawa area where they have served various appointments.

W/C Smith, who will be Senior Personnel Staff Officer with the Air Division overseas, was born at Edmonds, B.C., but educated at New Westminster.

He joined the RCAF in June, 1941 serving overseas as a pilot and completing a tour of operations with No. 6 Bomber Group. He won the Distinguished Flying Cross for gallantry while on air operations.

Upon his return to Canada he served at Eastern Air Command HQ at Halifax prior to taking the Staff College course at Toronto, Ont. W/C Smith then was appointed Senior Personnel Staff Officer at Air Transport Command HQ at Rockcliffe, moving with that unit to Lachine, P.Q., in August, 1951.

Appointed officer commanding 408 squadron in October, 1951, he has supervised the vast aerial mapping programme in the far north since that time.

W/C Showler joined the RCAF in April, 1940, winning his wings at Camp Borden in October of that year. He served as a flying instructor at various service flying schools and with the advanced instrument flying school at Trenton, Ont., until December, 1943 when transferred to 164 Transport Squadron, Moncton, N.B.

W/C Showler was the RCAF commander of exercise "Muskox" during the winter of 1945-6, the first large scale Army-RCAF northern exercise held after the war.

Since that time W/C Showler has been officer commanding 435 squadron, Edmonton, Alta., a Staff Officer at North West Air Command, Edmonton, commanding officer Station Whitehorse, Y.T., and commanding officer of Fort St. John, B.C.



A scene from the 1 (F) Wing Drama Club presentation of "Hay Fever," by Noel Coward.

DRAMA CLUB TOPS WITH COWARD PLAY

A large bouquet is due the Dramatic Society of North Luffenham Station. On April 28 and 29, the play "Hay Fever" by Noel Coward was presented by the society. The success of the play was evident on the faces of the patrons as they left the theatre.

Amateur theatricals, for some unknown reason, are never very popular with the general public. In this case, however, those who attended were pleasantly surprised. The casting, the acting and the staging were extremely well done. The hard work put in by all concerned with the play was not in vain.

The dramatis personae are as follows: Sorel Bliss (daughter), Cpl Grace Harris; Simon Bliss (son), SAC Norman Watson; Clara (maid), Cpl Bea Uens; Judith Bliss (theatrical mother), F/O Nell Ross; David Bliss (novelist father), Cpl Frank Clarke; Sandy

Tyrell (athlete), Cpl Ralph Lundin; Myra Arundel (vamp), Sgt Fran Haugen; Richard Great-ham (diplomat), LAC Nick Saffin; Jackie Coryton (flapper), Mrs. Phyllis Guilbault.

Director, F/O George Moore; stage manager, F/O A. L. Cunningham; stage assistants, Sgt Devins, Cpl Slater, Cpl Johnston, Cpl Cann; backstage attendants, LAW Austin, LAW Todhunter, LAW Lott.

Future productions will require actors, actresses, stage crews, directors and lighting crews. The list is endless. If you have any bent for the theatre, keep an eye out for notices concerning proposed productions. Who knows? You may be another Gregory or Ava.

Congratulations to the Dramatic Society for their splendid effort. The next production is eagerly awaited.

THE ENGLISH SHAKE HANDS

BY DOROTHY L. KOSHUL

[This article was written by a Canadian serviceman's wife now living in Stamford. It covers well the problems faced by both the Canadians and the English in their everyday relations, and explains what is being done in this district to alleviate these problems.—Ed.]

Among the pros and cons of living on a military station can be listed one important but rarely mentioned disadvantage—the lack of contact with permanent residents in the area. With its own shopping and entertainment facilities, church and sometimes school, the station is a completely self-contained unit, and there is very little to call its personnel outside the main gates.

The unfortunate result of this situation is illustrated here in England, where we have a large group of Canadians living in their almost isolated community, with little chance of getting to know the residents of even the nearest towns. Yet this lack of experience will not stop the visitors from forming their opinions of the country and people of which they know so little, and they will return to Canada repeating, with all the authority of one, two or three years' service in England, the worn-out tales of unfriendliness and snobbery.

Those of us who are fortunate enough to live off the station, sharing accommodation with English people, know how wrong, and how harmful, this talk can be. We have the opportunity to learn the reasons behind the innumerable differences of speech and custom, courtesy, dress, food, housing and working methods, and of discovering a very basic truth—that differences do not make either country better, or worse, than the other.

Perhaps the most unfortunate result of this talk is the reputation for unfriendliness which has been given to the English people. Canadians are reared in a free and easy atmosphere of immediate welcome and swift hospitality which they have inherited from their lonely pioneer forebears. The English-

man's extreme respect for his neighbours' privacy seems strange to us, but it is *not* unfriendliness. When they know that their overtures are welcome, the English prove themselves warm-hearted and generous in their help and friendship.

Realizing this difficulty, the people of Stamford, Luffenham's nearest town, have made the first move toward more cordial Anglo-Canadian relationships. It is very fitting that this move should come from the YMCA, an organization well known in Canada for its hospitality and fellowship.

During the week of the Mid-Lent Fair (one of the very few remaining town fairs in the country) many Canadians came to the Y

canteen at "The Sign of the Maple Leaf" to share hamburgers, cokes and conversation with the Stamfordians. The idea for this canteen was born in a discussion between English and Canadians, and could not have been carried out without the co-operation of the Canadian service wives and the hard-working YMCA Ladies Auxiliary.

Now the Y shakes hands a second time—with Saturday night square dances, popular on both sides of the Atlantic. The first of these fortnightly socials is to be held early in June. Mr. Geoffrey Peters, Secretary of the Y, has asked both Canadians and English women to be hostesses—Mrs. Doris Cobbold and Mrs. G. M. Boyfield from Stamford, and three service wives, Jene Coulas, Lillian St. Laurent and myself. Canadians should not lose this chance to enjoy an evening's dancing, and to return a gesture of good-will. It is our turn to disprove any rumours of unfriendliness or snobbery.

There is one more important point. If they care to take advantage of it, Canadians have the opportunity to meet English people in many situations and places in the country, to gather much experience before they form opinions. But our hosts are unable to learn about our country except through us. I sincerely hope that, remembering this, we will prove ourselves worthy ambassadors for Canada.

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TOWER TOPICS

(or, Do You Know All the Answers?)

BY METYPE

Question 1. What do you do if a Sabre reports flying through the heat barrier?

Answer 1. Detail an NCO to ride after him with a defroster.

Q2. You are doing the routine runway check; at 0.836 hrs the brakes fail on your vehicle, followed at 0836½ by a total failure of the steering, leaving you running down the centre of the main runway at 40 knots. At 0837 you see one of 410's merry men coming towards you at 100-105 knots. What do you do?

A2. Duck.

Q3. What action should you take upon receipt of a very severe frost warning from the Met. Office?

A3. Issue all tower personnel with sun-glasses and look up treatment for sunstroke.

Q4. The station is on an exercise at 0430 hrs. You, as duty controller, are sleeping in the tower and, after 4½ hours of restless agony, manage to drop in on the Land of Nod at 0330 hrs. At 0331 hrs 426 Sqn. rings through to ask for news of the next North Star. What do you tell them?

A4. (In the interests of morality protection for Tower personnel, we refrain from printing the answer to this question.—Ed.).

Q5. A loud explosion is heard from downstairs; F/O Campbell, at an estimated speed of 0.8 mach, enters the control room through the floor leaving through the roof some fraction of a second later. What, in your opinion is the correct procedure in this instance?

A5. Beyond ensuring that he files his flight plan en route

through the tower, there is nothing here to cause unnecessary alarm. The keen controller, would, however, contact Met. for possible diversions.

Q6. There is now (see question 5) a hole in both floor and ceiling of the control room. What do you do about it?

A6. Get the Clerk of Works to plant one of his Christmas trees in the floor of the building; then in about 65-70 years, when the tree has grown throughout and filled the holes, you can have a jolly time at being Tarzan in the branches.

Q7. You arrive on duty to find there is no 'Windolene' to clean the CRDF. What course of action should you take?

A7. Call Northside 777.

Q8. (We leave you with this one). You are duty controller; it is dark outside and raining heavily (Met. reports 9/8 at 123' 4" and visibility 0 yds.). A squadron of Sabres is approaching North Luffenham at 700 knots IAS at angels one and requests homing, QGH, and GCA. Two of the runways are unserviceable and on the third you notice the contractors have left a bulldozer, several heaps of stones and a crater some 35 yards across. After clearing the Sabres to land, you realise that perhaps you are being rather optimistic—but you are too late! The transmitters have gone unserviceable and at this moment a C-125 calls Mayday directly over North Luffenham and attempts a landing on the signals square; Prestwick phones with gen on the next but three North Star, Watnall calls for a bearing on Congo Dog who is apparently calling practice security, and the Met. Office issues a thunderstorm warning. What now?

A8. (As we said, we leave this one to you).

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APRIL WEDDINGS

Right: LAC E. P. Yaniszewski and Mrs. Yaniszewski cut their wedding cake. The bride was formerly LAW Louise Gates from Rindap, Alta.



Below: Cpl and Mrs. Reid sign the register following their April 19 marriage. The bride was formerly Miss Anne Warburton, of Leicester.



LIBRARY LORE

BY MISS M. A. BALL

"The Dwarf." Par Lagerkoist.

The story is narrated by 'the dwarf,' who is mascot, plaything and evil genius at the court of an Italian Renaissance prince. The dwarf is a colourful figure, but very sinister, who inflicts evil on many at court, including the princess. This book is short, but brilliantly written, and recommended.

"Freedom The Spur." Gordone Instone.

A story of people of occupied Europe who gave their lives during the Second World War, enabling Allied Service Personnel to escape, live and fight.

"Independent Company." Bernard Callinan.

The 2/2 and 2/4 Australian Independent Companies in Portuguese Timor, 1941-1943.

"Tumult in the Clouds." Andrew Cunningham.

Other great war stories all of which have been made into films. "The Red Beret," Hilary St. George Saunders. "From Here to Eternity," James Jones. "The Cruel Sea," Nicholas Monsarrat. "The Wooden Horse," Eric Williams.

For those who enjoyed "The Little World of Don Camillo" and "The Prodigal Son" by Giovanni Guareschi, there is yet another in the series, "The House that Nirio Built."

"Complete Short Stories," by W. Somerset Maugham (3 volumes).

"The Sleeping Beauty," Elizabeth Taylor.

"Heaven pays no dividends," Richard Kaufmann.

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Left: F/O and Mrs. J. Raine seen leaving the Station Chapel after their marriage on April 27. Formerly Miss Kay Woods, the bride came from Portage le Prairie, Manitoba.

Right: Married in Oakham on April 27, F/O and Mrs. Mick Fikowski. Mrs. Fikowski, another Portage le Prairie girl, was formerly Miss Connie Marks.



SPORTS REPORT

BY SGT MASON

Soccer

Saturday, May 15, will see 1 (F) Wing's soccer team once again in pitched battle with the USAF Burtonwood Gunners. Determined to avenge their crushing defeat at American hands during the first game, the local team has been at hard practice in preparation for this American Armed Forces Day game.

The Wednesday following the first game of this series saw the Luffenham team once again at full strength with the inclusion of Jack Logan, Johnnie Knight, Ivor Limbrick and the versatile Doc Baker. The Canadians were matched against a very lively team from RAF Newton, and as an experiment Bill Wardlaw was switched from left full back to right wing, and Jack Putman from left half back to centre forward. The first period developed into an expected settling down process, but after the intermission, 1 (F) Wing began to play as a team and finished the match with a comfortable seven goals to five.

The soccer season is now almost at its close, and when the early shaky start is taken into consideration, it becomes evident the Canadians have a much better record this season than last. High hopes are held for top successes in the coming year.

Darts

In the consolation Darts Tournament held on April 12, Sgt Jock Harley emerged individual Darts Champion of No. 1 (F) Wing.

Although only fourteen competitors entered the tournament, there was keen competition throughout. Sgt. Harley gave a fine display to become the sole undefeated player in the first round, and then go on to defeat F/O J. Oliver for the North Luffenham Championship in the second.

Basketball

Although No. 1 (F) Wing did not enter a team in the local RAF basketball league this season, the station club has been very active, playing at least two games a week throughout the season.

In most cases the opposition was not particularly strong, and the Canadians invariably coasted home to a comfortable victory.

The outstanding performance of the season was against a strong team from Loughborough College. The final score was 34-33 to the Canadian squad, but it was tough and go all the way.

In the RAF Challenge Cup, Cpl Guilbeault, and LACs Munn and Luker joined the RAF Newton team in defeating RAF Cranwell in the first round. For the British Open Championship the Canadians again combined with RAF Newton. F/O Marshall, Cpl Guilbeault and LACs Munn, Hopkins and Luker were the station representatives for this tourney. A comfortable win in the first round was followed by sudden defeat from a very fast Birmingham outfit in the second.

The basketball schedule for the season has now been completed, and considering the inadequate facilities available, the 1 (F) Wing team has made quite a name for itself.

News and Views from Mobile Equipment

BY LAC K. M. GELDERT

Once more we come back into the limelight after a lapse of a few months. The last submission that was sent in was by LACs Bollo and MacDonald. This time we have another change with Cpl Lundin and LAC K. M. Geldert taking over. This will be our first attempt.

To start, a few of our boys are taking flying lessons. I guess they are not going fast enough on the ground, but anyway the best of luck to them. We would like to take this opportunity to welcome a few new boys to this section, namely Sgt Schoor from 25AMB Calgary, Sgt Anthony and LACs Burrell, Brown, Dawson, Davison, Wood, Martin and Webb. We hope that their stay at 1 (F) Wing will be a pleasant one. We would like to say "cheerio" to Sgt (Ruggy) Barton, and Cpl (Carl) Pettigrew who are both leaving shortly for Canada.

The Brotherhood of Batchelors is getting smaller all the time, and if reinforcements do not arrive soon, a collapse of the Brotherhood is imminent.

We have had a new addition to the Orderly Room staff, one of the fairer sex, Mrs. Jean Coulas, who lives in Stamford.

It is rumoured in the ME Section that a certain guy who is always on T.D. but does not belong here, is taking the big step. Here's hoping he likes the life.

Our ME Party, held in Edith Weston Hall on April 9, really went off with a bang. A presentation was made to F/L J. E. Reeves. This was a briefcase from the boys. Here's hoping he likes his new posting. Among the guests who attended the party were W/C and Mrs. Edser, S/L and Mrs. Byrne, F/O and Mrs. Balfour and F/O and Mrs. Oliver.

That ends it for this month but we would like to give you a hint on safe driving :

**YOUR CHANCE OF SURVIVAL
DECREASES WITH SPEED —
DRIVE CAREFULLY.**

Accounts Chatter

BY LAW L. V. STROBEL

We lost one of our staff recently, when LAC Phil Robinson who has completed his tour of duty overseas, returned to Canada. He is now at Station Toronto, and since Toronto is also his home town, this posting was very welcome. Shortly before he left, there was a farewell party, with a presentation of a miniature Sabre, which will be both a remembrance and souvenir of this Wing.

Congratulations are in order to Flight Sergeant Ridley and Corporal Kitty Sears, who received promotions in April. Needless to say, the customary celebrations took place.

Squadron Leader Brown is the first in the Section to take leave for the new year, and is away at the present time.

Adele Tindall is back at work, after her recent trip home to Tor-

onto. From all reports, she had a great time and especially enjoyed her mother's cooking. The trip itself was a little rough though and Adele doesn't care to see another oxygen mask for a long time.

Pat Glover was also a recent visitor to Canada. After the noise and bustle of Windsor, doesn't the station seem a little quiet, Pat?

For the interest of inventory holders this station is departing from normal barrack accounting procedure. Normal station barrack equipment such as tables, chairs, etc., are progressively being transferred from the Unit Barrack Account to section inventories. All personnel will note that this type of equipment must not be moved from its present location without prior approval from the section inventory holder.

The rate of exchange for the month of May is \$2.74.



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



Leave—Types Thereof

(1) Annual—This type of leave is taken only if the applicant is in a state of mental depression verging on suicide. Marriage is an alternative reason. It will be more convenient for the Station Medical Staff if the tonsils and other body accessories could possibly be removed during this period of leave.

(2) Compassionate—On application, one death certificate of any one Grandmother or Grandfather (the former being given first preference); one pint of the deceased's blood (not more than two degrees below body temperature), plus one air tight vial containing last breath, stale or otherwise, must be submitted.

(3) Sick—Should all efforts to cure be abandoned, applicant will be granted 24 hours to select his or her personal plot in any cemetery chosen at random. If the applicant cannot find one to his or her satisfaction, they are to return to the parent unit. Should the patient recover during the 24 hr. period any physical or mental enjoyment is prohibited by Martial Law.

(4) Embarkation—This leave is a privilege. Applicants on this type of leave are to proceed directly home and remain there until such time as leave expires. He or she shall return having in their possession the following: Parents' written consent for overseas duty; rubbers, one pair, Air Force issue; one box nausea pills, seamen's type; Foreign speaking guide booklet; One clean handkerchief; One cricket bat (all American); YO-YOs found in kit will be frowned upon by Customs.

(5) Disembarkation—The above procedure is to be reversed.

(6) Isolation — Personnel returning to civilisation on isolation leave will be escorted through towns and cities by a qualified Zoo keeper. Any such applicant found swinging from telephone poles, trees, etc., in a manner unbecoming an airman will be seized, impounded, and disciplinary action taken. The blazing of lamp posts in large cities is unnecessary. Clothing is compulsory.

AUTHORS (ON LEAVE)

Since the last report of 441 ground staff, there are multi new faces to be seen around. We say welcome to them all and hope their stay with us will be a happy one.

Congratulations to all the lucky fellows on April 1, and to the unfortunate ones, better luck next time.

Cigars were passed around on April 29 by Leo Cartrand. His wife presented him with a baby daughter. Father seems to be doing nicely.

Anyone wanting the GEN on Copenhagen should see Steve Forchuk. He knows it from all angles. His photos prove it.

Who won all the prizes at the Bingo? Our boy Kuchma, naturally. 3 prizes plus 50 pounds. Good show Steve, are you buying the beer?

"Talbot" Parker is now an authority on Zenith carbs, having graduated from transmissions.

We would like to say "Good Show" to Jock Harley on winning the Station Darts Tournament. Did you have your darts harmonized, Jock?

WO2 Bowes has left us for the safety of Wing Maint. He says his "Zodiac" would look out of place parked at 441.

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The weeks have rolled by, and once again it is time for our monthly chat on Squadron news.

Nothing much of interest has happened since last issue, and most of this article concerns news of original squadron lads being posted home.

In early May we say goodbye to Cpls Roy Hickey and Percy Platt, who are off to Edmonton and Rockcliffe. Later in the month about 25 other postings, ranging from Greenwood to Sea Island, fall due. The squadron will certainly be talked about from coast to coast in Canada.

Only a few donikers are left of the original squadron that left Canada two years ago, but that is service life. Make a few friends, get a good bunch of lads together, and "Hey Presto!" along come the postings and we start all over again.

Wherever the boys are going we wish them all the best, and I am sure that the two years they have been at North Luffenham will have produced many happy memories. I feel sure, too, that when they are having a small beer in the canteen or some down town hotel they will talk about the pints of beer they drank in England, and wish they were still over here with us.

In closing, congratulations to Sgts Ed Harder and Bob Newman on driving new cars... many happy motoring miles.

By the time this article is in print, we shall have had another squadron party, and I hear in advance that it is really going to be a wow. It should supply lots of material for my next month's article.

Yours Fraternally,

LAC "AL" Wood.

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21558 WO2 P. A. Thompson.
21519 WO3 A. D. Cooper.
2290 WO2 J. J. Cook.

Promoted to the substantive rank of
Warrant Officer Class 2 eff 1 Apr. 54.

23704 F/S T. E. Killa.
9775 P/S W. B. Sabourin.

Promoted to the substantive rank of Flight
Sergeant eff 1 Apr. 54.

25959 Sgt A. E. MacKenzie.
22681 Sgt L. R. Bergeron.
23049 Sgt A. G. Christie.
21068 Sgt T. H. Ridley.

Promoted to the substantive rank of
Sergeant eff 1 Apr. 54.

16297 Cpl P. A. Moran.
27512 Cpl A. C. Springate.
22789 Cpl A. G. Lowry.
22443 Cpl F. A. Ashby.
23631 Cpl A. L. Rand.
24898 Cpl D. R. L. Parkinson.
13389 Cpl G. R. Hempstock.
13718 Cpl O. Bodnoff.
25122 Cpl W. G. Foster.

Promoted to the rank of substantive
Sergeant eff 1 Apr. 54.

41208W Cpl F. J. Haugen.
14247 Cpl O. W. Cooper.
25386 Cpl M. Warobey.

Promoted to the rank of substantive
Corporal eff 1 Apr. 54.

13027 LAC W. D. MacKay.
45495 LAC L. C. Jamieson.
36931 LAC O. N. Sweeney.
32591 LAC L. B. Kingyens.
35417 LAC E. E. Reimer.
29924 LAC E. D. Lindsay.
35895 LAC B. R. Fulton.

17047 LAC D. A. Armstrong.
27580 LAC W. I. Wardlow.
32964 LAC J. N. J. C. Gosselin.
29193 LAC B. E. Paterson.
33337 LAC H. K. Gehring.
35987 LAC J. M. G. Gagnon.
36937 LAC R. M. Embury.
27589 LAC A. Harvatt.
39839 LAC J. Y. Chamberland.
28730 LAC J. C. G. Carignan.
14509 LAC J. W. Logan.
29768 LAC G. L. Phillips.
29164 LAC J. L. A. Chartrand.
41300 LAC J. H. McKee.
24879 LAC T. C. Fisher.
32056 G. B. Rayner.
37497 LAC P. B. Dorutty.
36890 LAC A. E. Luker.
36758 LAC J. M. Pilon.
37526 LAC L. P. Raiche.
39898 LAC J. R. Scarfe.
37557 LAC R. S. McDonnell.
16085 LAC C. T. Hodgson.
80047 LAC L. E. Taylor.
15188 LAC J. G. Henderson.
19222 LAC J. D. Graham.
13241 LAC S. T. Williams.
35914 LAC K. MacDermid.
14926 LAC O. D. Currie.
29933 LAC G. D. B. Jones.
33231 LAC H. G. Ferguson.
35942 LAC J. E. Hache.
37801 LAC P. T. Clarke.
39174 LAC J. A. Losler.
48051 LAC L. R. Fleet.
30311 LAC J. H. A. Delorme.
37735 LAC C. E. McDonald.
41539W LAW A. V. Hearty.
48032W LAW K. M. Sears.
46602W LAW N. D. Schofield.
43743W LAW K. M. McLean.
41279W LAW N. D. Holt.
46134W LAW M. E. A. Culligan.
41577W LAW A. J. M. Lloyd.
22328 LAC J. A. Meagher.
29027 LAC P. L. B. Harvie.
48121W LAW J. E. Radford.
50187 LAC W. G. Hodgson.
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elizabeth arden writes on

GOOD LOOKS FOR THE LARGER WOMAN

Figure

Beauty depends on proportion, and the woman who is larger than average will achieve her best effects by concentrating on line. It is she who can often carry off the dramatic fashions that would be too overpowering for a small woman. Even the real 'outsize' can look well if proper attention is paid to carriage and good posture. The woman of heavy build must watch her diet, so that though she may be big, she is not flabby. Too much starch or sweet food is bad. Alcohol should be avoided—snacks between meals should be cut out.

Try to keep the figure in proportion. A woman who has big bones and who is frankly well covered, can often present a better appearance than one who has allowed her figure to become badly proportioned, i.e., hips much too large for her bust measurement, or a badly thickened waist, or rolls of flesh round the diaphragm. These faults can only be corrected by diet and exercise, though they can be helped by attention to posture, clever corsetry and correctly chosen clothes designed to restore correct balance.

Posture

Stand erect, chin in, back straight but not stiff, with the "line" balance from shoulders to ankles. Keep the tummy tucked in and the 'derriere' in too. Avoid the tendency to push the chest out like a capital "S." The correct stance is like the "I" in Ideal!

Figure Control

The larger figure requires a well made foundation garment to control and support, but do not rely on this entirely. By exercise and good posture learn to achieve muscular control, making your own muscles do their appointed work of support. Bending and stretching by exercise and by

doing household chores such as bed-making — (excellent)—sweeping and digging in the garden all help to exercise the back and abdominal muscles and to keep you supple.

Feet

It is most important to have really well-balanced, well-fitting shoes. As the feet have to carry extra weight, the shoes must be made to give support where needed so that the balance of the body is preserved. Be sure the toes are long enough. Heels should be only of moderate height. A plain court shoe gives an appearance of slenderness to the foot and this season is the smartest shoe of all.

If the ankles are thick, avoid strap shoes or anything fancy. For walking a low cut Oxford is the most flattering and the most comfortable, but alas—they are exceedingly difficult to find! The plainer the style, the more becoming it is to the large foot. Some big women have small feet, but they should avoid shoes that emphasise this as the effect, far from being flattering, will be the reverse, as it will be top heavy.

Hair Style

Coiffures should aim at giving a really good shape to the head. Avoid styles with hair hanging low at the back as this will make the neck look thicker. Brush the hair up and off the face in soft waves rather than curls. Short hair should be cut and waved to give a good line and should not be so short as to give a masculine appearance, but short enough to maintain a clear head outline. It may be brushed across the back of the head or if it is softly curled, brushed upwards. This depends on the shape of the head, and is best left to the skilful advice of a first-rate hairdresser.

Be specially careful to avoid

'little girl' styles or anything with a downward line. Soft waves are more flattering than small crimped waves or little curls. A big woman requires a style that has a certain dignity, simplicity, yet is youthful and smart. Long hair should be dressed with soft waves and kept up at the back.

Make-Up

Much can be done to give a full face a more oval appearance. To disguise fullness round the lower part of the face, use a foundation that is darker than that applied to the rest of the face. Beginning just in front of the lobe of the ear, pat in the darker foundation along the side of the face to the contour, "shading" that area you wish to be rendered less obvious. It is, of course, most important to blend out the edge carefully so there is no visible 'join.' (Where the lighter foundation is used on the rest of the face). A nose that is too thick may be made to look more slender by using a darker foundation on it. The same applies to powder. Use a lighter and darker shades in exactly the same way as the foundation.

Rouge should be applied just beneath the cheek-bone, starting in the centre of the cheek and blending the rouge out very carefully, up towards the eye, and outward across towards the ear. BE VERY CAREFUL that the rouge is blended out so there are no hard edges.

The discreet use of eyeshade helps to make the eyes look larger and more interesting, thereby focusing the attention on them and away from the rest of the face which may be less attractively proportioned.

Lipstick should be selected to harmonise with the costume colour. In making up the lips avoid a "cupid's bow" and follow the natural outline of the lips.

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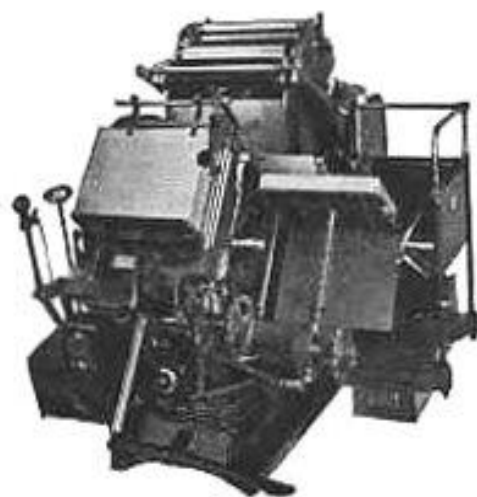
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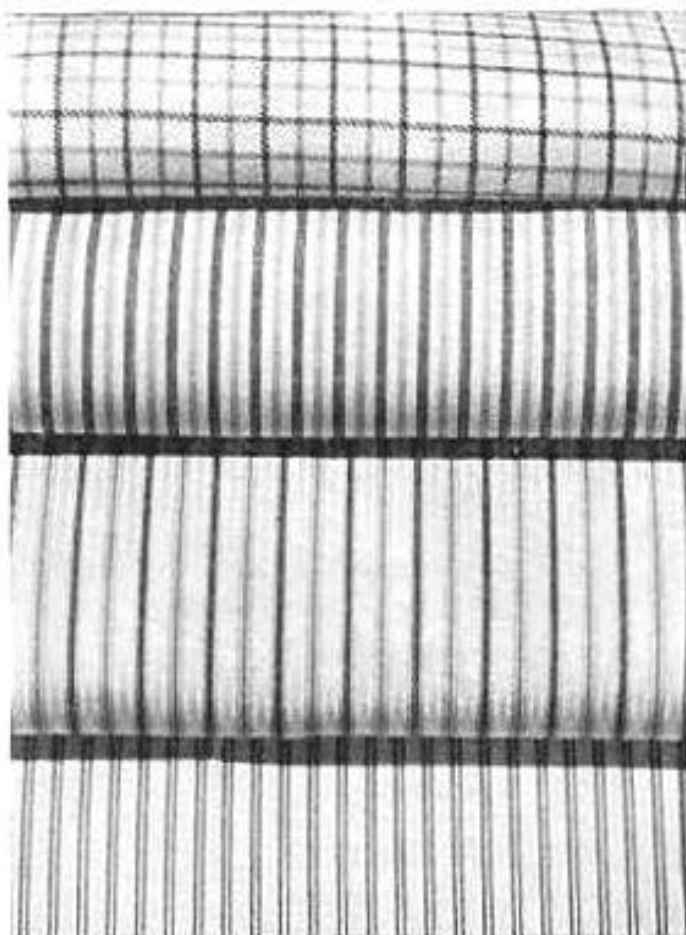
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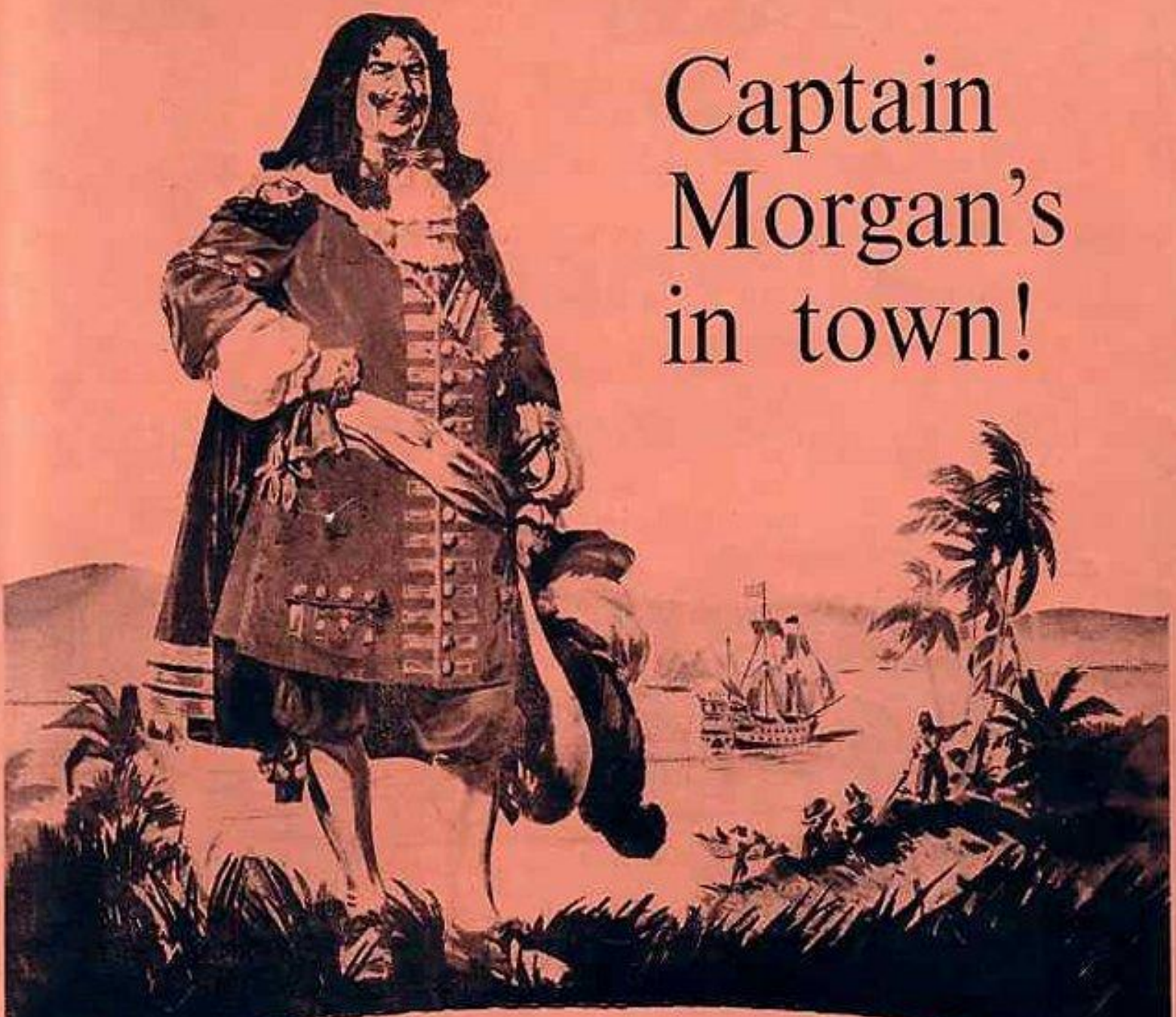


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