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VOL. III

No. 8

JULY, 1954



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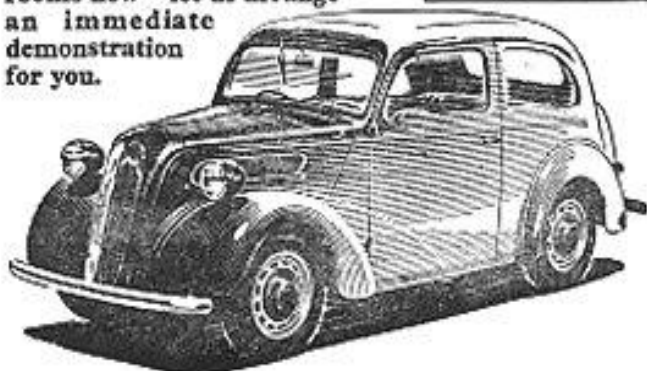
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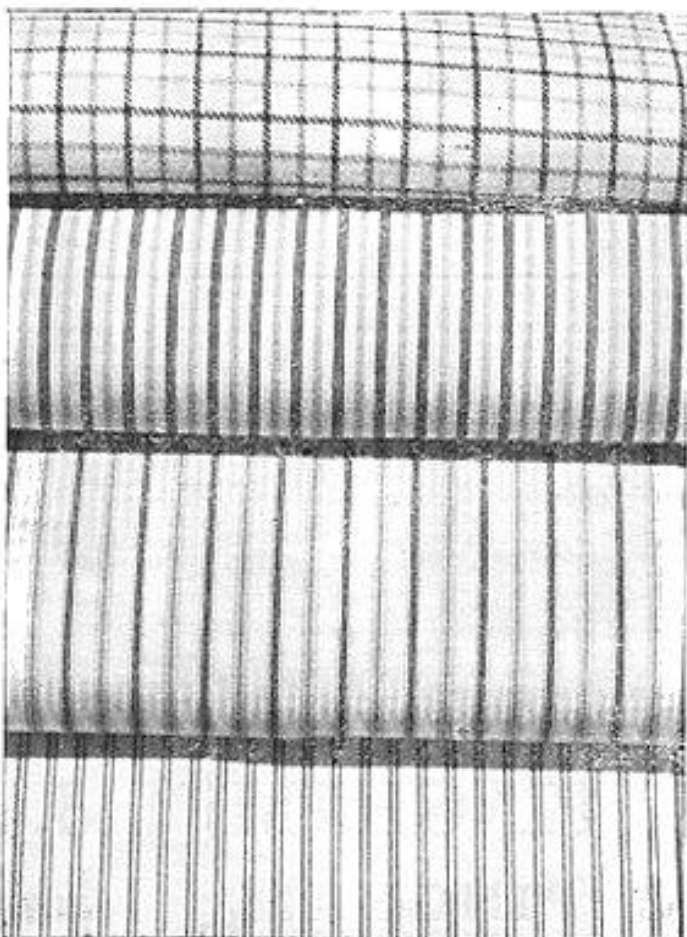
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Talepipe

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In This Issue

Editorial	Page 5
Bisley Shoot	Page 7
Letters	Page 8
New School	Page 8
P.O.W. Released	Page 8
U.S.A.F. Decorations	Page 9
Teamwork	Page 10
Notes on Notes	Page 12
New Medical School	Page 13
A Dreamer's DROs	Page 14
Para-Rescue Badge	Page 15
Coventry Air Display	Page 16
Airlift Ends	Page 18
The Mad Photographer	Page 20
A Coming Crisis	Page 22
Sporting News	Page 24
Russell on Concrete	Page 25
NATO Appointment	Page 26
The Gentle Perfume ...	Page 28

a movie with a moral

The other evening we dragged the editorial body off to the front row of the local movie house. One of these double feature, squirm inducing shows, with the top half being a technicolor extravaganza featuring music, women, sex and sin. (We have not necessarily listed these in the order of importance).

For ninety ulcer-twitching minutes we were battered emotionally by neurotic actresses with green eyelids, handsome males with guilt complexes and homicidal tendencies, desperate comedians and the intriguing story of one woman's struggle against fate, four men, a brilliant career in the theatre, alcoholism and the problem of euthanasia as applied to cliché-ridden movie producers.

Came time for the commercials and the goodies and we were exhausted.

Bottom half of the bill was a show supposedly for the children. A Roy Rogers' story. It was the first one we had seen in quite some time, but we guessed it was typical of a Rogers' movie. And get this: we were mightily impressed.

Not by the story. It was drivel. Not by the acting. It wasn't. What impressed us so much was the manner in which Rogers played the cowboy hero. We understand his portrayal is the same in each movie, and as he has made several,

you must have noticed it at one time or another.

The Rogers' hero is the man who does not smoke and does not drink. Nor does he swear. When he fights the villain, it's strictly on the up and up, and the villain always draws first. The hero never loses his temper. He is also polite to old ladies, and will not hesitate to rumple the hair of the freckle-faced kid standing conveniently near-by. He's always freshly shaven, and unless he's just been slugging it out with six or seven baddies, his shoes are shined and his pants neatly pressed.

With the ladies he's a killer. But in a gentlemanly way. Always the first to their aid, but never around when it's time for the mush stuff. And, of course, he always rescues the lady, who's always in distress, and always captures the crooks, who are always very crooked.

Alright, so it's a kids' movie we've been seeing. With a kids' plot and a kids' hero. But also it's a movie in parts for an awful lot of grown-up kids.

Somewhat more than several bodies of our acquaintance could benefit greatly from watching the King of the Cowboys in action. Believe it or not, there's a message and a moral to all the kids in a Rogers' film, and if the kids can get the message, so, Brother, can you.

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CANADIANS COMPETE AT BISLEY

Four sharpshooting airmen from North Luffenham are competing at the National Rifle Association Annual Meeting at Bisley, Surrey, and at least one of them will come away with a coveted prize.

Flight Sergeant W. H. (Bill) Wilkinson, of Everett, Ontario, won out over 500 other marksmen the second day of the meet in the kneeling shoot of the Service Rifle Championships.

The four Canadian airmen are guests of the Royal Air Force and are quartered in one of the hundreds of tents at the Bisley Camp. The four are from RCAF No. 1 Fighter Wing, North Luffenham.

They are Flight Lieutenant Bill Palmer, of Moncton, N.B.; Warrant Officer One P. A. Thompson of Saint John, N.B. and Lunenburg, N.S.; F/S W. H. Wilkinson, Everett, Ont.; and Sgt R. H. Cunnington of Toronto.

F/L Palmer and his group are members of the RCAF North Luffenham Full Bore Rifle Club.

Flight Lieutenant Palmer and his team have been practising evenings and week-ends for the Bisley shoots. Practising is done either on the station range or on a larger rifle range forty miles from North Luffenham.

"My boys have been working hard, spending their days off out on the ranges," F/L Palmer said. "I'm proud of them because they're shooting quite well out here."

"The first thing they did when they arrived at Bisley was to take their rifles to the gunsmith. They look after those rifles better than they look after their own teeth," F/L Palmer added.

The rifles belonging to the team are ordinary RCAF issue. They have been "lovingly cared for" and the men are making certain that their rifles will never again be used for parade square drill where they might be thrown out of line.

All the North Luffenham airmen are experienced sharpshooters, and have entered many competitions in England, Europe and Canada.



The North Luffenham rifle team competing at the Annual Meeting at Bisley. From the left: WO1 P. A. Thompson, Sgt R. H. Cunnington, F/S W. H. Wilkinson and F/L Bill Palmer.



Boy Scouts leave for Scotland. There's good reason for the happy smiles, for these Boy Scouts from 1 Fighter Wing and Air Division H.Q. are about to leave for ten days' camp at the 5th Scottish Jamborette.

Letters to the Editor

Dear Sir,

You have been asking readers to send letters to you, so here goes. We have been wondering if you could give us some definite word about the moving of 1 (F) Wing to France. I was in at the beginning at Gros Tenquin and wondered if our new station would be anything like that.

Since I am very interested in what we will find when we get there I would appreciate any information you could supply.

Yours sincerely,

Airman.

• (The following is an official reply to the above letter.—Ed):

It is anticipated that the move of 1 (F) Wing to Marville will be completed by April '55. This will obviously entail a certain amount of advance party activity which should commence in the autumn of this year, on a relatively small scale gradually building up to the complete move by April '55. It is expected that a number of married quarters will be available at that time, but that final completion of these quarters will not take place until after the unit is completely moved. It is also expected that the majority of the main buildings will have been completed and that we will not be faced with too many of the problems often attendant upon the opening of a new unit. During the initial stages of our occupation of Marville, however, personnel must not expect matters to run as smoothly as they do at North Luffenham. This is to be expected when opening any new base, but in this case no major difficulties are expected.

The layout of the station will be similar to that of 4 (F) Wing, and all quarters will be of one storey variety and should prove very comfortable. Station facilities for entertainment and recreation will be much better than they are at Luffenham and are expected to include bowling alleys, drill hall, a large snack bar, separate accommodation for the corporals' and airmen's clubs, and a swimming pool. A commissary will be "set up" on the unit and will probably carry a

broader stock of items than is the case at present at North Luffenham. This will, however, depend upon the price and availability of products in the local area. In general therefore, Marville as a station will provide all of us with better accommodation, and better facilities for recreation than is the case at North Luffenham, and while there may be a few "teething" problems, these should be relatively minor in relation to the other benefits we shall receive by moving on to a brand new base.

NEW SCHOOL FOR LUFFENHAM CHILDREN

Children of 1 Fighter Wing personnel will soon be receiving an all-Canadian education here at North Luffenham.

Eight rooms in Barrack Block 62 are now being re-designed to accommodate upwards of 150 children.

The school, to be staffed entirely by Canadian teachers, will begin its first term on this station on Tuesday, September 7. Courses will cover the requirements of the Province of Ontario Separate School Board and the Department of Education, and will include both Roman Catholic and Protestant religious training.

Eight teachers, the majority women, will instruct in all grades from kindergarten to grade 13. Above grade 10, Ontario standard, the teachings will be based on Ontario Correspondence Courses. Instruction at this level will consist of tutoring and supervised study. For all grades, Canadian textbooks will be supplied free of charge.

Children of personnel who are living in the immediate vicinity of the Station will be required to attend this new school rather than the Edith Weston Primary School. Those who live in the neighbouring districts, however, may or may not attend as the parents so desire.

Depending on enrolments, children who will be five by June 30 next year may begin kindergarten training when the school opens in September.



S/L A.R. MacKenzie, D.F.C.

RELEASED FROM CAPTIVITY

Longtime 1 Fighter Wing members had reason for great rejoicing early last month when official word was received of the pending release from captivity in Korea of S/L A. R. MacKenzie, DFC, former OC of 441 Squadron.

S/L MacKenzie left North Luffenham in October, 1952, to fly with the USAF in Korea. Two months later he was posted as missing in action. Following combat with enemy MiGs, his Sabre was seen spinning in flames over North Korean territory. His fellow pilots did not see his aircraft strike the ground, but neither did they see the welcome blossom of a parachute.

Although no word was received for many months of S/L MacKenzie's fate, many believed he had survived the crash and was held prisoner by the North Koreans. This belief was finally borne out when the Communists released his name last month as among those to be freed from prisoner-of-war captivity.

CANADIAN PILOTS WIN AMERICAN AWARDS

The President of the United States has approved the award of the United States Air Medal to four Canadian airmen for their meritorious achievements against the enemy while flying F-86 Sabre-jet aircraft with the U.S. Fifth Air Force during the Korean conflict.

Citations show that Squadron Leader W. W. (Bill) Fox, Squadron Leader John MacKay, DFC, Flight Lieutenant William H. E. Bliss and Flight Lieutenant Robert D. Carew "through their personal courage, outstanding airmanship and exemplary devotion to duty have reflected great credit upon themselves, the Far East Air Forces, and the Royal Canadian Air Force."

S/L Fox, 34, of Victoria, B.C., joined the RCAF in 1941. After completing his pilot training he flew with 115 Bomber Reconnaissance Squadron on the west coast of Canada and Alaska. On completion of this tour of duty he was employed on transport operations in Europe until the end of the Second World War.

During the Korean conflict S/L Fox served with the 51st Fighter Interceptor Wing for the period of June and July, 1953. During this time he completed 20 combat missions against the enemy and was commended in the citation for "his courage, aggressiveness and proficiency which contributed greatly to the ultimate success of the assigned missions."

S/L MacKay, 34, of Winnipeg and New Westminster, B.C., joined the RCAF in 1941 and following graduation from flying school, was selected for flying instructor duties in Canada. He went overseas in 1944 and joined 401 Fighter Squadron flying Spitfires. During operation with this squadron he won the Distinguished Flying Cross and Bar for "outstanding leadership and gallantry in the face of the enemy."

During his Korean tour in April and May, 1953, he served with the 39th Fighter Wing. The citation for S/L MacKay's Air Medal states that "he demonstrated outstanding professional ability during sustained combat air operations over North Korea," and, "that despite adverse weather conditions, hazardous terrain and numerically superior enemy fighter aircraft he accomplished numerous missions."

F/L Bliss, 31, of Toronto, joined the RCAF in 1941 as an aero engine mechanic but later transferred to aircrew and was graduated as a pilot in 1943. He served overseas with 412 Fighter Squadron and on completion of an operational tour served with 314 Servicing Unit, testing single engine aircraft.

His tour of duty in Korea was with the 4th Fighter Interceptor Wing during May and June, 1953. The citation for his award reads in part: "Although often faced with determined enemy opposition, the courage, aggressiveness, and degree of skill with which F/L Bliss conducted his assignment contributed greatly to the ultimate success of the assigned mission."

F/L Bliss is now stationed at North Luffenham. He has been with both 410 and 439 Squadrons, and is now OC of the Flight Simulator.

F/L Carew, 29, of Quebec City, joined the RCAF in 1942. On completion of his pilot training he served overseas with 66 RAF and 412 RCAF squadrons.

For his combat missions during April and May 1953 with the 4th Fighter Interceptor Wing in Korea, F/L Carew is commended in his citation for "outstanding professional ability during combat missions despite hazardous conditions, displaying keen flying ability and an exemplary devotion to his duty."

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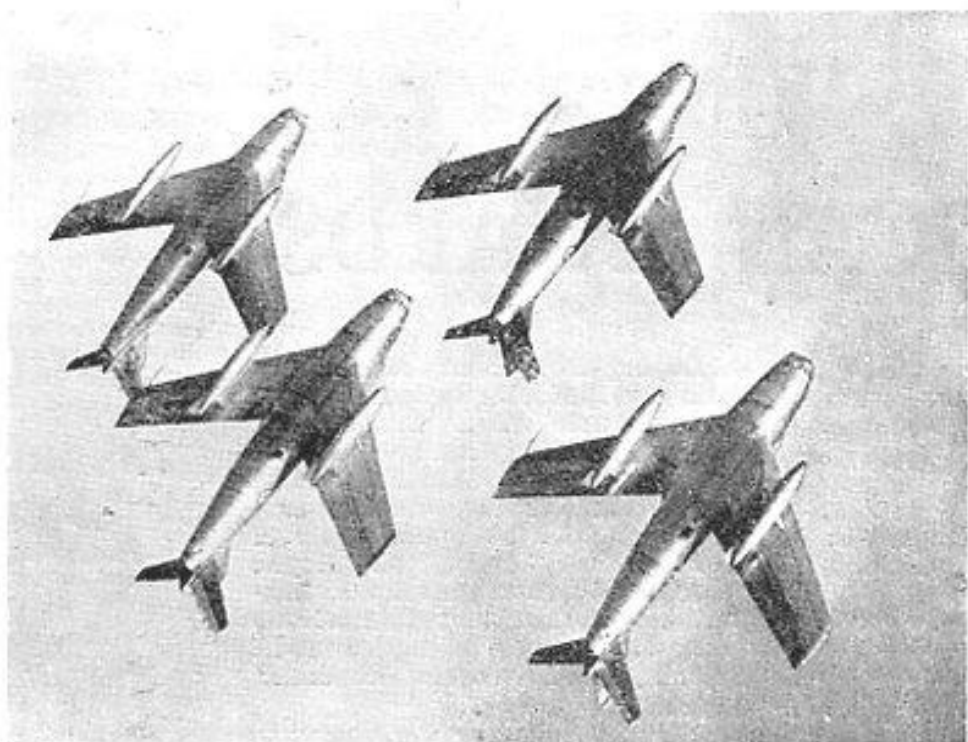
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The four Sabre aircraft were well into their loop when Number Two glanced at his airspeed indicator . . . one hundred and thirty knots . . .



TEAMWORK OF MATTER

A

Packed in tight box formation, the four Sabre aircraft were well into their loop, which had started a few hundred feet above the tree-tops, when Number Two glanced at his airspeed indicator . . .

One hundred and thirty knots.

Because he was going straight up, the pilot was concerned. At such a low airspeed, no more than a foot separated his aircraft from the leader's. At least he thought he was going straight up. But he wasn't. Actually, the aerobatic team was just nosing down from a smooth loop and Number Two had almost ruined it.

And from his experience the pilot was reminded of two essential rules which aerobatic pilots must remember: Never takes your eyes from the leader; there is no up, down or sideways—the only direction is Where The Leader Goes.

The victim of this clear-weather vertigo is a member of the spectacular aerobatic team made up of four squadron pilots from 1 (F) Wing, here at North Luffenham. The whole quartet must know this pilot's lessons by heart if the fine performances they have been giving at English air shows throughout the country are any criterion.

Every time these pilots fly together they are subjected to tests of skill and co-operation the average flyer does not usually meet in his every-day flights. In the air, there is no greater need for good

leadership, team-work and all-round ability than when flying in multi-plane aerobatics. And although some say the recognition is not commensurate with the work involved, the pilots themselves feel they get enough laurels tossed their way—not to speak of the personal satisfaction.

Says F/O Dick Wingate, leader of Luffenham's well-known flying team: "Personal gratification is an important factor and we like to feel the people below are enjoying our show." He adds: "Then, of course, there is some of that good feeling that comes to any performer when he does a job well."

Naturally, each member must have the desire to fly in a team. The concentration and effort involved result in a combination which is a good advertisement for the RCAF. It gives each pilot confidence in himself and others and a strong feeling of accomplishment.

Dick elaborated on the lessons above by stating: "Each pilot should pick a certain spot on the leader's aircraft and never let his eyes leave it." Dick himself likes to fix his gaze on that point where the pitot tube connects to the wing. If he chose to allow his eyes to glance at the ground or inside the cockpit the result could spoil the formation or have worse complications, he says.

"And it is true that a team pilot doesn't know up from down. He should hardly be able to tell if the

group is inverted in a roll or flying straight and level."

Recognition? Here is an excerpt from a letter sent recently by A/V/M T. C. Traill, CB, OBE, DFC.

"... The people down here have not seen anything as good as that before and they loved it, so did I—and so did my people down at St Eval where your aircraft re-fuelled.

... It was really a polished performance."

Here are some sketches of the pilots to whom this praise was directed:

F/O H. R. Wingate: Dick is a 33-year-old W.W.II veteran. He is an Englishman by birth, but now is thoroughly Canadianised. Leader of the Aerobatics Team, he has 1500 fighter hours to his credit. He is deputy OC of the new flight simulator.

F/O M. A. Gillies: "Mac," who flies in the number two position comes from Edmundston, New Brunswick. 24 years old, he has 1000 flying hours logged. Mac is a member of 439 Squadron.

F/O E. N. Ronaasen: A 44 Squadron pilot, Norm Ronaasen is number three pilot in the team. Born in Edmonton, Alberta, 20 year ago, Norm has 1000 hours.

F/O G. J. Kerr: 21 years old Jerry flies in the box. He has been with 439 Squadron for 15 months and has 650 hours. His home town is Welland, Ontario.

NOTES ON NOTES

By John Crosby Axcell

This is my Swan Song. I am leaving North Luffenham after this issue to conquer fields afar; ie Air Division for a spell. Hoo Boy! Now I can be a foreign correspondent for Talepipe. Send back the latest gen on French records . . . and things.

Seriously, I shall miss dear ol' Luffenham with its . . . ah . . . and especially its . . . ahhhh . . . er well anyway, there's Notts. nearby.

Here are a few suggestions for a new Notes on Noter. We could try "Ziggy" Martin (Ed in C), who wrote the column before, and then there's "Earl Father" Atherton and another likely candidate is "Incidentally" Castle. Have you any more suggestions for a new Noter? Send them along to the Editor.

Back to the business of records. We have recently heard some very jazzy old recordings. Not old in the sense of classics, but around the early forties. For some reason the forties hold nostalgic memories for me.

The first one was "Old Black Magic" as sung by Billie Daniels. I imagine everyone has heard this recording at some time or another and enjoyed it, but the real kick comes from watching Billie perform. He is hardly eccentric at all! But it's his personality that puts the song across. Sometimes though his gyrations are quite laughable. The reverse side is the exact opposite of "Black Magic." The title . . . "I concentrate on You." This is a quiet, dreamy type song and is very pleasant.

"Birth of the Blues" by Frank Sinatra was the next one heard. This is a song and a half. Frankie at his best, in fact. If you haven't heard it for a while, give a listen once. You'll enjoy it. The flip side, however, is a schmaltzy type not suitable for FS at all. It's called, "Why Try to Change Me Now."

Here's a record more recent than the rest, "Wanted," by Perry Como. Just now this song is very popular, with a number of good recordings by various artists on the stands. Perry does his usual good job, but

nothing spectacular. The other side we won't mention.

Buddy Morrow is a name we don't often hear these days. Why not? His music is terrific; good arrangements, style, the works. His "Night Train" on the HMV label is proof of this praise. "Night Train" is used as a theme song on one of the AFN stations on the Continent. The reverse side is even better than "Train." The title, "Vereda Tropical." The music is between modern and commercial and the effect is for very good listening and very good dancing music.

Let's hear more of Buddy.

Ever heard Debbie Reynolds sing? We have just acquired a record taken from the sound track of the film "I Love Melvin," a second rate movie but with one good tune in it. The song is called "A Lady Loves." A very bouncy tune which was a big production number in the film. The reverse side has an inconsequential bit from the same film.

Here in England we don't hear much Cowboy music, so when we do it is a pleasant change. Shades of Chatham in fact. Western music has sure changed in the last while. For proof, listen to Hank Snow's "A Fool Such As I." The only thing Western in the piece is the bow in Hank's legs. Oh well, Tempus Fugit.

Let's have a small type quiz for you music lovers. What band made Shantytown famous? Heartaches? Four Leaf Clover? Ever heard of Morris Zudekoff? How about Lancelot Patrick Ross? Clara Ann Fowler? Whose theme is Thinking of You? What is Woody Herman's Theme? Who is the Waltz King? The Vagabond Lover?

You don't know? Here are the answers in the order of the questions above, Johnny Long, Ted Weems, Art Mooney, Buddy Morrow, Lanny Ross, Patti Page, Kay Kyser, Blue Flame, Wayne King, Rudy Valee.

Well, this is it — I - T ! The end, finis, finale, curtain; ie the end. I'll see you in France when you come.

A.D.C. CHIEF TO RETIRE IN SEPTEMBER

Air Vice-Marshal Arthur L. James, CBE, CD, a member of the RCAF since July, 1924, and the officer who has headed Air Defence Command during its vital build-up period, is to retire from active Air Force duty on September 1, 1954. At his retirement date A/V/M James will be able to count more than 30 years' service with the RCAF. Name of his successor will be announced later.

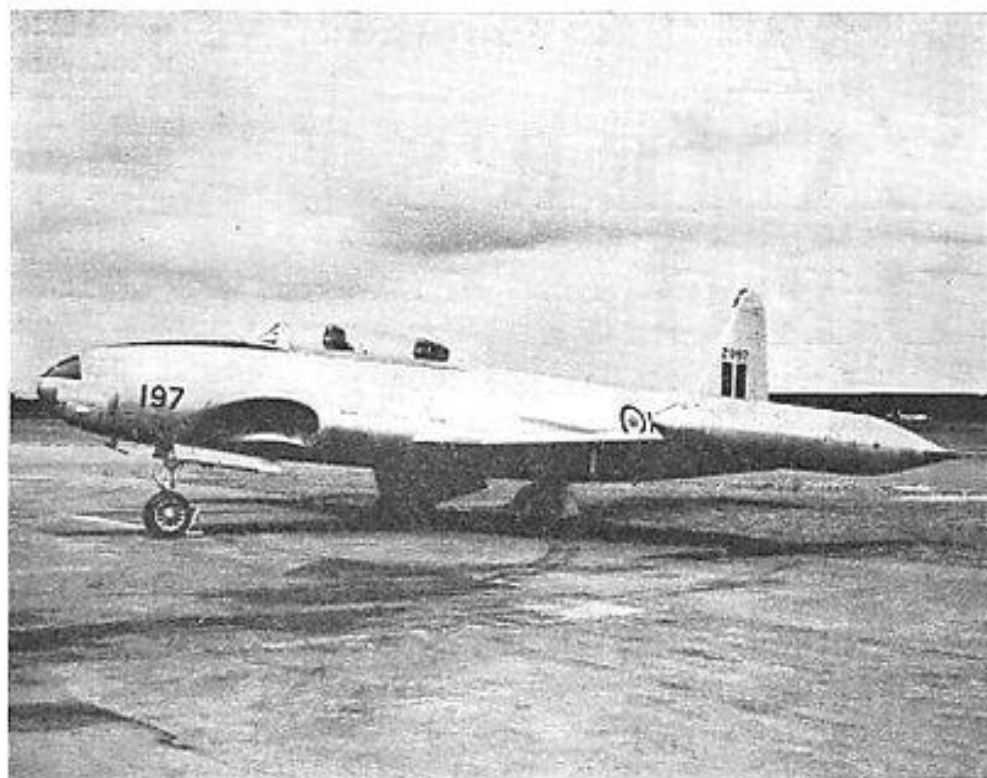
A/V/M James was appointed to head Air Defence Command in 1951. Under his leadership the build-up of Canada's air defence system has progressed rapidly and effectively.

A/V/M James was responsible for the formation and operational training of the 12 Sabre squadrons that today form the RCAF's NATO Air Division overseas.

ADC, under A/V/M James' command, has also been responsible for the operation of the RCAF's two fighter Operational Training Units. One of these, at Chatham, N.B., is responsible for converting pilots to the F-86 Sabres, and for providing them with operational training before they are posted to Sabre squadrons. The other OTU, at North Bay, Ont., carries out a similar duty in the operational training of aircrew destined to operate CF-100 aircraft.

The retiring ADC head has played an important part in overall North American strategic defence planning. A working relationship has been developed with the Air Defence Command of the United States Air Force which enables the air defence systems of Canada and the US to operate as a team in event of emergency. A/V/M James has been responsible to a large degree for the planning and implementation of this scheme of close liaison, and for developing Canada's part in the continental concept of joint air defence.

A/V/M James' part in this joint air defence planning pre-dates his appointment as head of Air Defence Command. Prior to taking over ADC he served at Air Force Headquarters as Air Member for Air Plans, and also as a member of the Permanent Joint Board on Defence.



Latest acquisition at North Luffenham—four T-33s, Mark 3.

And what is an operational station going to do with training aircraft?

For one thing, new squadron pilots will be given a check ride to determine their ability on jets. Should a little brushing up on

technique be necessary the T-33 will be ideal.

The Silver Stars will serve also for IF rides, for instrument flying must be constantly practised.

The 33s will also be used when liaison with other wings is necessary. As a Communications Flight aircraft it is ideal. However, it is

not the intention of the wing to use them solely for this purpose.

At present the T-33s are controlled by Wing Operations and are allotted each day to the squadrons according to a schedule and the serviceability of the aircraft. To what use the squadrons put the 33s is entirely up to them.

TRI-SERVICE MEDICAL SCHOOL OPENS THIS MONTH

A Medical Joint Training Centre will be opened in July in Toronto to train incoming doctors of the three armed services.

Training is designed to make doctors of the Navy, Army and Air Force familiar with the medical problems of the three armed forces. The subjects receiving most attention will be public health and preventive medicine, the surgery of warfare, aviation medicine and the evacuation of casualties.

Surgeon Captain H. R. Ruttan, 46, of Winnipeg and Victoria, B.C., a medical officer of the Royal Canadian Navy, will be the first Commandant of the school. The Centre will be located at the RCAF Station, Toronto, and the RCAF

will be responsible for administration. The Army is contributing largely to the instructional staff. Eminent civilians will be asked to serve as guest lecturers. Each course will be of six weeks' duration and allows for a total enrolment of 25 personnel.

The creation of the Medical Joint Training Centre was the result of recommendations made by the Canadian Forces Medical Council in an effort to improve co-operation between the three medical services of the armed forces. Dr. J. A. MacFarlane, Dean of Medicine, University of Toronto, is chairman of the Canadian Forces Medical Council and will supervise the training given at the new Centre.

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A DREAMER'S DROs

(1) Duty Roster—Cancellation Of

Due to the fact that so few calls are received outside of normal working hours, and, that so little has been done in the past about those received it has been decided that the duties of OO, OS, OC, DEO and Canteen Cpl will be abolished. Messes and Institutes will deliver their own cash to NPF Accounts.

(2) Routine—Messing

Recent increase in staff make it possible to serve breakfast in bed to all living in personnel daily instead of twice weekly as heretofore.

Rosters of entitlement to breakfast in bed need no longer be prepared by NCOs i/c Barrack Blocks.

Menus will be posted by 1700 hours each evening and orders will be taken as usual at the wickets in the respective messes.

(3) Discipline—COs Parade

If sufficient personnel will volunteer to attend, there may be a Commanding Officer's Parade about 1000 hrs 4 Aug 54.

Personnel desirous of attending may drop around to the parade square between 0900 and 0930 4 Aug 54.

We would like a good turn out for this parade as there will be several visiting Corporals from AFHQ.

(4) Discipline — Dress and Deportment

The standards of dress and deportment of the personnel of this unit have been altogether too high of late. It is requested that a touch of casualness and/or nonchalance be adopted by all.

To this end all ranks will be permitted to wear:

- (a) Blue tunics with khaki trousers, and vice versa,
- (b) the left hand in the pocket,
- (c) Bow ties (Black, square-ended),

(d) Hair a little longer (but not more than 1in. below the collar),

(e) Keychains not longer than 23in. measured from clasp to holder.

Section Commanders are to encourage Airwomen to indulge in more ornate earrings, combs and personal jewellery. Hair stylings should be a little more extreme. A special allowance Adornment, Personal, Airwomen is being made.

Nothing in this order is to be construed as in any way amending or cancelling AFRO 229/35 re: Socks, Diamond and Shoes, Tinted, the Wearing of, With Uniform.

(5) End-Month Pay Parade—All Ranks

End-month Pay Parade will be held for all ranks between 0830 and 1700 31 July 54.

All personnel will be paid at their place of duty as the Pay Accounts Officer makes his rounds. Personnel missing the first round will be paid on the afternoon visit. Personnel missing both visits will have the money delivered to them at home between 1900 and 2100hrs.

Visits of Accounts to the sections will be timed so as to avoid conflict with the Tea and Coffee breaks.

(6) Hours of Business

Effective 0830 1 Aug 54 the Orderly Room and Accounts Section will be open at all times for all business. A night staff will be maintained for personnel who find it inconvenient to call during normal working hours.

(7) RCAF Station Erewhon

There is no shortage of suitable low-priced accommodation at RCAF Station, EREHWON. Therefore, personnel are advised to take their families and furniture with them on posting to this unit.

(8) Lost Material — Write-Off — AFRO 2526/54

The following material has been lost or misplaced:

Material

Sedan, Chevrolet, six-passenger

Serial Number 9191687.
Reported by 1 (F) Wing.
File Ref 2000-11.

Bus, Western Flyer, Forty-passenger

Serial Number 71439.
Reported by 5 (F) Wing.
File Ref 2000-12.

Sabre, Mk V,

Serial Number 19142.
Reported by 441 (F) Sqdn.
File Ref 2000-13.

Impress Account

Serial Number Nil
Reported by 1 (F) Wing.
File Ref 2000-13.

Inventory Holders at all stations are to take no action as these items are being written-off to fair wear and tear.

(9) Pay and Allowances

A recent decision of the Air Council states that the practice of paying married personnel higher rates of pay than single men will cease effective 1 Oct 54.

Further details will be forthcoming when the Accounting Circular is received, but in general the new pay scale will bring the single, living-in airman up to the rates of the married living-out airman.

Simultaneously the rates of Risk Allowance for Pilots only will be raised to \$120.00 per month. All Pilots will receive this increase regardless of the number of flying hours per month. However, in the case of pilots logging less than 250 hours per month the sum of \$90.00 will be deducted from base pay to compensate Treasury for the unearned increase of Risk Allowance.

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PARA-RESCUE PERSONNEL GET NEW BADGE

Air Force Headquarters have announced the approval of a new badge to be worn by all qualified RCAF Para-Rescue personnel.

The new badge, featuring an open parachute between upswept wings, will be worn by the nursing sisters, medical officers, airmen and NCO's who have completed the rigid para-rescue course held at Edmonton and Jasper, Alberta. Although wings have not previously been awarded a small badge featuring an open parachute was worn on the working-dress sleeve of para-rescue personnel.

It will mark the first time female officers of any Canadian service have worn a Canadian badge emblematic of aerial operations.

To date, five doctors, seven nursing sisters and 44 airmen have passed the gruelling 18-week

course. All are volunteers, chosen on a basis of general fitness and mental alertness. On completion of the course they are ready to cope with climbing mountains, or parachuting into heavily timbered country to aid aircraft crash victims.

Most spectacular part of the training is the actual jumping. Each graduate makes ten jumps before qualifying for the coveted para-rescue badge. The syllabus also includes 150 hours of first-aid instruction, many hours of lectures and demonstrations, and learning to live in the open with a minimum of equipment.

The RCAF has trained teams of para-rescue specialists working at nine locations across Canada where search and rescue organisations are maintained.

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LEFT—Sopwith Pup (80 h.p. Le Rhone) single-seat scout biplane of 1915; used extensively by R.F.C. and R.N.A.S. Carried machine-gun firing ahead through airscrew disc. Span: 38 ft. 9 ins. Unable to compare performance with Luffenham's Sabres as data unavailable.



RIGHT—Westland - Sikorsky Dragonfly H.R.L. Reconnaissance and Air-sea Rescue Helicopter.

Fifty Years Fly-Past was one of the main attractions at the National Air Races, Coventry Civic Aerodrome (Baginton) in June. The two aircraft at top of the page represent 40 of these years and the old Sopwith Pup proved to be just as much a spectacle in the air as the now familiar Sabre jets from North Luffenham, which took part in the show.

To see some of the aircraft on the ground it was hard to believe they were still capable of flight. But due to care and excellent maintenance and some perverseness of the airplanes, they all lifted off the grass (some not very high) including the ancient Bleriot XI, the famous monoplane of the type in which Louis Bleriot made the first Channel flight on 25th of July, 1909. Its tremendous burst of 22 h.p. was not much outdone by the putterings of the 50 h.p. Gnome which powered the Blackburn monoplane which was designed in 1912 and was one of the first practicable British aeroplanes.

Other craft taking part in this year's show included: Canberras, Lancaster, Hawker Sea Hawk, Auster, Gloster Meteor, a Sabre piloted by F/L Dean Kelly (aerobatics), and Luffenham's aerobatic team of four Sabres. — J.S.



LEFT—De Havilland D.H. 89A Dragon Rapide. Production began in 1934 and a number were used during the war for radio and navigational trainers by the R.A.F.



RIGHT—Hurel-Dubois HD.31 (two 800 h.p. Wright Cyclones) French commercial monoplane with high-aspect ratio wing. Carries 37 passengers. Span: 148 ft. 7 1/2 ins.



UPPER LEFT—Hawker Tom-Tit. Two-seat training biplane of 1929. Used in small numbers by R.A.F. for blind-flying instruction. **UPPER RIGHT**—Hawker Hart. Two-seat day-bomber which went into service with R.A.F. in 1930, used in early stages of War overseas. **CENTRE** — Hawker Hurricane. The first monoplane to enter service with the R.A.F. in 1938. Best known for its work during the Battle of Britain. The last of over 15,000 Hurricanes was built in 1944 and is the plane on this page. **LOWER LEFT**—Fairy Swordfish. Three-seat torpedo-bomber: entered service in 1936. Specially famous for attack on Italian fleet at Taranto, 1940. Aircraft on this page is last of 2,391 built. **LOWER RIGHT**—Hawker Cygnet. Two-seat biplane produced in 1924. The oldest civil aeroplane now registered in Britain.

RCAF PACIFIC

AIRLIFT

ENDS

The trans-Pacific airlift operation that the RCAF has been carrying out for almost four years in support of the United Nations' effort in Korea, has finished.

Requirement for air transport support of the UN operations in Korea has decreased and there has been a lessening of the overall airlift operations over the northern route. In consequence, the United States Air Force is reducing its facilities at Shemya Air Force Base, in the Aleutians, which the RCAF North Stars have been using as a refuelling point. Unavailability of Shemya would make economic operation of the RCAF North Stars unfeasible over this run. Because of this, and the decreased requirement, the RCAF operation was brought to an end.

Canadian Pacific Airlines will continue, for the time being at least, to operate its scheduled airlift flights to Korea, under charter to the Canadian government, as part of the Canadian contribution towards the UN effort in Korea. Operating with DC-6 aircraft having a longer range than the RCAF North Stars, CPA can continue to operate over the route without utilising Shemya as a refuelling point. CPA is currently flying 3½ round trips per week on the Korea airlift, between Vancouver and Japan, having begun its charter operations shortly after the RCAF.

Short Notice

The RCAF began its part in the Korea airlift on July 27, 1950. No. 426 Squadron, acting on very short notice, flew out to McChord Air Force Base, outside Tacoma, in the State of Washington. It took with it its ground crew, administrative staff and ground servicing equipment.

The first North Star took off from McChord on the evening of July 27, 1950, to begin the operation. The squadron went through a hectic period at first, maintaining a flight-a-day schedule, with six aircraft on strength. The aircraft

total was increased shortly afterwards, although the schedule still called for the maximum from personnel and equipment. This was during the early days of the airlift, when the situation in Korea called for a maximum effort to rush urgently needed supplies and equipment to the hard-pressed UN forces there.

As requirements eased the schedule was reduced to 15 round trips per month, and for the last year or so has stood at 8 round trips per month.

For the first year of its airlift operations the squadron was located at McChord Field. It then moved back to its normal home base at Dorval and has since continued to carry out its Korea airlift flights from there. Round trips have been made eight times a month between Dorval and Haneda airport in Japan. The cross-Canada portion of such flights has been utilised for domestic RCAF requirements and the aircraft have proceeded on to McChord from Vancouver, to take on their cargo for the trans-Pacific run.

While doing this, the squadron has carried out many other important commitments. These have included scheduled supply runs into the Arctic and the commencement of a scheduled trans-Atlantic service in support of the RCAF's Air Division in addition to numerous other special flights.

The Thunderbird Squadron has made more than 600 round-trips—1200 Pacific crossings—and has flown more than 13,000 personnel, including many wounded. It has carried approximately 7,000,000 lbs. of freight and mail and has chalked up 34,000 flying hours.

Record Set

Most of 426 Squadron's flying during the airlift has been over the northern Pacific route, although some of the trips were made by way of the mid-Pacific through Hawaii and San Francisco, and on up to McChord.

Ground crew detachments have served at points along the route since the airlift started, to enable speedy and efficient servicing of the Merlin-powered North Stars. In addition to the Aleutians, such detachments have served at Haneda in Japan and at Honolulu, as well as at McChord Field.

The record set by 426 Squadron during its airlift operations is one of which the RCAF and all Canada can well be proud. Its reputation for efficiency and safety was unsurpassed. Not a single life and not a single cargo was lost during the four years of operations.

The job represented a valuable and urgently required Canadian contribution to the cause in Korea. It was a gruelling job calling for the maximum from all those who took part, and this maximum was always forthcoming, under some of the world's worst flying conditions.

The RCAF North Stars which carry the blue and white United Nations emblem on their tail, indicating service on the airlift, are emblematic of a splendid service, in line with the very finest traditions of the Air Force.

RCAF SECOND IN FIRE-FIGHTING MATCH

Each year a Fire Fighting Competition is held at R.A.F. Station Kenley, Surrey, and this year, for the first time, a team from 1 F.W. competed. The team members from this unit were as follows :

COACH — F/SGT T. C. KELLY
1st Fire—CPL ON SWEENEY
2nd Fire—LAC GC JONES
3rd Fire—CPL DE STEVENSON.

The competition, between the USAF, RAF and RCAF, consisted of a relay of three fires, the first fire consisting of about sixteen wooden boxes filled with wood excelsior and started with petrol; the second fire, a metal tray filled with old oil; and the third fire, a running gas fire.

The competition resulted:

First — USAF
Second — RCAF
Third — RAF

The RCAF team extinguished their three fires and were back at the starting line in fifty-three and a half seconds, nearly cutting last year's time in two. However, they were penalised thirty seconds because a small flame was noticed ten or fifteen seconds after they had finished.

The USAF team extinguished their fires in sixty-nine seconds—no penalty.

The RAF team were disqualified because they failed to put their third fire out.

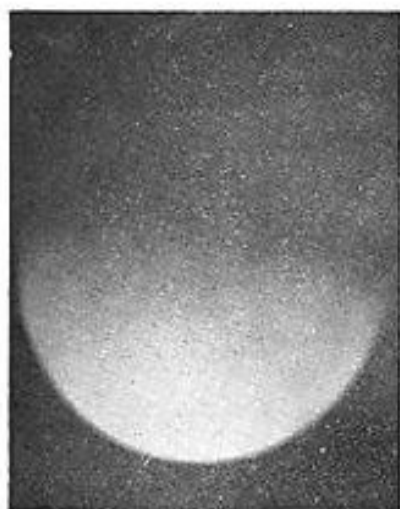
Our own feelings, shared by Air Ministry Fire Personnel, is that the competition is won by equipment rather than personnel. There is no doubt that the RCAF have the finest Fire Fighting equipment in the world and if there is a chance to attend Kenley next year by an RCAF team, they will bring the cup back to 1 FW and will even beat the fifty-three and a half second time they recorded this year. A pat on the back is due to three Canadian Fire Fighters who really put up a first class show, and won the admiration of the crowds attending.



INVESTED BY QUEEN ELIZABETH—Squadron Leader D. R. Cuthbertson, AFC, of Brantford, Ontario, is shown outside Buckingham Palace just after he was invested with the Air Force Cross, July 6th, by Her Majesty Queen Elizabeth. With him are his wife, the former Betty Taylor, of Kitchener, Ont., and six-year-old daughter, Wendy. S/L Cuthbertson served as a Spitfire pilot during the war and is presently officer commanding No. 441 Sabre-jet Squadron here.

ON THE COVER

A magnificent aircraft — and a magnificent photograph. The Princess Flying Boat soars gracefully overhead at last year's Farnborough Air Show.



(1)

We thought our Photo Editor was mad when he first submitted these examples of his dark art. After studying them for several days, we still think so. Especially since he's told us what they are.

Above you see what looks like half an orange. But our photographer assures us it's a fine example of extremely fast camera work. Actually, he says, it is an electric light bulb. To get this photograph he switched off the light in his studio, and then photographed the last rays of light as they left the bulb. Extremely fast photography.



(3)



(2)

No. 2, above, is a wonderful close-up of the Photo Editor's finger. Unfortunately he left it hanging over the camera lens while he was photographing the Editor-in-Chief.

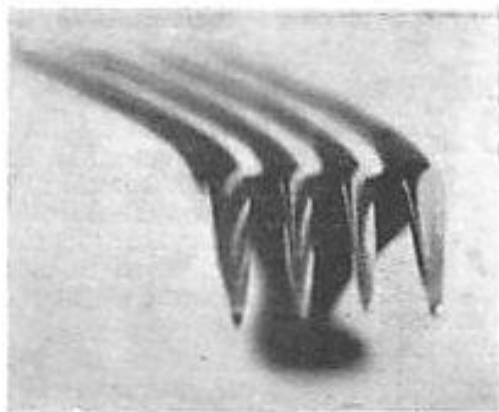
The snap in the centre won the Canadian Press Camera-men's Association award for this year. It's an actual on-the-spot shot of a Luffenham airman in the Station Barber Shop. Seconds after it was taken, the hair was lying crumpled on the floor.



(4)

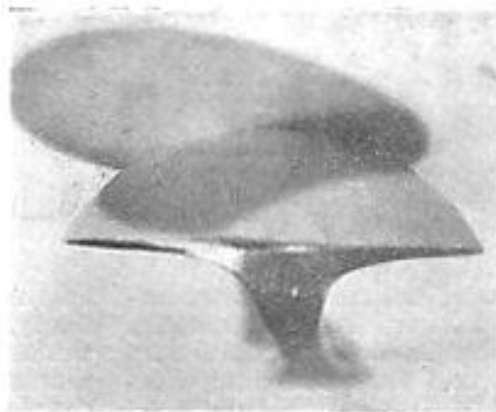
The photo on the left was cunningly obtained by dropping the camera, lens first, on to a newly-tarred road.





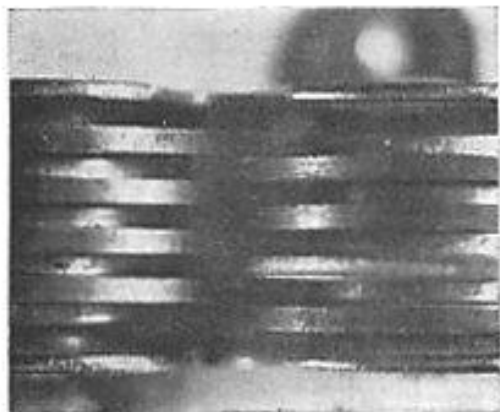
(5)

Our photographer says the snap above is fraught with symbolism. To his negative-maddened mind it symbolises the taxation people reaching for his well-stuffed wallet.



(6)

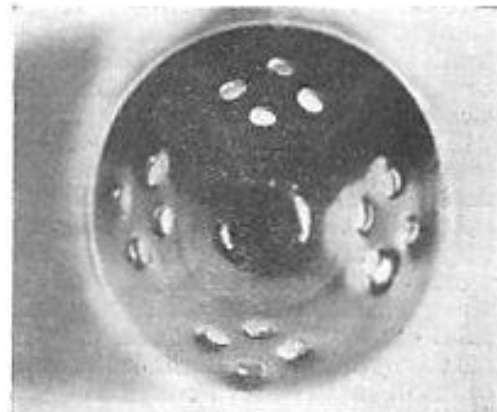
No. 6 is anybody's guess. Our Photo Editor forgets what it is, but thinks it may be a mushroom glued to a spot on the ceiling.



(7)

According to the Luffenham Karsh, who took No. 7, it's what a little birdie would see if he were sucked down the spout of a Sabre.

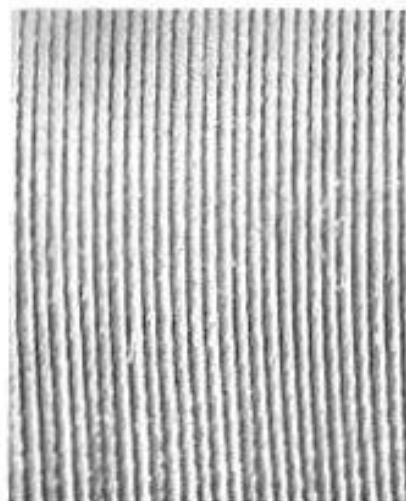
No. 9, he insists, are strands of spaghetti carefully laid out in neat rows. It took him hours to lay them out like this, as they were frightfully sticky.



(8)

Above you see what the little birdie would see if he were to glance over his shoulder as he came out the end of that Sabre we mentioned. Personally, we doubt if he would still have a shoulder to glance over.

* If you would really like to know what these are, turn to page 23.



(9)

PRM

(This article was written just before the recent Geneva Decisions. Ed).

A COMING CRISIS?

By Matthew Halton

If we were confronted with immediate danger, the free nations would drop their confusions and divisions and face the danger as one. But if they'd drop their confusions and divisions now, and find a policy, and stick to it, there'd be less danger of the crisis coming. The choice is confusion and disunity and certain danger, or unity and resolve and security—or at least a chance of security. Yet the choice isn't easy to make, because the confusions, illusions and predicaments of the free world are more numerous and complicated than they've ever been before.

There are two main causes of all the trouble. One is the crisis in the Far East; in Indo-China. If the Geneva Conference breaks down—and it looks today as if the end is in sight—though, Communist tactics being what they are, there may yet be a last-minute agreement—if Geneva fails, the west faces its most anxious decision since the war, and with hardly any prospect of a common policy. The other worry is our perennial problem—the rearmament of Germany and EDC now coming again to the fore. On both problems public opinion in Britain, France and the United States is torn up and down and sideways. Democracy has its deep, abiding and fundamental strengths; but it also has this weakness—a defect in time of crisis of its very virtues—that it cannot make up its mind in time.

On the Asian crisis, the divisions of opinion run all the way from those who think it is almost criminal and at any rate criminally stupid, to oppose the Chinese Communist revolution and to support the French in Indo-China, to those who think it almost criminal and at any rate criminally stupid not to try, even now, to overthrow the Communist regime, and not to make a stand in Indo-China even if it means the danger of total war. Similarly with the German question, the divisions are profound. Not only in the same countries but even in the same parties. In both the French and British socialist parties, for example, there are those who have an emotional orgy

at the thought of rearming Germany, and those who have an emotional orgy at the thought of not rearming her. In between, in both cases, are those who attempt the laborious process of thought instead of the easy processes of emotion; realising that we of the west are facing problems that made any of our fathers' problems trivial; problems of such dimensions that make the pessimists say, with Cyril Connolly, that it is closing time in the gardens of the west. Which it isn't, of course,—provided we can hold a line in the East, and prevent Germany from making a deal with Russia.

Take the east, and the conference in Geneva, dying after seven long and at first hopeful weeks. Before the conference began, there were strong indications that both China and Russia wanted an armistice in Indo-China, and would settle for partition. But chance, in the form of French military blunders—conspired against us. The dramatic Viet Minh spring campaign burst over Dien Bien Phu; and at Geneva the Communists at once raised the stakes, as they know so well how to do.

There are two other factors. One was the confusion in Washington. As the *London Times* said yesterday: "For weeks the American people and America's allies have been confused by the series of contradictory declarations coming out of Washington. If one day produced a call for the bombing of China the next brought a suggestion that Indo-China was not after all essential . . . and a third day, to complete the triangle, held a hint that the United States might intervene alone." With all this, it became clear that American public opinion on the whole was against intervention in Indo-China. And the Communists decided to push on.

Mr. Foster Dulles, in his speech on Friday, was less puzzling than he has been, and he said, as you know, that the United States would not intervene in Indo-China unless France guaranteed not to quit the battle, and unless her intervention was supported by her allies and the

United Nations. Only if there was "overt aggression" by China would the United States intervene on her own. But, and this is the second factor I mentioned, as the allies are so divided, as most of the British people are against intervention, and as the Communists know it, Mr. Dulles' statement is unlikely to make Viet Minh come to terms. Especially when France is divided internally and almost ungoverned.

If the conference has failed, Britain and the United States can delay their decision no longer. It's a crucial hour. Washington takes it for granted that Britain will join her wholeheartedly in the creation of a south-east Asia defence pact. But Britain will be most unhappy about such a pact unless India consents to join, and it's not yet sure that she will. And yet a policy must be made; a line must be drawn. If a line had not been drawn in Europe, Europe would be a Russian province today. If a line is not drawn in Asia all Asia to the borders of Pakistan will become a Communist province. Lenin said long ago that the road to world communism lies through Peking and Delhi.

The Bevanites in Britain say there's nothing we can or should do about it. The people of Indo-China want independence from France, so they should have it—and if they then go Communist, there's nothing we can or should do. But that means, of course, by extension, that there's nothing we should do about letting the whole world go Communist. Somewhere—if not in Indo-China—the line must be drawn.

When the line is drawn, our problems are not solved. As I discussed in my last talk—atomic weapons have made a total war obsolete—let's hope—and we may well face a series of little wars in which we are heavily outnumbered. But that's the next question; not today's.

As if we had not enough trouble on our immediate plate, with Indo-China, the German problem has now come to the fore again, in the last few days. And the German problem leads even Indo-China as the foremost issue in the world.

The other day the important foreign affairs committee of the French parliament decided to urge the National Assembly to reject EDC. Now it's not yet certain that the assembly itself will reject EDC when the crucial moment comes; but it's more than possible; and the

(Continued on next page)

A COMING CRISIS? *continued*

whole great debate, which had simmered down for a while, has come back to the boil.

On no question have I heard such passionate argument, both in France and Britain. The other night, in London, on television, apropos of the tenth anniversary of D-Day, there was a showing of a film of Belsen concentration camp, taken after British troops got into that place of appalling abomination. When it was over a friend turned to me and said savagely, "Do you still believe in EDC and German rearmament?" The answer is: I do—because German rearmament within EDC is the only alternative to something worse. If the Russians can prevent the fifty million west Germans from joining the western alliance they're certain they'll get them into their own system. They believe that the alternative to EDC is a disgruntled and angry Germany, tearing herself away from western restraints, and making another pact with Russia. And already the Germany right-wing parties are demanding diplomatic relationship with Russia.

To the left wing of the French socialist party—and to right wing parties such as the Gaullists, Germany, right next door, is a greater menace than Russia. In the left wing of the British socialist party there's still a hankering to believe that there's no such thing as Russian Communist imperialism and a plan for world domination. Anyway, the great debate is again in full swing. And public opinion is still divided and confused.

The Photographs

- (1) End on view of an eating type egg.
- (2) Tissue paper generally associated with the wiping of noses.
- (3) Just a small brush.
- (4) Obviously a table-knife.
- (5) And a fork.
- (6) A mushroom glued to a spot on the ceiling.
- (7) A knife-sharpener, of course.
- (8) The business end of a salt shaker.
- (9) Merely a spool of thread, or, if you've been in England a long time, a reel of cotton.

NEW FILTER CENTRE FOR GROUND OBSERVER CORPS

The RCAF's Ground Observer Corps is to organise a Filter Centre in the near future at Prince Rupert, B.C., and will open recruiting for more than 200 supporting observation posts in the surrounding district.

The new filter centre and observation posts will aid the Air Defence system in providing information upon low-flying aircraft in the mountainous regions of the area and the Queen Charlotte Islands.

Filter Centres are manned on a 24-hour a day basis by civilian volunteers and a small number of Regular Air Force personnel. Purpose of the centres is to collect and assess information passed in by the various observation posts within its area, and to plot the track of these aircraft. Observation posts are manned completely by civilian volunteers.

GOC work entails reporting on low-flying aircraft, and training is given on plotting procedures, aircraft tracking and passing of information, and identification. On completion of training a GOC badge is awarded qualified personnel.

The GOC is of particular value in providing information on low-flying aircraft, thereby supplementing the radar system. In addition to its obvious value as an additional warning aid of approaching unidentified aircraft, the GOC has proved itself of great value in reporting friendly aircraft and aiding in search and rescue operations.

There are at present more than 60,000 civilian members of the GOC serving from Newfoundland to British Columbia. The organisation is considered vital to the nation's early warning system.

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.

BARCLAYS BANK LIMITED

Evening Swims Prove Popular

To the strains of popular airs played on his mouth-organ by that well-known 439 impressario, LAC Bouchet, the swimming 'bus pulls out for Aylestone Baths, Leicester, every Thursday at 7.30 in the evening from the guardhouse. We have the exclusive use of the pool and there is lots of space for a person wishing to swim seriously or just play around and have fun.

The beginners, consisting of Gail Hann, Verna Berlinger, Elsa Brymer and Chris Brake, after much splashing and spluttering, are now gliding through the water with the greatest of ease and will soon be boasting of having swum a breadth of the pool.

Beginners are particularly welcome and no effort will be spared to get those interested waterborn as soon as possible.

There's still lots of room on the bus, so come on, you barrack-room moaners, get your towel tucked under your arm and head for the guardhouse at 7.30 hrs. next Thursday.

Canadian Golf Team Still Unbeaten

A tribute to the ability of Mr. Norman Kenny, Peterborough golf professional, is the fact that the 1 FW golf team is as yet unbeaten. Mr. Kenny gives lessons every Monday evening at his Peterboro' course. A 'bus leaves the guardhouse at 1800 hours, so come on out and take advantage of the excellent lessons at a very reasonable rate.

The 1 FW team beat Langar both on our course, and at their home course.

On Wednesday, 14 July, we played RAF Wittering and beat them by eight matches to one.

It is hoped to hold several inter-station tournaments during the summer and fall, so come on out and get your handicaps established. Handicap cards can be handed in to Sgt Cooper or Cpl Wiltzen.

Tennis Tournament Well Under Way

The first round of the Station singles tournament is now complete, and the battle for the right to enter the third round commences just as soon as those ominous looking dark clouds roll away and the coldest of summer cold fronts decides to confront other Isles.

The first round of the tournament was by no means a walk-over for the winners and Flt.-Lt. Joy and LAC Wood had to fight all the way against their respective opponents, LACs Court and Cobb, to allow them to move up to the next round.

No doubt, before the tournament is decided, much perspiration will flow from the brows of the remaining contestants, particularly the one who is drawn to play against players of the calibre of F/O Hooper.

The latest rumour from that well-known haunt of sportsmen, the Corporals' Club, is that their wheel, Doc Baker, has his eye on the trophy and is going into strict training, so sparks are bound to fly when he and the versatile skipper, LAC Wood, get to grips in the coming round.

Accounts are the best represented section in the tournament, although the cannon-ball serves of their boss, S/L Brown, unfortunately haven't been included this year.

Last week the following three pairs, F/O Hooper and LAC Wood, F/Lt. Joy and F/O Bradley, S/L Brown and LAC Cobb, represented the Station in a very enjoyable tournament against Oakham Tennis Club. We lost by 6 games to 3, but by no means disgraced ourselves against a well-known club around these parts. It's good to see the tennis racquet rack almost empty, as sports equipment is by no means meant to be an ornament.

Girls Lead Softball League

The annual clashes between the WDs and the ladies from the caravan site began early this year, with the second finger left hand girls still feeling sore after the thrashing administered by the girls in blue last year. At the time of going to press, four games have already been played, all chalked up to Pat Glover and her tear-away W.D. team. The latest news from the married patch is that a reversal of fortunes is long overdue, and in the fifth game of the series somebody had better watch out.

On the evening of July 15th Langar girls paid a visit to North Luffenham, but, like the home married quarters girls, fell to the deadly pitching of June Todhunter and the flashing bats of the local girls, with Flo. Stanley and Phil Haviston registering home runs.

In the local ball league the Corporals are no longer having their own way, and the latest standings show the Sergeants, last year's winners, sharing top position, each team having played nine and won seven. It remains to be seen if the three strippers can maintain their winning form after losing two of their veterans Sky Thompson and Shaky Pearson, who leave for home in the near future.

Maintenance and 439 Airmen are the strongest teams in the league, sitting way down at the bottom holding the rest up. 441, 410 and 439 Pilots are in between with Transport in third position. Operations permitting, the play-offs should be around the middle of August, when a battle to the bitter end is looked forward to by all.

Could she be in the pot of gold
at the end of your rainbow?
It's Jane Russell, star of
RKO's forthcoming, "The Big
Rainbow."



Shuffle Coming at Air Force Headquarters

Organising changes within the Personnel Division of Air Force Headquarters will take place shortly. They will distribute more evenly the increasing work-load imposed on the Air Member and Deputy Air Member for Personnel.

Under the present system the AMP and Deputy AMP are responsible for supervising all personnel problems, running from administrative regulations to postings and careers and clothing and religious administration.

The change will split the Personnel Division into two sub-divisions, headed by a Chief of Personnel and a Chief of Personnel Services. The Chief of Personnel will act as deputy head of the Personnel Division.

Air Commodore W. E. Bennet, 45, of Halifax, Air Member of the Canadian Joint Staff at Washington since October, 1951, will be the Deputy Air Member for Personnel and the Chief of Personnel, while Air Commodore C. H. Greenway, OBE, 39, of Lloydminster, Sask., presently Senior Personnel Staff Officer at Training Command Headquarters, Trenton, Ont., will be Chief of Personnel Services.

The Chief of Personnel will deal with the enrolment of personnel, postings and careers for officers and airmen, the movement of personnel throughout the RCAF and will be responsible for maintaining the records of all serving members. The Chief of Personnel Services will supervise the administrative services, Air Force security and religious administration.

The Deputy Air Member position has been filled temporarily, since the departure of Air Commodore L. E. Wray for the Imperial Defence College course in the United Kingdom, by Air Commodore D. A. R. Bradshaw, who will return to his position as Chief of Training upon arrival of A/C Bennett.

RCAF APPOINTMENT TO NATO

Group Captain Leonard Joseph Birchall, OBE, DFC, 39, of St. Catharines, Ont., has been appointed Military Adviser to the Canadian Delegation to NATO, at Paris. He replaces G/C George H. Newsome, AFC, of Prescott, Ont.

For the last two years G/C Birchall has been Senior Personnel Staff Officer at Air Material Command Headquarters, Ottawa.

A graduate of the Royal Military College, Kingston, he joined the RCAF as a pilot in July, 1937, and served with a reconnaissance squadron at Dartmouth, N.S., until November, 1940. After serving at Rivers, Man., and Winnipeg, he was transferred for overseas duty in December, 1941.

G/C Birchall became world-famous for his timely wireless warning to Ceylon on sighting a Japanese Fleet approaching the strategic island. In the Far East he is known as the "Saviour of Ceylon."

A squadron leader at the time, G/C Birchall was taken prisoner in April, 1942, shortly after he had flown his Catalina flying boat from Scotland to Ceylon, to join 413 RCAF Squadron there. On patrol he sighted the enemy but was shot down after sending a wireless warning.

His report allowed the defenders of Ceylon time to prepare for the Japanese carrier-aircraft assault which was repulsed. This achievement by G/C Birchall won him an immediate DFC.

He received the OBE for outstanding service in prison camps on behalf of other prisoners of war.

In 1948 he went to Washington, D.C., as assistant Air Attache, returning to Canada in August, 1950, to command RCAF Station Goose Bay. While at Goose, G/C Birchall took part in more than 50 mercy flights. He remained at Goose Bay until March, 1952, when he was appointed Senior Personnel Staff Officer at Air Material Command, Ottawa.

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NEW MEMBERS AT CARAVAN SITE

by Mrs. O. G. Cooper

We wish to welcome to our midst the new donnieckers, Sgt and Mrs. O. W. Cooper, LAC and Mrs. T. L. Wylie, LAC and Mrs. Dawson, LAC and Mrs. Harris, LAC and Mrs. Roy, and any others that we may have not mentioned.

A most colourful event "Trooping the Colour," by Her Majesty the Queen was observed and enjoyed by some of the clan, namely Mrs. L. Horner, Mrs. A. MacKenzie, Mrs. P. G. Hammond and Mrs. A. D. Cooper. Mrs. Hammond still insists she only got 2 hours' sleep. However, the pillow fight was fun, and if in future reservations are impossible to get at the Strand Palace, you'll know why!

It seems the Ball season is again in full swing. Our first showing against the airwomen wasn't too competitive. More practice is needed, and better luck next time.

Our regrets go with Cpl Frank Hammond, who has been suddenly called to his father's death-bed. We offer our condolences.

Numerous families took advantage of the Whit Holiday, and have toured various places and parts of England. Wells and Horners enjoyed a trip throughout Wales. The Edeys also toured Wales. The Warburtons to Manchester with Cpl Warburton's mother—the Motts to Bournemouth! Did you visit all the old haunts, Bill? LAC and Mrs. Harris journeyed to Scotland to attend a wedding. Did you keep the Scotch in its place, Doug?

There's a strong rumour around this vicinity that in order to pass a Driver's Test one must attend a school of driving. This is totally unfounded. The only requirement is to be able to handle your car with safety, and to have a good knowledge of the Highway Code. Your editor has successfully passed with this general knowledge, and a very humble attitude towards her check-out man.

Our main problem at present is the fast rate at which the grass grows. Can we beg, borrow or steal a head of cattle, or preferably a lawn mower or two?

With this sad tale of woe, I bid you adieu.

HEADLIGHT GLARES

by LAC O. H. MacDonald

Since the last edition we have gained a new MEO, F/O Fowler, who came to us from Portage and we extend our best wishes to him for a happy stay in North Luffenham. Outside of the usual routine in the section things have been pretty quiet of late.

First, our softball team has been doing very well but seems to be hitting a lot of bad weather as most of our games have been rained out. Then there is Bertie (LAW) Hansen who got lost going from the Hospital to the Mess Hall and tried to pick up the meals at the M.E. Section. Another new arrival has been Andy Anderson from London, Ontario. There is a rumour that Andy, Tiny and Pinder like singing through caravan windows about two in the morning. But that is only a rumour.

Quite a few of the boys in the section were quite happy to see our first Tiger Moth come in as this has become quite an air-minded section and by air-minded we don't mean there are any more holes in the heads than usual, but we have about twelve from here in the Flying Club. Now they can work off that excess speed in an aircraft instead of a vehicle.

While we are on the subject of speed it has been noticed that vehicles are travelling at an excessive speed on the station, this includes drivers of shop mules and refuelling tenders.

Well, until next month, we will leave you with this last reminder. "If you can't go M.E., there is always suicide left."

OVER 4,000 ATTEND RCAF SUMMER CAMPS

Summer Camps for the Royal Canadian Air Cadets will be held this year at RCAF stations Greenwood, N.S., Clinton, Ont., and Abbotsford, B.C. More than 4,000 Cadets are expected to attend the three camps which will be open from June 30th until August 28th.

The camps, which are held in periods of two weeks duration, provide facilities for instruction on Air Force equipment that is not available at Air Cadet squadron training centres.

From the founding of the Air Cadet League in 1941, the number of cadets has grown to 19,000, with 257 squadrons in operation across the country. Strength of the organisation increased 2,000 in the past year.

Summer camps offer advanced instruction on aeronautical subjects plus a full schedule of games, outings and organised sports. Top feature of each camp is a familiarisation flight in an RCAF aircraft for every cadet. Before take-off the cadets are briefed on weather data, flight instruments, map reading and general functions of the aircraft.

Every effort is made to ensure that the cadets are made comfortable in regular barracks. Chaplain services are provided and RCAF medical officers and nurses are assigned to look after the health of the cadets.

The camp closes with a ceremonial review and field day to which parents and other interested persons are invited.

elizabeth arden writes on . . .

PERFUMES

A scent, to most of us, brings the quickest of all mental responses. Intangible, indefinable, nothing so vividly reminds one of a scene, a person, or recalls some moment of remembered beauty.

It mayn't always be a glamorous scent that conjures up the instant vision . . . think of all the aromas that bring a whole scene to your mind—the smell of bacon and eggs frying . . . the coffee (it never tastes quite as good as it smells, does it?) . . . the clean, floor polish smell that brings back schooldays . . . the pungent smell of wood smoke from a hidden village in the hills—all the different scents that are associated in each person's mind with a particular scene or personality.

That is why the choice and use of perfumes is in itself an expression of personality. Perfume is not just a glamorous luxury to be used without discrimination, but it is almost your personal signature, intimately associated with you. It is the most individual thing in the world, for no perfume smells quite the same on any two people. Every skin has a different composition and the final scent is always a combination of the perfume with the chemicals in the individual skin. Even the air makes a difference. That is why what you buy in one part of the world may not smell the same in another part.

Perfumes to-day are usually a blend of natural and synthetic oils and essences, and the finest and most expensive contain a high proportion of pure spirit. The synthetic perfumes last longer than those with a content of natural essences, but they lack lightness and delicacy. A blend of synthetic ingredients with natural oils, balsam and true flower essences combine to give a fragrance that is both lasting, yet not heavy. Perfume is like music . . . it has high and low notes subtly blended like a melody.

In bygone days, perfumes were often over-strong and pungent, or else solely flower scents such as lavender and rosewater. The modern perfume has brought the art of blending to perfection, giving us fragrances that have the freshness of a flower, plus a note of something deeper, that gives sophistication.

When you choose perfume, think of the occasions when you will wear it, and choose it also to match your

own taste and moods, the clothes you wear—choose it as an expression of yourself, and above all, pick a perfume that makes you happy, that gives a life to your spirits every time you use it. Once you discover the perfumes that are right for you, stick to them and make them part of you.

To test perfume, spray a little on the inside of your wrist. When using it, never spray perfume on your clothes, but always direct on to the skin. If sprayed on clothes it may stain the fabric, and of course lose its freshness.

Since perfume is inevitably expensive, it should be treated as something precious. To create your own particular atmosphere of fragrance always use accessory preparations in the same perfume. In this way you build up a "perfume background" and the spray of perfume itself is the high note. Toilet waters, Colognes or products like Elizabeth Arden's Flower Mist, are lighter, less expensive versions of perfume and therefore can be used more lavishly. Spray on after the bath, on arms and shoulders before going dancing, on your wrists. Choose a perfume with matching accessories—Dusting powder, Soap, Bath Salts, Hand Lotion, Brilliantine; or failing that choose your bath preparations in a very delicate non-committal fragrance for to mix pronounced perfumes spoils both.

If you consider yourself unfortunate because you must wear glasses, do away with that old superstition and look upon it not as a misfortune but rather as a necessity that can be very attractive.

Every girl has several dresses, shoes, etc., but limits herself usually to one pair of glasses. Now that the phase of ridiculous gaiety in frames has passed, newer and more flattering designs have evolved. From the varied shapes and colours you can choose several pairs which can reflect your personality and give you an entirely new outlook. Granted, they are not cheap but they should be considered as an important accessory. Since they are worn on the face their benefits should be more than to your vision. By careful choice they can be varied to improve your expression, personality and general attractiveness.

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VICE CAS APPOINTED TO SHAPE

Air Vice Marshal Frank R. Miller, CBE, CD, Vice Chief of the Air Staff has been appointed to the staff of the Supreme Headquarters Allied Powers Europe where on August 18th he will become Chief of Staff to the Air Deputy of the Supreme Commander, General Lauris Norstad.

A/V/M Miller was born 30 April, 1908 at Kamloops, B.C., and graduated from the University of Alberta with the degree of B.Sc. in civil engineering. He joined the RCAF in 1931 and served in various flying, training and administrative capacities until the outbreak of war.

During the war, A/V/M Miller served in numerous senior positions in Canada, commanding special training schools, including the Air Navigation Schools at Rivers, Man., and Pennfield Ridge, N.B., and the General Reconnaissance School at Summerside, P.E.I. He also served at Air Force Headquarters as Director of Training Plans and Requirements and also as Director of Training. In all these fields he made notable contributions to the allied air effort.

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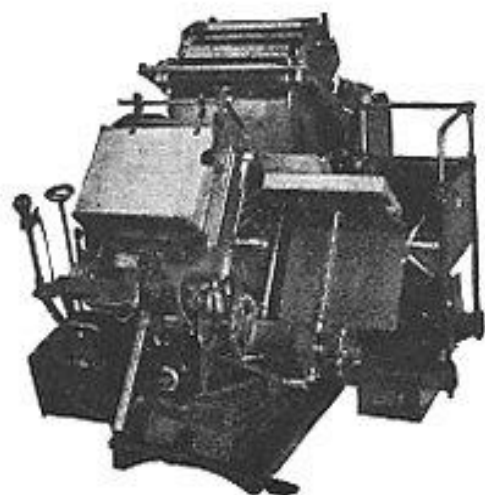
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1949 Austin 16 h.p. Saloon	£385	Standard 8 h.p. Saloon, completely rebuilt	£250
Unregistered Austin 16 h.p. Rebuilt	£435	1951/2 Fordson Scwt. Van	£195
1947 Triumph Razor Edge Saloon in Black	£455	1948 Fordson 10 cwt. Van	£255
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