

talepipe

VOL. III

No. 9

AUGUST, 1951



★ "THIS IS CFNL . . ."

You get the best of both Continents!

The world's finest fabrics—styled in Canada
and tailored by English Master Craftsmen

Every season leading Canadian men's fashion experts in New York plan ALEXANDRE'S styles for suits, topcoats and sportswear.

In Britain, the ALEXANDRE organisation takes its pick of Harris tweeds, Huddersfield worsteds, West-of-England flannels and other prized fabrics from world-famous looms. ALEXANDRE'S master craftsmen then tailor these styles and fabrics exclusively for you.

In this way you get the best of *both* continents—and due to favourable exchange rates you make a big dollar saving into the bargain.

See ALEXANDRE'S latest styles at your Commissary to-day.



ALEXANDRE

Fashion  Award

TAILORING

STYLED IN CANADA



TWO-PIECE SUITS

S.B. and D.B. in all-pure-wool Worsteds, Sharkskins, Flannels. From £10.15.0 to £19.15.0.

TOPCOATS

in pure-wool gaberdines tweeds and coverts from £7.10.0. Also Cashmere and Wool Luxury Topcoats—all shades
£25.15.0.

SPORTCOATS

in genuine hand-woven Harris and Donegal Tweeds, and finest Scottish Saxtonies and Tweeds from £5.

SPORTSLACKS in pure wool flannel from £4.5.0.

ALEXANDRE LTD., OXFORD STREET, LONDON, W. 1.

For Performance, Safety and Economy see the Central Garage—"YOUR" Ford dealer

We are at your service both on the **STATION** and
at **UPPINGHAM**.

Keep your car fit with

**HIGH PRESSURE GREASING,
MARFAK LUBRITECTON.**

**POWER PACKED REGENT T.T.,
the premium petrol.**

HAVOLINE—the lubritecton oil.

FORD POPULAR ... £275 . 0 . 0
P.T. £115 . 14 . 2

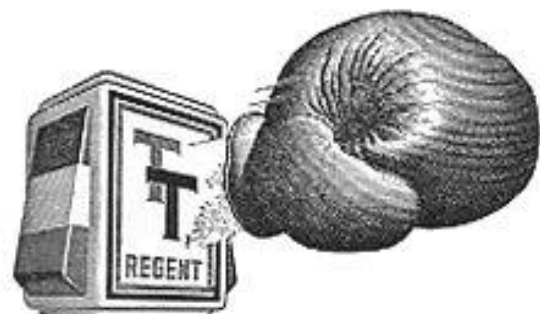
THE NEW ANGLIA ... £360 . 0 . 0
P.T. £151 . 2 . 6

THE NEW PREFECT £395 . 0 . 0
P.T. £165 . 14 . 2

CONSUL SALOON ... £470 . 0 . 0
P.T. £196 . 19 . 2

ZEPHYR SIX ... £532 . 0 . 0
P.T. £222 . 15 . 10

ZEPHYR ZODIAC ... £600 . 0 . 0
P.T. £251 . 2 . 6



FREE CHECK-UP!

Before you drive off with a tankful of Regent T.T.—
let our attendants check your battery, tyres, lights,
sparking plugs, radiator hose, fan belts and wind-screen
wipers! You get the full treatment at **NO CHARGE!**

CENTRAL GARAGE (UPPINGHAM) Ltd.
HIGH STREET, UPPINGHAM

Telephone — UPPINGHAM 3246

HERE - NOW!

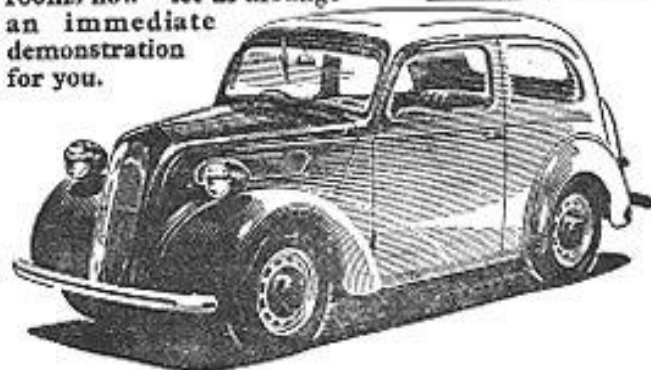
THE *Ford*
POPULAR

at the
Sensational
price of

£275

Plus P.T. £115.14.2.

● Comfort for Four ● Extra Luggage Space ● Backed by our Low-cost Service
The "Popular" is in our Show-rooms now—let us arrange an immediate demonstration for you.



Why not have one of these Wonderful Low Priced Small Cars for your enjoyment whilst in this Country?

Economy, Comfort and Reliability.

* * *

Ask us for full details

MOTORS & TRACTORS LTD.

Main  Dealers

ST. JOHN'S STREET
STAMFORD



By Appointment
Dress Outfitters
to the late
King George VI
Established 1895

Gieves

LIMITED

*Outfitters to the Royal Air Force
and the Royal Canadian Air Force*

27 OLD BOND STREET LONDON W1 Telephone: HYDe Park 2276

Bath - Bournemouth - Chatham - Edinburgh - Gibraltar - Malta
Plymouth - Portsmouth - Southampton - Weymouth - Liverpool - Londonderry



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

Sports Editor:

F/L W. R. Palmer

Photo Editor:

Cpl R. N. Hill

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.

one for the road

Flipping through the pages of a local paper the other evening, we noticed a small story dealing with the conviction of an RCAF officer and his wife for traffic offences. While we believe the punishment far outweighed the crime, the instance does serve to point out the seriousness with which British authorities regard motoring violations. And there is certainly cause for consternation.

A few miles motoring around the English main and side roads should show even the most obtuse driver the dangers constantly prevalent. Apart from the outmoded system of narrow, winding, heavily laden roads, the Canadian driver finds himself faced with road rules, signals and driving habits that in some cases are totally foreign to those he has previously encountered.

By popular accord, it would seem the French are the world's worst drivers. And, from what we gather from current British motoring magazines, the average English-

man runs close second. Exactly where the Canadians rate in the list, popular accord doesn't seem to have got around to mentioning.

Maybe the Canadians in England don't park their cars on corners or overtake three abreast on blind hills. Maybe they don't dawdle along straddling the white line and flop their arms around in aimless signals.

But maybe they could be getting a little too complacent.

Bad driving habits are easily acquired, especially with examples on the road every day. But driving is like flying an aircraft; one never stops learning.

The recent spate of automobile accidents associated with this station should serve as a reminder that British roads, cars, and driving regulations differ from those in Canada, and should be treated with healthy respect. And the conviction we mentioned above should be a further reminder of what can happen when one runs afoul of the traffic authorities.

In This Issue

Editorial	Page 5
Gunners' Corner	Page 6
Inner Workings	Page 7
This is CFNL	Page 8
Tour De France	Page 10
ASM for the Fish	Page 10
Notes on Notes	Page 12
The Searchlight Tattoo	Page 14
Truck Roadeo	Page 15
Ann Baxter	Page 16
South Coast of England	Page 17
Golf Tournament	Page 18
Sports Report	Page 19
Section News	Page 20
Squadron News	Page 24
Aviation Clippings	Page 27



BY APPOINTMENT
SUPPLIERS OF "CANADIAN CLUB" WHISKY
TO H.M. KING GEORGE VI

"Canadian Club"

WHISKY



*Sold the world
over*

...

*An essential
basis for cocktails*

...

*Ideal with Ginger
Ale and for all
long drinks*



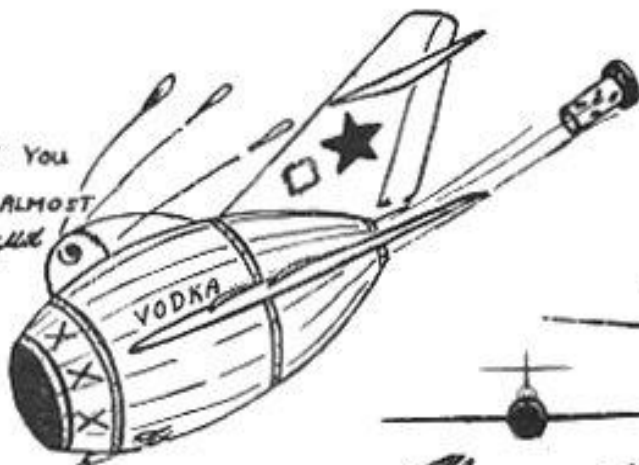
J. & F. Walker & Sons Limited, 138 New Bond Street, London W1.

DIstilleries: WALKERVILLE, ONTARIO, CANADA. ESTABLISHED 1858

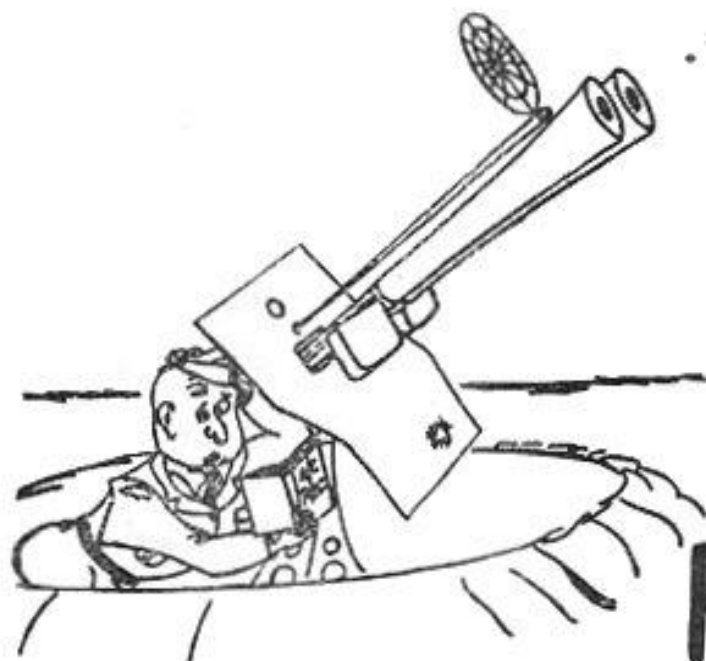
Gummers' Corner



I AM TELLINK YOU
IVAN, I AM ALMOST
Канутирыфуд
MINESELF!



Introducing "Ye Flying Barrel." Typical fast Ruski game bird. Favourite cover: may be found from E. Germany to China Coast. Usually sighted in numbers during open seasons in UNO, when it will fight without provocation. When flushed may either fly high or at tree-top level. MIG-15 markings: (Common type) Red Star outlined in white on side of fuselage and tail. Identification features: Single jet fighter; swept, tapered mid wings, square tips; swept and tapered tail surfaces, high flying stabilizer-elevator; barrel-shaped fuselage, squated off fore and aft; wing fences upper wing surfaces. A familiar shark-like F-86 prepares to pounce on a hapless Migibus Fifteen (right) . . .



. . . and as a result a number of types join with the aircrew to become potential killers of enemy aircraft. All in all, such a number will be engaged in that rather important study called Aircraft Recognition, that this page will henceforth be dedicated to them. Anything that flies is liable to appear—from Ptarmigan to Tupolev for, if you're also a game hunter, tips on birds may prove helpful. Learn by easy steps and anything you see will later be "Duck Soup." Aircrew or AckAck Gunner, you've gotta be able to answer the question . . .

FRIEND OR FIRE?

THE INNER WORKINGS OF talepipe

By Roger Martin

Since becoming the outlet for TALEPIPE editorials this past year, we have taken every opportunity to read the editorial columns of any other publication on which we could lay our grubby little paws. The other evening we found a most interesting couple of columns in one of the best-dressed of American magazines.

The magazine in question surmised, perhaps a little presumptuously, that its readers were simply all agog to hear first hand the inner-circle secrets of publishing a top-line periodical. A thousand words, roughly speaking (and you can take that any way you like) then followed to explain the vast thought, preparation, work and care that went into long distance publishing planning. We were rather touched at this revelation, and certainly awed at the big-name list of regular contributors. Fearing the onslaught of dreadful inferiority complexes that might develop among our staff should they, too, read the literary breast-baring, we thought it better to reveal our own secrets to our own readers in order to stem the flow of complexes perhaps already stirring. (In this case, could we be excused if we called it a complex flow?)

The latest Assignment List for this magazine we mentioned is mimeographed in a shade of purple. Whether the shade was becoming or nauseating we forget. But what we remember is that it contains the names of 71 authors and 106 articles they have been commissioned to write. Reading that we were overwhelmed. Especially so after we had referred to our own TALEPIPE Assignment List.

If we may digress here a little, the phrase . . . referred to our own TALEPIPE Assignment List . . . does not actually reveal the whole story. When we say referred,

we meant we spent at least 25 minutes scrabbling through desk drawers, old envelopes, confidential files and behind the seats of the car before we had finally collected what we laughingly call the Assignment List. On the back of a dental category card we found the message: Chk striped cars . . . b'lve kittens HQ. An account from the East Wopping Hydro-Electric Corporation had scrawled across it in what appeared to be tangerine lipstick: Phl eeple huwh aeros . . . ? The inside flap of a cigaret package yielded the startling message: Chk George . . . loued hn yillom? Maybe ph. align. PHOTOS!!! And finally there was a message scrawled in blue crayon on top of the desk: Phone the publishers . . . the deadline is only three days away.

While the stories in TALEPIPE may not be 8,000 words long, nor re-written three or four times, nor eventually turned into novels, they are treated with a modicum of care and respect. The following is a reasonable facsimile of our news-gathering process:

A telephone rings, shattering a sleepy summer's afternoon. From a far corner of a large dim room comes the gentle swishing of dead Operations Orders as they fall like autumn leaves from the bowed shoulders of a gaunt, hollow-eyed flying officer. His lips move soundlessly as he crunches his way through desk-high piles of amendments and memorandums. The dust rises in great clouds and settles again like volcanic ash on the upturned faces of the quietly sleeping staff as he wades despairingly to the shrilling instrument, and lifts the receiver.

"Yeah?"

"Hello, is that the Editor-in-Chief, Talepipe?"

"Yeah."

"This is the publishing office."

"Uh-Huh."

"Today is August 17."

"That's nice. What else is new?"

Sir, we have only seven more days in which to publish your magazine."

"Better hurry then."

"With the numer of stories we have so far, we could have it published in the next seven minutes."

"That right? Well, what are you waiting for?"

"Sir, excuse my hysterical screaming, Sir, but we have nothing to publish. Understand? Nothing!"

"Oh."

"Well, when can we have some stories?"

"A good question. A good question. Tell you what. I got a couple of things cooking. Might have them finished by tomorrow. I'll phone you the first of the week. G'bye now."

The gaunt, stoop-shouldered young flying officer puts down the receiver with a sigh. He leans against the wall and gazes into space for several minutes and then shuffles over towards the sleeping typist. A swift dig in the ribs with a wooden ruler brings her instantly awake.

"Take a memorandum, girl. To all section heads and members of the TALEPIPE Committee . . . quote . . . In recent months little or no news from your section has been published in TALEPIPE. In order to rectify this situation it is requested that you . . ."

To get back to this American magazine we were discussing, mention is made in their editorial of the high standard of their articles, the painful re-writing necessary, and the unrelenting editing of the copy. They are not alone. We are only too well aware of the pain bound up with re-writing and editing. Especially so when space is limited and we are forced to cut down our own flawless prose.

And plans for the future? Why, they include, of course, a "group of timeless, gentle and (we think) memorable stories of reminiscence." Tentative titles include "The Loves of Lotus Jones," "The Mountain Idyll of J. Fulsome Brown," and "Phleple Huwh Aeros."

We hope the tattered Assignment List of TALEPIPE will continue to provide you with timeless, gentle and memorable treasures of literature in the months to come.

THIS IS CFNL

By Ken Castle

This is the voice of the Canadian Forces at North Luffenham, CFNL, coming to you from 550 on the medium-wave band. By now that station break has probably become familiar to most of the "TALEPIPE" readers. It denotes that the closed-circuit radio station, owned and operated by the personnel of 1 Fighter Wing is on the air, broadcasting its own particular brand of Canadian entertainment.

About now there will be mutterings from those who live several miles away from the station area, claiming that they have never been able to pick up the programmes on the home radio set. This is explained by the fact that CFNL operates on what is called a closed-circuit, meaning that the radio signal is confined to roughly the limits of the RCAF Station. And, due to certain technicalities, conditions cannot be altered.

Last spring, the organisation of CFNL was changed, with F/O John Spenard taking over as chairman of the Radio Committee. Under his guidance, the present operating set-up was devised. Before that time, there was an acute lack of interest in the radio station, with a mere handful of "keen types" doing all of the work. John scouted around the camp and secured quite a few new recruits for the project. By the time he departed to return to Canada, things were operating very efficiently.

Anyone working on the staff of CFNL does so of his or her own volition, and receives no remuneration or special privileges for so doing. The staff presently consists of:

Chairman: F/O Ken Castle.

Programme Director: Cpl Mel Jones.

Chief Technical Advisor: Cpl Lorne Kingyens.

Announcers: LAC Doug Read (Chief), LAC Cliff Jones (Sports), Cpl Johnny Johnson, LAC John O'Neill, LAC Gerry Cann, LAC Bill Warshick.

Operators: LAC Dick Villiers (Chief), LAC Ron Relsig, LAC Ed. Smith, LAC Jim Fraser, Cpl Earl Lindsay, LAC Bill Munn.

Record Librarian: LAW Stella Kolomitz.

The studios are located on the second floor at the rear of the Airmen's Mess. There is, of course, a control room where the various engineering functions are carried out. The equipment here comprises the usual collection of

record turntables, tape reproducing apparatus and the control panel for all the various electrical circuits. All of the announcing emanates from the one studio, which also houses the record library. Besides this, there is a room wherein reposes the transmitting and testing equipment, as well as another for the storage of the weekly supply of tape-recordings.

A goodly portion of the technical equipment was built here on the station, by the personnel of Wing Telecom Section. The parts were purchased through NPF, and the labour was donated by the Telecom people. The remainder, such as microphones and tape-recorders, belongs to NPF.

CFNL maintains a programme schedule of over forty hours per week. The majority of the time is devoted to tape-recorded shows which come from the Canadian Broadcasting Corporation. It might be pointed out here that these tapes go to several other places in the circuit before reaching North Luffenham. This explains why some of the shows make reference to events and holidays which are a month or more in the past.

The other portion of the programming originates in the studios, using local talent. In this category falls the nightly disc-



Control Room Operator, Cpl Earle Lindsay, cues up a recording on the turntable.

jockey show, station breaks, time checks, news, sports and all other local announcements.

The news which is broadcast is a special feature called Armed Forces News, and is sent out by the Canadian Press.

The great volume of work entailed in the sports department is handled by one man, LAC Cliff Jones. Besides writing and broadcasting the evening sports show, he produces several feature programmes each week, and carries out his own system of research and statistics gathering.

It is hoped that the programme schedule can be expanded in the future, to include an hour in the morning, plus an hour at noon. As yet, there can be no guarantee of just when this will become a reality.

Then, too, as you possibly heard, some CFNL personnel did a play-by-play broadcast of the baseball game, in London, between the RCAF team and the USAF Bentwaters nine. It is hoped that we will be able to continue with programmes of this nature, covering several Canadian sports.

The radio station's record library is rapidly overcoming the stage where the same selections are played each day. At present, there are approximately five hundred 78" discs, as well as a number of transcriptions. These are 16" across, each side having about four different numbers. They are the donation of the CBC, and include such artistes as Gisele, Nel Chotem, The Homesteaders et al. The numbers range from the classics through to jazz.

To digress for a moment, the recording of "O Canada" played daily had to be scrounged from the CBC, since it was impossible to buy the same anywhere in London.

All of the 78" records have to be purchased, and the monies for this are supplied through a monthly grant from Station fund. Also, several of the messes voted a sum of money to the radio station, for the purchase of records.

Some thought is already being given to the setting-up of another radio station, once this Wing moves over to Marville. The transmitter has already been received, and rough sketches for the studio lay-out are being drawn up.



Announcing your Wednesday evening programmes is LAC Bill Warshick, from Saskatoon, Saskatchewan.

 By appointment Tea and Coffee Merchants to the late King George VI.

FINE TEAS & COFFEES

By

TWINING

(Established 1706)

R. TWINING and Co. Ltd. Grams. 'Sowest'
London, Liverpool, Paris. London.

PILOT'S LOG BOOK

This important book can be permanently bound and lettered in Gold.

STYLE A - - - - 19s. 6d.
STYLE B—de luxe - £3 15s. 0d.

Ask for details at

DOLBY BROTHERS Ltd.

Specialists in supplying the Services

STAMFORD - Lincs.

TOUR de FRANCE

By Terry Axcell

It was hardly a tour de France but what better title to attract attention? This is a story of intrigue, adventure and danger, i.e. crossing the Channel to France through both English and French customs.

Not being a world traveller at 21, I hadn't a clue on passing through customs nor did anyone else when asked. So there I was, alone, unafraid, facing the unknown bravely, asking succour of no one (except the AA).

Arriving at the airport with my car, I immediately made for the AA office. I explained the situation to them, which was this: "I am posted to France, I have bought a car in England, purchase tax free, which had also been imported into the country by an agent for me. I have no export papers, no tax free documents, rien, except the log book of the car. How do I get it out of the country?"

"Hmhmhmhm" (Note: This is the AA man humming). "Wait here."

About half an hour later the AA man returned, flushed in the face as if he had just done some very strenuous work. As a matter of fact he had. He explained that on first presenting the problem to the customs they were all for seizing the car on the grounds that it had been improperly imported into the country. After much explaining by the AA man they finally agreed that all was kosher and they would let the car through but that they would keep the log book and take the case up with the Customs Board.

On reaching the French customs, I had no Carnet, no log book, no nothing. I asked for a Laisser-Passer. I received one immediately at a cost of 400 francs, and was on my way. There were no questions about bringing in contraband, money or about anything else for that matter.

The French driver is quite different from the English. When one comes to a cross-roads one lets out a terrific bleat on the hooter. The same applies when passing another car, a cyclist or a pedestrian. Some of the cars are equipped with two horns, one more raucous than the other. The loudest is used on large trucks which are indifferent to small cars, especially when they wish to pass. In France the person on the right has the right of way. This is true under all circumstances, i.e. a small dirt track leading on to a major highway, a car pulling out from the kerb, in fact every case where anything enters a road from the right. Be careful of this when you come to France.

The roads are fair, the signs posts excellent, and the traffic very sparse. One can make very good time since the roads are all very straight and some of the curves are even banked!

On reaching the station I applied for AF licence plates. At this stage the Laisser-Passer was handed in to the Provost Marshall along with \$20. For this sum, a Carnet is issued, the AF plates, an International Driving Certificate, and numerous other documents necessary for travel on the Continent.

That ends the Tour. I am now firmly entrenched in Le Globe Hotel in Metz right across from La Gare. The rooms are very nice—and expensive, and a French breakfast is very inadequate. A cup of most bitter coffee and a dinner roll. Ce tout!

When the big move from Luffenham takes place, you are going to find quite a difference from England. Let us hope that this little story will be of some help. If you want more information on life here write to the Editor and he in turn will write to me requesting same and I, in turn, will write to the travel bureau.

On the Cover

Protector of Britain's Sea Lanes, an Avro Shackleton gets airborne on one of the never ending coastal patrols.

ASM FOR THE FISH

by Dorothy L. Koshul

Dorothy Koshul, who has been writing for "Talepipe" on the various aspects of life in an English town, tells here of her experiences as Assistant Stage Manager for the Stamford Music and Drama Society.

In Mrs. Cobbold's lounge there is a large shield which bears the title "Kesteven Festival of Community Drama," and the latest name, "The Stamford Music and Drama Society." This most correct and restrained award is one of two remaining souvenirs of the ten weeks I was Assistant Stage Manager for Stamford's entry in the Festival. The other souvenir is my battered prompt copy of "The Fish," and together they revive happy memories of seaweed and stiles, water and corsets, fish hooks, a thimble, and lots of fun.

As Assistant Stage Manager (who actually assists the producer, in this case Mrs. Cobbold) my first job was to prompt at rehearsals. This sounds very easy but when the play is full of amusing action, following the dialogue carefully takes all one's will-power. I was very grateful for the three scenes in ballet-mime, when the Dulcitone with "Aupres de ma Blonde" and "Sur le Pont d'Avignon" took the place of dialogue, and I was free to watch the action. In the first two scenes, Louis tries to choose between the two sisters, appraising their charms and sampling their kisses, only to find them "equally ravishing, equally desirable." Later he flirts with the girls while holding a skein of wool for their mother, and manages to tangle both the situation and wool with an injured and innocent air. But for me the high spot of every rehearsal and performance was the fish hook scene, when George leaped on the stage clutching his punctured posterior, and was

caught by the two girls, who removed the hook and a good portion of his trousers. Soothed by their flattery, George grows very pleased with his position until he realises that he is the neatly landed fish, and bolts for freedom. As often as I saw him do this scene, his performance never failed to call up my helpless laughter, and I would have been a failure as prompter if anyone had missed a cue then.

Our set was very simple, and the boys constructed the sturdy stile, so there was no way I could help with the stage. But costumes were in my field, and I thoroughly enjoyed an evening in the rag-bag and property box, unearthing artists' coats, French berets, cabana skirts and hats with upright feathers. My biggest problem was Peter's trousers, which had to hold together during his painful acrobatics, but tear easily when the girls removed the hook. We contrived a patch which had to be replaced after every performance, as well as fastened to Peter's shirt be-

fore his entrance. A few of the others also had to be sewn into their costumes, so I was never without my silver thimble, and came to regard it as a lucky charm. The thimble was only one of my possessions which proved useful—once I gave up the stiffened petticoat I was wearing, and another time my silk scarf became part of a fairly complicated hair-do.

A second problem was Robin's dunking, for as the father who is pulled into the river, he had to get thoroughly soaked. A large bath of slightly warmed water was placed off-stage and Rob leaped for it, almost breaking his neck. (At the second performance we had an old mattress handy, and I'm sure his cry of dismay was much less convincing). But his re-entrance was accompanied by authentic squelches and drippings, and one lovely touch when he dolefully wrung out his sopping shirt tail.

Since the girls did most of the work on their own costumes, I had only one more duty—gathering up

the props. These included the stile and bath, artificial grass, the fishing rods, corsets, sea-weed, towels, Peter's patch, wine bottles, French newspapers—a fantastic and improbable list.

Then everyone, cast, producer, stage hands and part of the audience, would pile into the 'bus and roll off to another stage in the Drama Festival. This was the time for frantic changing and making-up, the agony of the performance and the suspense of adjudication, and finally the happy ride home. On the night we won the shield, we returned to Stamford for an excited hour at the Mid-Lent Fair, proudly carrying the shield as we rode the ferris wheel. And back at the Red House, Mrs. Cobbold served the last coffee-and-cakes to the cast, as we talked and talked into the morning hours, swapping cues and remembering past successes.

I have been bitten by the drama bug—and I doubt I shall ever recover.

WHY NOT TAKE A
MONTE CARLO RALLY WINNER
TO CANADA



THE ZEPHYR-SIX

- ★ FREE OF PURCHASE TAX
- ★ HIRE PURCHASE FACILITIES
- ★ PROMPT DELIVERY

SHARMAN & LADBURY LTD.

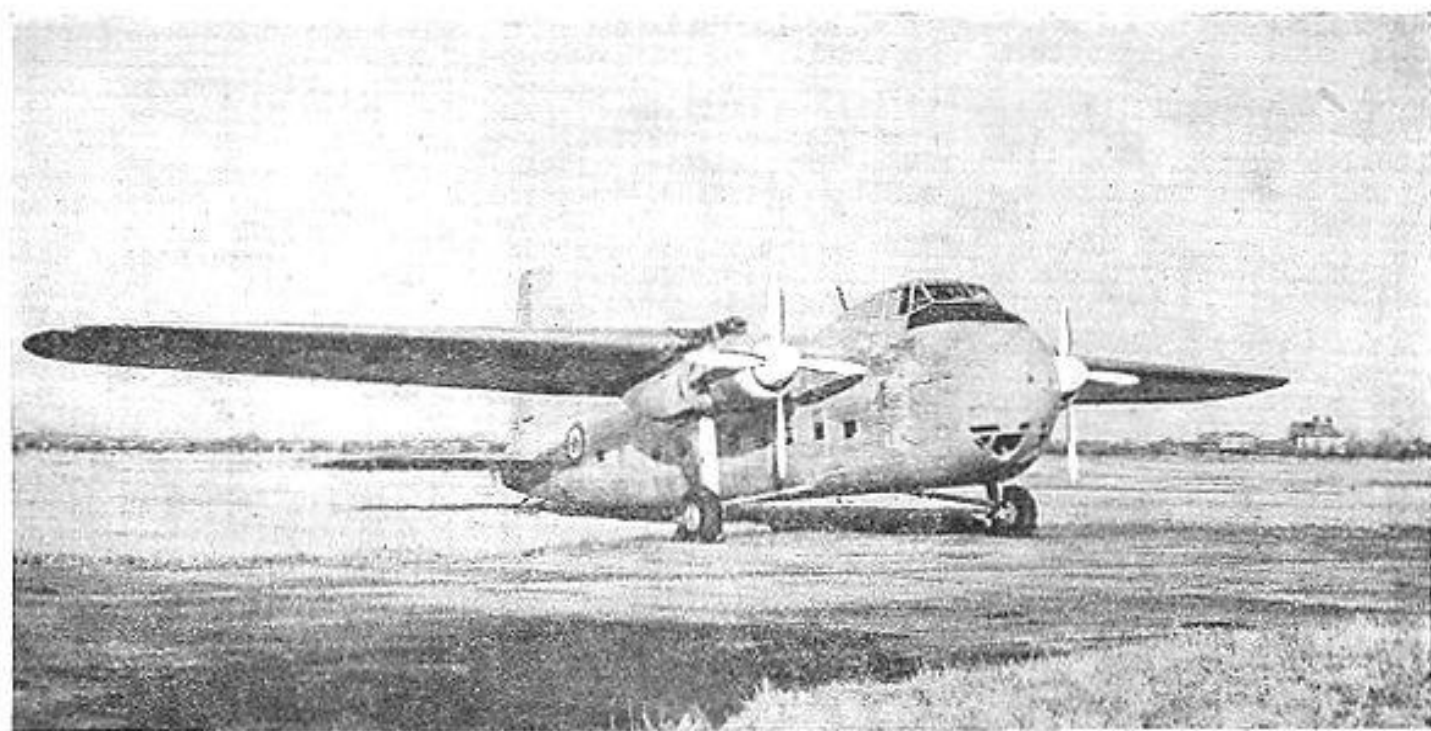
MAIN



DEALERS

MELTON MOWBRAY

Telephone : 424/5



Like some monster poised to spring, this Bristol freighter of 137 (T) Flight at RCAF Langar crouches on the sunny tarmac.

NOTES ON NOTES

THE NEW:

By Roger Martin

Terry "Dad" Axcell has sung his farewell blues. He's fled the country amongst a shower of shattered platters and fractured particles. So, until we can talk him into reviewing the latest in Continental chords, I'll be carrying his baby, if you'll excuse the crude vernacular.

Of the new releases during the past couple of weeks, just about the funniest and brightest of a rather poor bunch is the new Phil Harris ditty, "The Persian Kitten." In the famous Harris style, but more of a monologue than ever, "Kitten" contains some pretty sharp wordage. Backing by the Skip Martin Orchestra is effective. If you're a Harris collector, you can pick this

one up on the HMV label, serial B10722. On the flip side is the oldie "I Guess I'll Have to Change My Plans."

For something on the smoochie side, Joni James has waxed "You're My Everything." Supported by the Lew Duncan outfit Joni makes a good thing of this very pleasant tune. It's somewhat slow, but fine for late-nite listening. Incidentally, a couple of times in this disc you'll swear you're listening to a female Billy Eckstein. This is a record that should get high on the Hit Parades. You'll find it on MGM 752.

A long, long time ago George Gershwin wrote "Somebody Loves Me," and like many other Gershwin

tunes it's still popular. Latest version of this tuneful standard is the Melodisc release of the Hedley Ward Trio giving "Somebody" a not too inspiring treatment. Disc starts off with a slow straight vocal backed by guitar and piano and then winds up to a slightly frantic tempo. The piano in the latter part of the recording sounds vaguely reminiscent of Nat Cole and his Trio way back when. The Hedley Ward Trio sound a little too much like any other of a hundred small combos, however, and am not too enthused about this one. If you want it though, you'll get it on Melodisc 1298. Reverse side carries "Skyblue Shirt and Rainbow Tie."

If you like your music loud and jumpy, but lacking the polish of Kenton or Brown, you may be interested in "Delaney's Delight." This little opus by Drummer Eric Delaney and his Ork is merely a showcase for the leader's work. Written by Delaney, "Delight" is one of the first recordings from the new band. The tricky drum sequences may appeal, but this ex-Geraldo sideman lacks the necessary something. On the back you'll find "Oranges and Lemons." Look for it on the Mercury label, MB3143.

The current heart-throb of English teenagers, Londoner Dickie Valentine hits the stands with a platter I'm told will be very

popular with his croon-crazy audiences. It's slow, schmaltzy "Endless." Would not jump for joy over this one, but will lay evens it finishes high on the English pops list. Johnnie Douglas provides the music for what is, in my books, a five-for-a-quarter disc. Flip side is "I Could Have Told You." Available on Decca F10346.

Ella Mae Morse of the famous "Cow Cow Boogie" is back, this time on singles with intriguing names, to say the least. You can hear her on Capitol 13960 with "Forty Cups of Coffee" and "Oh, You Crazy Moon." Caught "Moon" and enjoyed it muchly. Ella's voice is rough and ready but she has a nice delivery and aided by the Dave Cavanaugh Ork does a most listenable job. It's no "Cow Cow," but you'll probably enjoy it.

And finally in this month's not very fascinating selection, is a small piece of something called "Smile." Joe "Mr. Piano" Henderson fingers his way none too crisply through this theme from "Modern Times." Originators, so I hear, are Charlie Chaplin and two bodies known as Turner and Parsons. "Smile" is fine for background music while you mix the final milkshake for the road. There's more tinkling Piano on the reverse, this time "Jangle Box Rag." Enough said. If you're really interested, try for Polygon P1129.

AND THE OLD:

By Bill Warshick

Instead of reviewing platters recently aired, I would like to reminisce — just thinking back I haven't heard these records for a long long while, and to my way of thinking they are worth listening to. Remember Charlie Barnett? He never did become the band of the nation, but towards the end of the war he reached the peak of his popularity. One of his releases really caught my fancy. Do you remember "Pompton Turnpike"? The clever arrangement has an alto sax echoing a clarinet. I remember it so well because Sgt Dick Dudley used it as a theme on a morning disc jockey program on the Allied Expeditionary Forces network. Dick is now a staff announcer with N.B.C. As a matter of fact this record is so listenable that I never did get familiar with the flip side.

Did you ever try to analyse how composers selected those fascinating titles for their ditties? "Pompton Turnpike," the name that is, intrigued me so much that on my first opportunity I just had to travel over the pike. It's located upstate in New Jersey, in the Pompton Lakes District. There is a certain similarity between the song and the road, the free and easy attitude that you find on a multi-laned thoroughway, the almost monotonous repetition of the numerous turn-offs and the graciously curved sweeping bends. Just give a little concentration the next time you have an opportunity to give ear to this number.

Pearl Bailey or Mildred Bailey, I never can get those two separated in my mind, but one of them sang a catching little tune in one of her films. It was "Tired." You really have to see her in action to obtain a vision of her relaxing way. Actually there isn't much to the lyrics or the melody but the artist gets an A-plus for presentation. So when you're tired hear "Tired."

There is one song plugger for whom I feel very sorry. I don't know his name, in fact the only thing that I know about him is that he composed "Would I Love You." He certainly was fortunate in getting Patti Page to make the presentation. The reason I feel sorry for him is he was the victim of circumstances. Current tunes seem to run in cycles and a new batch floods Broadway's record stands. It is here in these long narrow disc galleries that hits are made. If you get a release at the start of a batch you have a sure hit parader, but if it comes at the end of the batch—well better luck next time. "Would I Love You" has a very pleasing tune, you might even say it's haunting. The words are very fitting indeed. We are definitely in the commercial stuff, but Patti Page's rendition promotes it from this class. The accompaniment alone is worth the price of the record.

There you have three old records—three different records—three well balanced records. I hope that you enjoy them—I did.

You're welcome...

R.C.A.F. personnel and their families need go no further than the Guard Room on the R.C.A.F. Station at North Luffenham to find a special banking service at their disposal.

A Guard Room may not always have pleasant associations, but you will find there a very friendly atmosphere when you are dealing with Lloyds Bank. You may exchange foreign currency, obtain Travellers' Cheques in sterling or in dollars and transfer funds to and from Canada. And, of course, you may open a current account there and obtain a cheque book.

Also, if you need any guidance in money matters you're welcome!



R.C.A.F. LANGAR

Personnel are invited to use the services of our branch at Old Market Square, Nottingham, where the facilities of a fully equipped Overseas Department are available.

Hours of Business at the Guard Room, R.C.A.F. Station, North Luffenham:
Tuesdays and Thursdays 12 noon to 2 p.m.

LLOYDS BANK LIMITED

Local Office: 65 High Street, Stamford.

Manager: Mr. G. P. Elson.

THE SEARCHLIGHT TATTOO

One of the many attractions offered to Londoners and tourists alike this year was the Searchlight Tattoo held in the White City Stadium in London. Organised by and for the SSAFA (Soldiers', Sailors' and Airmen's Families Association) this exhibition is on a par with the famous Aldershot Tattoo which was such a great success in pre-war years. Band displays, drill, physical training displays and re-enactments of famous battle scenes or events in British history are performed by members of all three Services, and Cadet and Territorial Army units. Taking part in the Band Display at this year's Tattoo was No. 1 Fighter Wing's Pipe Band, and Sgt J. Langston, Pipe Sergeant, tells here of the band's experiences in London.

As usual, the beginnings were chaotic and seemed a shambles as a Tattoo of this size requires split second timing and all the events have to be rehearsed well beforehand. Diagrams showing the disposition of troops engaged were circulated to all units concerned to be studied and learned.

Preliminary rehearsals for the Tattoo were held in the famous Chelsea Barracks, and it was here the Pipe Band members received their first inklings of what was to come.

120 pipers and a drum corps of 60 comprised the massed pipes and drum display. Pipers of the 1st and 2nd Battalions, Scots Guards, King's Own Scottish Borderers, Gordon Highlanders, London Scottish, Black Watch, RAMC and the RCAF, along with their respective drum sections, were formed up with a frontage of twelve pipers on the parade square in Chelsea Barracks and the intricate movements began. A complicated system of counter marches and spin wheels had been devised, influenced, so I was told, by a musical ride performed by the old cavalry squadrons in India. As only two days were allowed before the first night to practice these movements, considerable square bashing was expected and received. By the time Sunday rolled around with its full dress rehearsal horrors, most of the drill was almost pat.

Sunday morning at 0900 the ordeal started. All morning and afternoon the various units went through their paces. The co-ordinator's mike, high above the

stands, crackled with comments; caustic, cajoling and complimentary, as the occasion demanded. By late afternoon the whole show was taking shape and at 7.30 that evening hundreds of tired and hungry service men and women streamed out of the stadium to catch a quick bite and return to their posts for the start of the final evening full dress rehearsal.

For the performers the worst part of these events is the waiting around for the time to go on. They must be on hand at all times, as a last minute change in procedure can often disrupt the whole organisation and timing of a certain event. On Sunday night, however, the whole show was put on under the searchlights and by then everyone was familiar enough with the parts to be able to proceed without any untoward incidents. The massed pipes and drums were in the arena for twenty minutes and the varied tartans with their contrasting colours were picked out with great effect by the searchlights and coloured spotlights. By 1145 the Tattoo was finished and the troops dispersed to their billets.

Monday was the first night of the Tattoo and by this time it was as familiar as the daily drill parades. Tuesday night, after the end of the Tattoo, the Band returned to the hotel and after getting kit stowed away left at 1 a.m. for North Luffenham. Travelling all night the pipe band reached the station early in the morning. After a quick clean-up of uniforms

and spats, shaves, etc., the band paraded on the tarmac and took part in the Guard of Honour ceremony to meet the Air Member for Personnel. At 1 o'clock off to London again, where the band arrived around 5.30 in the afternoon. At eight that evening back up to the Stadium and the usual routine. By midnight that night everyone was ready for bed and the dining room on Thursday morning was very sparsely represented by the RCAF.

Thursday night was a repetition of the previous nights, but on Friday evening a change in the band's formation was announced. On all other performances the RCAF marched between one rank of the Scots Guards, who were on the right flank (this being the privilege of the Scots Guards as the senior pipe band), and one rank of the Gordons. Friday night, however, the RCAF held this position on the extreme right and according to reports acquitted themselves very well. It may be of interest to record that mention was made, on several occasions, by officers and pipe majors of various units that the RCAF had the best disciplined band in the massed pipers and drums and carried out their drill with the smartness and precision expected of more experienced troops.

Saturday was the last day of the Tattoo and in addition to the final matinee performance, a prior engagement was fulfilled. This involved a march of 2½ miles leading a procession of the St. John's Ambulance Corps to the annual fete held in Hampton Court. This is quite a distance from where the band was staying in Kensington and so an early start was made. Arriving at the starting point, East Molesley, the procession was quickly formed up and moved off. The destination in Hampton Court was slightly damp (as is usual at fetes—it rained), and the band got back into the bus and roared off, preceded by a motor-cycle policeman who, I think, is a fervent admirer of one of our M.E. boys known as Tiny. The roads being very wet the policeman's motor-cycle skidded and threw him in front of the bus. Quick thinking and smart wheel handling by Tiny averted what could have been a very nasty accident.

The arrival back at the White City was just in time for the band members to take their places in the ranks prior to the march on. At last came the finale and the Tattoo was over for another year.

NEW HIGH LEVEL APPOINTMENTS

Air Commodore Henry Myles Carscallen, DFC, 45, of Hamilton, Ont., who has completed a course at the National Defence College, will succeed Group Captain Z. L. Leigh, OBE, as Air Officer Commanding Air Transport Command, Lachine, P.Q.

G/C Leigh has been acting Air Officer Commanding since A/C Robert C. Ripley, the former AOC, was appointed to the staff of Allied Air Forces Central Europe, in December, 1953.

Born in Hamilton, Ont., A/C Carscallen is a graduate of Royal Military College at Kingston, Ont., and holds a Bachelor of Science degree from Queens' University, also at Kingston.

After hostilities, he served with the Canadian Joint Staff, Washington, D.C., as Senior Air Staff Officer and later Air Attache. He returned to Canada in 1948 as Director of Personnel Administration at AFHQ, Ottawa, later moving to Edmonton as Chief Staff Officer of North West Air Command. Prior to proceeding to National Defence College, A/C Carscallen was Chief of Air Operations at Air Force Headquarters, Ottawa.

* * *

Group Captain Ernest A. McNab, OBE, DFC, CD, 48, of Regina, equerry to the Duke of Edinburgh on his Canadian tour, and the first RCAF member to win the DFC, has been appointed Senior Air Staff Officer at 12 Air Defence Group, Vancouver. G/C McNab has been serving since 1949 at Air Force Headquarters, as Director of Personnel Administration.

He will take over his new duties in mid-August, following the Duke's tour, replacing Group Captain R. O. Shaw of Toronto, who is leaving 12 Air Defence Group to become Air Attache in Belgrade.

* * *

Group Captain Kenneth C. MacLure, AFC, 39, of Montreal, has been appointed Director of Armament Engineering at Ottawa.

G/C MacLure has been the chief project engineer of the Central Experimental and Proving Establishment at RCAF Station Rockcliffe, Ont., during the last year.

In 1945 G/C MacLure was named the first winner of the Institute of Navigation award given annually for the most outstanding contribution to the advancement of the science of navigation in the United States.

ROADEO COMING SOON

By LAC MacDonald

The first all-Canadian Roadeo ever held in England by Service personnel will be staged here this year. Roadeo, you may ask, but where are the horses? Well, as a matter of fact, we don't need horses for this type of roadeo as we use trucks, every-day four-wheeled trucks.

Ever since 1948 the Department of National Defence has participated in the Armed Services Division of the Canadian National Truck Driving Competition. This competition for safe and skilled driving is held annually in co-operation with various safety organisations, government and police departments and the automotive industry.

Driving competitions are conducted to give recognition to the most skilled and safe drivers. They are designed also to bring to the attention of the public the fact that driving is a profession followed by men whose knowledge and execution of safe driving practices and driving skills are equalled by few other drivers and surpassed by none.

To qualify, a driver must be accident free for the twelve month period prior to the date of the competition. This rule provides the greatest incentive for drivers to remain accident free throughout the year.

The competition is designed to determine through a series of competitive events the contestant's knowledge of safety, courtesy, efficiency, first aid, and his skill in handling the type of vehicle used in his particular class of competition. The contestant making the highest total score for all the events is designated the champion of his class.

The sequence of events in the Armed Services Division is as follows:

- (a) Unit Eliminations.
- (b) Command Eliminations.
- (c) Inter-Command Eliminations.
- (d) Tri-Service Eliminations.

In the Armed Services Division, the winner receives the "Armed

Services Annual Trophy," which he retains as long as he successfully defends his title. The first, second and third place winners also receive a trophy for retention and a monetary reward as authorised annually by the Automotive Transport Association.

The exercise course lay-out consists of six exercises which must be traversed with a covered stake truck, the driver making use of his rear view mirrors only. The clearance of each exercise is such as to tax the ability of the best of drivers.

If by chance we have non-believers who think it is easy, let us give you a brief outline of what the drivers go through.

Serpentine: Making use of rear view mirrors only, back the truck between 3 barrels spaced 34 feet apart. Drive forward through the barrels.

Offset Alley: Negotiate the vehicle through an Offset Alley, with just inches of clearance.

Straight Line: Drive the vehicle in a straight line with the outside rear dual wheels inside a double row of balls, with a clearance of 2 inches on both sides of the tyres.

Parallel Parking: Park the truck with a maximum of two back ups in an area of limited clearances, with the aid of rear view mirrors only.

Alley Dock: Back the vehicle into an Alley Dock of limited clearance, again making use of rear view mirrors only.

Diminishing Clearance: Drive the vehicle in a straight line through a series of uprights, varying from 9 inches clearance at the widest point to 1 inch clearance at the narrowest point.

Now this may seem very easy to those of us who are inexperienced on such matters; however, in all the years that such competitions have been conducted, with the very best of drivers competing, a perfect score has yet to be made.



THIS IS ANN BAXTER, STAR OF RKO RADIO'S "CARNIVAL STORY"

THE SOUTH COAST OF ENGLAND, REJOICE! REJOICE!

"What are you doing?" he asked me.

"Rejoicing," I said.

"Rejoicing?"

"Yes, rejoicing."

"Well, if you don't think I'm being too inquisitive, why don't you tell me of what you're rejoicing?"

"You are being too inquisitive. And, furthermore, when I rejoice, I like to rejoice quietly. Alone. I like to sit down with a small bottle of beer and rejoice in private. I am not a mass rejoicer."

"Maybe you're not a mass, but you're certainly a surly rejoicer. All I want to do is help a little. With two of us rejoicing we might really make something of it."

"Make something of what?"

"Of what you are rejoicing"

"You win. You may help me rejoice. But only in a small way. mind you. Pour yourself a small beer and rejoice with me."

"Okay, so now I'm rejoicing. But I still don't know of what."

"Friend, do not ask for the world."

"I am not asking for the world. All I am asking is why we should sit here rejoicing and drinking beer. There must be a reason, as the old song says."

"Very well, you win again. For the sake of rejoicement in peace I will tell you why I'm rejoicing. I'm rejoicing because I'm lazy."

"Brother, that is no cause for rejoicement, as you put it. If all the world were lazy, where would we be today?"

"I am not here to make with philosophy. Today I have given to rejoicing and beer drinking. I have ducked the issue for several years but now I am decided. I am lazy. Now I have accepted that fact, I am happy. I am rejoicing."

"You are disgusting. You are setting a terrible example to the young men of our nation. The fate of all who are lazy shall surely fall upon your head. Pour me another small beer."

"You are not really helping me rejoice, you know. Here you accept my company and my hospitality, but refuse to aid my aim for the day. Rejoicing in my laziness."

"I am only too happy to accept your invitation to rejoicement, but I cannot approve the cause. Have you been outside today? The sun is shining. It is summer. Little birds are in the trees, and small children are playing on the lawns. Doubtless elderly lambs are frolicking in some far-off field and maybe even a small fish or two is rising to an angler's worm. Why are you not outside with the summer? This part of the world is for pleasure. You should be rejoicing in the four seasons and your good fortune in still being on this world and not beneath it."

"Brother, you are gloomy. And shortsighted. You praise the pleasures of summer and then refuse to rejoice in my laziness. Have you not heard of lazy summer days? Of dog days? Of hot days in a high meadow where the grass is up to your knees and the stalks are good to chew?"

"You have a point there. A somewhat doubtful one, but still a point. Pour me another beer and tell me why you are sworn to a life of laziness."

"Ah, now you are almost ready to rejoice with me. See that typewriter? And that paper? And those notes? This morning, very early, I was going to use those. I sat down at that table there, pulled the typewriter over, filled it with paper and started to write of the South Coast of England?"

"The what?"

"The South Coast of England."

"Oh."

"I was going to list on that paper all the funny little things, and wondrous little things, and beautiful little things, that abound on the South Coast of England."

"You surprise me."

"I surprise you?"

"I didn't know you thought about

such things. May I have another small beer? Such diversity of thought. Wonderful."

"Patently you are interested, so patently I shall continue. The furthermores I was going to add to that little list about the South Coast of England included the charming castles and the charming boiling oil. And I was going to make with glorious prose of the sandy coves, the impossible roads, the wonderful scenery and lumpy mattresses in the seaside hotels."

"Wonderful. Wonderful."

"Yes, it would have made a great little article. Colour photos, too. And humour. The ordinary little things that happen to families everywhere. The flat tire. The car-sick toddler. The gash on Granny's foot from the broken bottle. Human stuff. Moving. The Sunday papers would jump at it."

"Friend, you had something great there. Why didn't you write it?"

"I'm rejoicing."

"Rejoicing?"

"Sure, I'm lazy. Remember?"

"You mean you don't know anything about the South Coast of England?"

"I know lots about the South Coast of England. But I'm not going to tell. And not because the South Coast of England has any secrets that shouldn't be told. I'm not going to tell because I'm rejoicing."

"Here we go again. Friend, I don't think I understand you. You're rejoicing because you're lazy and not going to tell all about the South Coast of England. Pour me another small beer."

"That's right. Rejoice with me. I'm too lazy to write about the South Coast of England. But I'm not too lazy to think about it. Marvellous country. Had a wonderful time down there. Open another small beer and let me tell you about it. It's probably been a long time since anyone has rejoiced about the South Coast of England."

KEEN COMPETITION IN STATION GOLF TOURNAMENT

The first Station Tournament of the year was held on Wednesday afternoon, 29th July at the Luffenham Heath Golf Club. A record entry of 44 golfers played 18 holes amidst torrential rain and a driving wind, this combined with the 6,200 yards par 74. Luffenham Heath course was enough to dampen the spirits of the keenest golfers, but, the boys waded right in and many creditable scores were recorded when all the divots had cleared away.

Five permanent trophies were awarded to the following players:

1st Low Nett
(70) Cpl Kendall

2nd Low Nett
(72) LAC Thompson

Low Gross
(83) Cpl Wiltzen

Best 1st 9
(36) Sgt Devins

Best 2nd 9
(35) LAC Gray

Hidden Score
(150) Cpl Wattiers

In view of this successful effort the golf committee are planning another tournament to be held in late August or the early part of September. So let's straighten out our slices and have a new lot of winners for this one.

Watch your DROs for particulars.



★ ★ ★

Above: Cpl Bob Wiltzen from the Station Photo Section lining up a putt in the recent RCAF North Luffenham Golf Tournament.

★ ★ ★

LEFT: Caught by the camera while waiting to tee off at the first hole are, from the left, S/L R. P. Conlon, Protestant Chaplain at No. 1 (F) Wing; Lt-Col. J. Mannel, a former maritime golfing champion; G/C James Harvey from C.J.S., London; G/C J. D. Somerville, Commanding Officer, No. 1 (F) Wing.

★ ★ ★



SGT. MASON
REPORTS ON

SPORTS

Brittania Shield

The annual minor Olympics consisting of fencing, swimming, boxing and rifle shooting fought out by representatives of Air Forces who participated in the Battle of Britain will be held in November this year in London.

Last year was North Luffenham's first attempt, and the result proved that we hopelessly under-estimated the high standard set by these really fine athletes from Britain, U.S.A., France, Netherlands, Belgium and Norway, many of whom do little else but keep in shape, to bring the highest sporting honours possible to the service and country they represent.

The R.A.F. won the competition last year but only two points ahead of the Netherlands, who invariably bring over a very strong swimming team.

F/Lt A. C. Marshall, of C.J.S., our last year's team captain, who has swum for Canada in the Olympics, unfortunately won't be with us this year having returned to Canada. He was the only member of our swimming team placed, finishing fourth in the 100 yards breast stroke. F/O Gregory of Langar won the 200 yards shoot in the rifle shooting which is held at Bisley.

No excuses are offered for our poor showing, but we hope when the team is selected this year that our boys will be afforded the facilities and time to train that the other teams get. If there are any boxers, fencers or swimmers recently planted amongst us who have had competition experience we should like to see you as soon as possible to arrange training schedules in preparation for trials. These we hope will be held on the Continent in the near future.

Softball

Water sports would have been much more in keeping with the weather we have had during the past three weeks and consequently outdoor games of any other nature have been completely washed out, including our station softball league. Ominous looking clouds are still very prominent but with a break in the weather the play offs should be scheduled around the beginning of September.

By present standings corporals and sergeants are certainties for the final four, but there ought to be quite an interesting battle to decide which other two teams enter the final battle. Transport, 441 and 439 Officers all share the same standing with 410 very close on their heels.

439 Airmen are finding times pretty hard at the foot of the table having lost 9 games out of 11 played. The girls have also been playing it cool lately, although the married quarters girls have still a big score to settle with the W.D.s and the clash is due to take place just as soon as that long awaited wave of high pressure blows in from the Atlantic Ocean. Toddy leaves for sunny B.C. in the near future and no doubt W.D.s are going to miss that strong right arm of hers.

Basketball

Unfortunately, facilities on this station for basketball are anything but first class, and improvisation has had to be the keynote in this sport ever since our arrival here. Exhibition games have been the rule, but this season we intend to enter the R.A.F. cup, and considering last year's victory over R.A.F. Cranwell, one of the R.A.F.'s strongest teams, by a combined North Luff and R.A.F. Newton team, we consider our chances reasonably good.

Several of last year's enthusiasts are still around and hope will form the nucleus of a team which will put RCAF basketball well and truly on the map.

New arrivals on the station who are interested are asked to make further enquiries at the Sports Stores.

Mondays —

GOLF RUN

Leaves Guardroom 1830
Instruction 2/- per lesson.

Mondays, Wednesdays and Fridays —

WEIGHT LIFTING AND BODY BUILDING

1900 Hrs.
B.B. 57 Beginners Welcome.

Thursdays —

SWIMMING

'Bus leaves Guardroom
1945 Hrs.
Instruction Available.

Soccer

The coming season is eagerly looked forward to by soccer enthusiasts on the station and it appears interest is much greater than last year when we had to rely on two of the R.A.F. people to help us out.

Several of last year's players are still around, although we shall sadly miss that pillar of strength Jackie Logan who is now back home in Vancouver, adding his strength to some fortunate team there. One or two of the boys have been keeping in shape during the closed season, and it's good to see some of our men playing in the ball league and generally keeping the eye in.

Good to see Shorty Etherington back with us again to strengthen our already useful forward division. A certain pipe major who hung his boots up at the beginning of last season is contemplating coming out of retirement, after receiving sweat treatment the hard way to reduce that ever expanding kilt. Another veteran of many campaigns on and off the sports field considering climbing off the shelf is tearaway Paddy (Blarney) Devins, and if the names on paper are anything to go by 2, 3 and 4 Wings had better watch out when we get over there.

As usual the R.A.F. units in the area will offer the strongest opposition, but the biggest score we have to settle before we leave here is against a certain U.S.A.F. team from Burtonwood.

PRESS & VALET SHOP

OPP. BB 62 1 (F) WING RCAF
NORTH LUFFENHAM

HIGH QUALITY SERVICE

BE SMART

PRESSING

24-Hour Service

DRY-CLEANING
LAUNDERING
TAILOR-REPAIRING

Open :
MONDAY TO FRIDAY

TO ALL SERVICE PERSONNEL
AND THEIR DEPENDENTS

LOOK SMART
SATISFACTION GUARANTEED



LIBRARY LORE

By Miss M. Ball

Tiger Squadron by Wing Commander Ira ("Taffy") Jones, D.S.O., M.C., D.F.C., M.M.

This is the story of one of the greatest fighter squadrons of all time, 74 Squadron, told by its oldest member, the famous air ace, W/C Ira (Taffy) Jones.

It is, however, much more than the history of a single squadron, for in setting down his narrative the author tells what is virtually the whole thrilling story of air fighting from the days of the old R.F.C. in France right up to and after the Battle of Britain.

Couched in simple, vigorous prose, the story is a "must" for all those who are interested in aerial warfare.

V2 by Major General Walter Dornberger.

An absorbing account of research and development of the liquid-propellant rocket in the German Army. The author is well qualified to relate the story, for from 1930 to 1945 he was in charge of the Rocket Project.

Rendez-vous 127 The Diary of Anne Brusselmans.

An exciting transcription of the diary of the famous Madame Brusselmans, who helped so many Allied airmen to escape to freedom.

The Amazing Mr. Doolittle by Quentin Reynolds

Bomber Pilot by G/C Cheshire

The Royal Air Force 1939-45 Vol. 2 "The Fight Avails" by Hilary St. George Saunders and Denis Richards.

The Royal Air Force 1939-45 Vol. 3 "The Fight is Won" by Hilary St. George Saunders and Dennis Richards.

The Edge of the Sword by Captain Anthony Farrar-Hockley, D.S.O., M.C.

The story of the Gloucestershire Regiment in the Imjin Battle in Korea.

Swiftly They Struck by Murdoch McDougall

The story of the wartime exploits of No. 4 Commando.

Soldier Adrift by L. Steni

CLUB 55

LAW M. M. Ehman

A recent visit was paid us by S/L Evans, from AFHQ, accompanied by F/L Pope from Air Division HQ. S/L Evans, head officer of all airwomen in the RCAF, has visited most of the Canadian Stations, thus was able to give us an enlightening talk on what's new on the stations in Canada. S/L Evans answered any queries we had concerning clothing, re-engagement, etc, and then, our queries having run out, lunch was served.

We wish to express our appreciation to S/L Evans for her visit and for the news she gave us from our "home" stations. It's always good to hear news of Canada.

Around the Barracks

What women don't go through to look beautiful! Proof of this is the visit made by two representatives of a make-up manufacturing company a short while ago. Free facials were given, and girls could be seen scurrying down the barrack halls, their faces masked in creams, "dinner party pickups," and all sorts of queer concoctions. A demonstration on the proper application of make-up was given, and also the right colour for each individual. When all was done, some of the results proved quite remarkable. So there we sat, all painted up and no place special to go. Oh well, c'est la vie!

With the North Luffenham radio station operating so successfully, a number of early to bed people in BB 55 are now staying awake each night to hear the "Starlight Hour" from 2300 to 2359 hours. They jump into their wee beds around 2300 (complete with hot water bottles and bedsocks—in August yet!) turn out the lights, and listen to the Request Program, hoping someone might play one for them. Sometimes we wonder about the meaning behind the titles of the songs requested. Remember "Tennessee Wig-Walk" requested for the girls in B 55? Hmmm!

Comings and Goings

Recent departures are MedA's Cpl M. (Jamie) Jamieson and LAW Norma Colwell, while the arrivals include MedA LAW Donna Mason, and Clk Typ's LAW Doris

Thiboult, and LAW "Butch" La Croix. Also here on 426 Detachment it Butch's sister, LAW Pat La Croix. Welcome to Club "55."

In everyone's conversations these days, the topic always seems to turn to the weather. Even when we go to a movie, we see scenes of some sunny land—the beautiful beaches of Hawaii, for example—and for a short while, in imagination we are basking in the sunshine oblivious of the local weather. Then boom! The movie ends and we step out into the rain again.

They say the rain makes flowers grow,

And though this statemen's true, you know,

We sure wish that the rain would go

To someplace else for a month or so.

ACCOUNTS CHATTER

Dave Cobb and Jerry Byrant have been on Ack-Ack and ground defence courses. They had a very enjoyable time, lying out in the liquid sunshine, trying to tell the difference between a F-86 and a MIG-15, luckily no MIG's were in the sky at the time. What will these Accounts boys be up to next!

We'd like to welcome F/L Campbell from Claresholm and Sgt Jones from Suffield, to our staff. Do hope your stay here will be pleasant.

Everyone seems to be on leave. Dave Cobb, Vernice Strobel, Tonto Graham, Neufie Boland, Bill Sauer, Harold Turner, Adel Tindall, Larry Litke and Grace Kolesar. Who's next?

Vic Bent is back to work again with a contented look on his face, a typical donnicker. Congratulations and the best of luck to the newly-married couple, Alwyn and Vic.

Pat Glover is now in Ely. First it's her teeth, now her tonsils. What's next, Pat?

The current rate of exchange for the pound sterling is \$2.74.

CARAVAN SITE NEWS

By Mrs. AD Cooper

The stork has had a busy time this past month delivering to the following: To F/O and Mrs. K. Mosher twin girls born July 9th in London, Sara Louise — 7 lbs., and Deborah Victoria, 6lbs. 14oz. To LAC and Mrs. Paynter a baby boy born in Oakham—Ronald James, weighing 9lbs. 2oz. To LAC and Mrs. Pinder a baby boy born July 26th in Stamford Hospital—Robert Joseph, weighing 7lbs. 13oz. To LAC and Mrs. Jennings a girl, born in Stamford—Susan Lorraine, weighing 6lbs. 15oz.

The caravan site dance held this month in Edithweston Hall proved to be a big success, thanks to the committee and the co-operation of all. (That chicken was sure delicious).

Now that our English summer is here? several families have taken advantage and have spent holidays in various parts. The McKenzies and Coopers spent a week at the Butlin's Camp at Clacton-on-Sea, and may I add a wonderful way to spend your leave. The Wells toured Southern England. The Hills toured Wales and Southern England. The Hogans on tour to Scotland. The Peters are leaving for Scotland in their new car (Studebaker no less).

Bon voyage and happy landings to the Balfours, who left this month via aircraft. Their new headquarters will be Trenton. Good luck, kids.

Congratulations and welcome to LAC and Mrs. Bailey, who were married 14 August and are taking over the Balfour site. The Hogans are deserting the caravan this next month in preference to married quarters.

Visitors this month were Mrs. Mosher's mother and sister from London. Master Andrew Barrett, from Blackburn, who was visiting with AD Coopers. Visiting with the Atkinsons was Mrs. Atkinson's aunt from Scotland, and with the Hattons were Mrs. Hutton's parents from Spalding.

Noticed a Donnicer with skirts on, just wondered if he was practising for the girls' soft ball team or a recruit for Jock MacKenzie's Pipe Band.

AIR DIVISION STARTS ANNUAL RIFLE SHOOT

By Bill Warshick

2 Wing will be hosts this year for annual competition to raise the standards of marksmanship in the Air Force.

It was recently announced by No. 1 Air Division that an annual rifle shoot will be held with the units within the division participating. 2 Fighter Wing has been selected as host Station for this year, with the dates set for October 6, 7, and 8. In subsequent seasons the other Wings will be delegated to run the show.

The purpose of the yearly competition is to foster high standards of marksmanship and to promote a competitive spirit in shooting between the units of Air Division. The various shoots will run along the lines of the Queen's Medal shoot with the exception that the Ground Defence weapon, the M1 Garrard Rifle, will be used exclusively.

The competing teams will be drawn from Station Combat personnel with added members from the Medical and Dental staffs. Each Fighter Wing will enter 20 contestants, while Air Division and Langar will field a team of 5.

(Continued in next column)

FIRE HALL

By F/S Kelly

The Assistant Fire Chief, Sgt. Hebert, is back from No. 2 wing, where he spent a few months on T.D. We have a new man in from 3 wing, LAC Deagan, and by now Cpl. Jamieson will be settled in Zweibrucken.

A few of the worries we had regarding crashes have been relieved somewhat with the addition of three men on crash crew. These three men will be on for a month at a time, and, along with two regular firemen, will man the two crash trucks.

By the way, one of the crash trucks is now equipped with a two-way radio.

That covers the highlights for this month, but remember, leave your vehicles and yourselves out of the way during any alarm on the unit. We respect your wanting to help us, but we will call you if we need you.

Air Division Starts Annual Rifle Shoot

All administrative arrangements will be handled by the hosts at Gros Tenquin. The directing staff will be composed of 1 officer and 5 NCO's from the Ground Defence staffs of each wing.

Westmorelands Electric Ltd.

21, High Street,
STAMFORD.

41, High Street
OAKHAM.

FOR

TELEVISION
RADIO

REFRIGERATORS

WASHING MACHINES

and all

ELECTRICAL APPLIANCES

PROMPT SERVICE BY EXPERTS

A NEST EGG
FOR
YOUR NEXT
LONG LEAVE



There's nothing like cash when you go on leave...

Arrange with your paymaster now, to have a portion of each pay automatically deposited with The Royal Bank in London.

Regular deposits grow quickly... and when leave rolls around you'll have a cozy nest egg to have yourself a time.

**THE ROYAL BANK
OF CANADA**

6 Leithway, E.C.2 | 1, Strand, Manager
24 Cockspur St., S.W.1 | S. B. Murray, Manager

Head Office: MONTREAL. Offices in New York and Paris
Incorporated in Canada in 1855 with limited liability.

MANY PERSONNEL CHANGES IN H.Q. ORDERLY ROOM

During the last month the Orderly Room has seen many changes in personnel. Old faces are leaving for Canada, and we welcome new personnel. Many of the people who were on the advance party which opened the Wing way back in '51 have now returned to Canada, primed with stories of their pioneer work in England. To give some idea of the change-over in staff within the past two months, the Adjt, WO i/c the Orderly Room, the NCOs i/c Records, Stats and Central Registry have all returned home.

The move to Marville hangs over the heads of the Orderly Room Staff like the Sword of Damocles. Each section during a move has its own problems of packing, but consider the poor clerk with his indispensable card index systems. It is practically impossible to transport a Kardex across the office without getting it shuffled like a pack of cards, imagine the chaos on arrival at Marville. However, at the moment, these things are in the future, and more pressing problems are taking their toll of the Orderly Room clerks' hair.

Movements back to Canada are taking on the proportions of a flood, as tours are completed. With

the number of replacements arriving, the Orderly Room has a completely new look. Farewell parties have given a rather haggard look to our clerical staff, though they put it down to over-work. Our farewells are hard on those returning as well. They seem bent on sopping up as much hard liquor as they can before they go back to Canadian prices.

For those of us who are staying with the Wing, farewells are taking on a new poignancy as well. Personnel are beginning to look nostalgically around the pubs in Nottingham, and realising that soon they will be far away from these evergreen pastures. Reminiscences are heard about "that time in Piccadilly" and people speak sentimentally about how they roughed it on RAF stations and the rain.

Everybody around the Orderly Room has become a long range planner now that the "Move" is fast becoming a reality. All the clerks have ideas about how it should be done, and are getting all set to be able to say, "I told you so" when the brain-children are ignored, and their precious records are lost somewhere in the English Channel.

diameter. Two of the ten frequencies can be selected by the operator at the same time, i.e. two channels, and either or both of these can be selected for presentation. There are two very handy devices incorporated for calibration—one is a built in calibrator for 360 degree calibration by the technician and the other is a fixed external test oscillator which can be operated from the remote position for a spot accuracy check. This equipment gives practically no trouble at all and it works 24 hours a day 7 days a week with time out once a week for test and inspection. If trouble did occur on the remote signal cable, up to three lines of the balanced quad could go u/s and the set automatically switches to stand-by, i.e. both channels would be presented on the CTR regardless of the position of the selector switch, and a warning lamp lights up. In addition, if various other faults occur an alarm is sounded in the speakers in the form of a very loud 1500 cycle note. All in all—this is quite a piece of equipment even if it does remind one of a pin ball machine when it is changing frequencies.

Three transfers of note are, WO2 Tommy Ellis from 1 Wing to Langar, WO2 Scotty Reid from 1 Wing to AMCHQ and WO2 Ken Rankin from AMCHQ to 1 Wing.

The Telecom section is well represented at the Queen's Medal competition in Canada by WO1 Palmer Thompson and Sgt Roy Cunningham—two of the top shots of North Luffenham.

ICA-67

CONVERSIONS

FINISHED

With the recent changeover of equipment in the Expeditor from ICA-67 to the 24 channel ARC-3 the Com Techs (Air) at this unit have breathed a sigh of relief. At long last we have seen the end (we hope) of the ICA-67. Until our Sabre conversion program was completed early this spring we were beginning to think that the ICA-67's would go on for ever.

It is planned to set up a trade advancement program on the APX-6. Sgt Fatum and Cpl Work have completed the American course on the equipment and since

we have just received our test equipment we should be all set to go in the near future.

As a matter of interest—we believe we are the only RCAF unit still using the SCR695.

One piece of RAF ground equipment in use at this unit which should be of general interest to all technicians is the VHF CR D/F. This is a ten frequency equipment which is entirely electronic, giving an instantaneous presentation of QTE or QDM (selected by a switch), on a CTR approximately 15 inches in

SCOTT & EAYRS

OAKHAM

*Phone 28

Main Dealers for Rootes Group

Cars—deferred payments arranged for export models.

All makes of cars serviced, repaired or overhauled.

Our charges are low and your interests are ours.

Our Representative will always be pleased to see you at the Station.

LARGEST EXERCISE SINCE THE WAR

The RCAF took an important part last month in the largest air exercise in the U.K. since the war. Sabres from Canada's three Continental Wings participated in a huge attack on Britain, while Sabres stationed here at North Luffenham, shared the defensive duties.

The object of the air exercise — code name "Dividend" — was to test the effectiveness of Britain's air defence system. More than 70,000 men and women took part.

The Canadians at North Luffenham virtually operated under wartime conditions. The working day was from 4 in the morning to 10 at night, with Sabres flying from dawn to dusk.

Three-quarters of the attacking force were R.A.F. jet bombers. But the Sabres from the Canadian bases at Gros Tenquin in France, and Zweibruecken and Baden in Germany, did their best to get within the defences. The attack operated south of Scotland, to the west of England, from a line drawn roughly south from the tip of Norway.

Air Marshal Sir Dermot Boyle, Commander in Chief R.A.F. Fighter Command, said that on the defence side great strides had been made in radar. "I think we probably have the best early warning radar in the world," he declared.

In exercise "Dividend" new procedures and apparatus connected with radar were tried out.

The exercise was co-ordinated with the large-scale NATO maritime channel exercise "Haul." Sir Dermot said the difficulty facing those responsible for the air defence of Britain was that with the advent of nuclear weapons defence had to be "absolutely on the top line at the very start." Until they had effective guided weapons — which would be some time yet — manned fighters operating under radar control formed the main defensive weapon assisted by air command.

WING ELECTRICAL

"Byline" Koshul

Well at last! After months of futile effort spent in seeing all the editors of "Talepipe" I have in one glorious stroke of good fortune been allowed (on probation of course) to do the Wing Electrical reporting. I cannot thank enough my immediate superior who "went to bat" for me, or is it at me, that I mean, either way my faith in human nature and the ultimate triumph of justice is borne anew to a height from which I can sneer at those who didn't want me to have this job.

Being a superlative reporter isn't easy—many's the nite I spent while still a novice in mixing metaphors, polishing phrases, etc., but to be a success in any field of human endeavour you must be prepared to make sacrifices, and I can say I've not spared myself for the small measure (modesty prevents me from enumerating all the details, which you may have by contacting me at 71RI) of success which is mine.

The only item of section news of any value this month is the posting of that promising young Sgt (no problem there at all) Draney to Langar . . . attention Sgt Devins

RCAF TO FLY ICE PATROLS

Three Lancaster aircraft from the RCAF's Maritime Air Command left their Greenwood, N.S. base recently for Resolute, in the Far Arctic, from where they will fly ice reconnaissance patrols throughout the summer.

The detachment of Lancasters, under command of Squadron Leader W. S. Day, DFC, of Dartmouth, N.S., are from 405 Maritime Squadron. They will provide ice information to Department of Transport vessels engaged in the annual sea re-supply of the Joint Arctic Weather Stations.

Named Operation Far Cry, their flights are expected to cover a six-week to two-month period.

The extreme northerly weather stations are accessible by sea for only a short period each year. The supply operation must therefore be carried out with despatch, and ice reconnaissance aircraft play an important part in the task, warning of heavy ice conditions and advising of open channels.

Previously the job of taking in supplies by sea had been undertaken almost entirely by the US Navy, but this year the Canadian Department of Transport is performing the major role in the operation. Departmental vessels involved include the icebreakers "D'Iberville" and "N.B. McLean," and the supply vessel "C.D. Howe."

In addition to their ice reconnaissance duties, the crews of the three Lancasters will observe and report on musk oxen sighted during their flights.

FURLEY & HASSAN

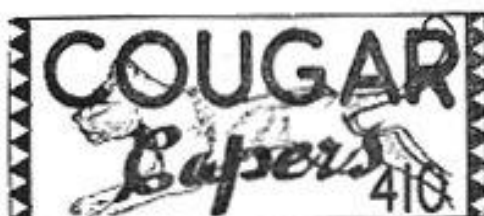
MEN'S AND LADIES'
TAILORS and OUTFITTERS

UNIFORM SPECIALISTS

REMOVAL
AND
STORAGE
CONTRACTORS

Estimates given for Overseas Shipping
to Europe and Canada.

OAKHAM



Since the last issue of this article was published 410 Sqdn Command has changed. S/L Warren has been appointed COPO, having been replaced by S/L Fisher. The Squadron personnel wish to congratulate S/L Warren on his appointment and every success to S/L Fisher in his future command of 410.

Congratulations are also due to Cpl Embury and LAC Rogers for taking the plunge. Rogers was felled by Cupid's arrow shot straight from Windsor, Ont., with great accuracy via trans-Atlantic Liner. As you see, distance offers no obstacle to this noble archer of the heart. Cpl Embury suffered the same fate, but from a shorter distance, namely Nottingham.

Operation Dividend. — In this season of long leisurely days spent under the sun of England, 410 departed for Coltishall, where it was felt we would all benefit greatly by soaking up great quantities of aforementioned sun.

On arrival we were assigned to our palatial quarters (tents, airmen for the use of) collapsible cots, kerosene lanterns and green floors (grass). The cots were quite a lesson in the fine art of balance. Just a little off centre and they had the nasty habit of falling over. It was quite unbelievable at first as they were only four or five inches off the floor. These conditions were welcomed after beds and mattresses, solid floors, etc., and various other discomforts of barrack life. To keep the boys entertained at night great armies of beetles and earwigs were imported. It was indeed a great spectacle to watch their daily roll call and to witness them marching around in battle formation showing off their superior force and physical fitness. Before breaking off into individual groups of ten thousand or more, they were briefed on the coming day's target by a beetle of supreme size and importance looking suspiciously like a WO1 of umpteen years' service. After this display airmen, for the most part being a humane crew, we gladly turned over our humble cots and belongings to these small citizens of our world. These creatures being so small, it seemed a shame to have

them roam around in all that wet grass when it was no trouble for us to let them gambol around our bed-clothes and play hide and seek or whatever they do play in our suitcases and personal clothing. Our only regret is we couldn't do more for them such as annihilate them. The operation was a success and the change in living was welcomed by everyone.

After return to camp John Barleycorn was invited to the Sqdn canteen and a small celebration was held.

Cpl Gullbeault claims to have lost FAITH in rumours, so has resorted to collecting signatures on E26's for pastime.

A Phenomenon akin to the eclipse of the sun and happening about as often, was observed in the 410 Sun Valley several weeks ago. LAC Boggs, of the Arm. Section, was observed by competent witnesses to rise from a horizontal position and move off on his two feet without assistance in the approved QR (Air) fashion. The reason for this epic event was a posting back home.

D. GRAHAM.

THE BBC AND THE 410 PILOTS

When the huge head of Gilbert Harding poked itself into the exclusive atmosphere of 410 Pilots' Room the famous handlebar moustache visibly quivered. Awed but determined he queried:

"I say, could this be the base of operations for those intrepid airmen on the lists of 410 squadron who have earned such renown in the British Isles for their flying feats in the F-86 aircraft?"

With an alacrity that that mesmerised even The Great Harding, the operations officer replied devastatingly:

"My name's Bill Johnson. To you—Sir! To get this far you must be OK. Take off your hat, wipe your feet and state your business."

Harding was quick to comply and then explained that he had accompanied BBC television cameramen to North Luffenham to record the departure of NATO aircraft for Greece and Turkey. He added: "It seemed only natural, Sir, that I should take this opportunity to record an average day in the life of pilots flying with such a renowned squadron. It would be just the thing to fill in our Saturday evening hour with Marilyn Monroe we had to cancel. And it would be a feather in my cap—Sir."

After being cautioned not to speak above a whisper, Mr. Harding was allowed to peer into the bright interior of the Pilots' Room. Seated in easy chairs and at desks, the pilots were oblivious of his presence. The soundproof walls annihilated the sound of jet engines and the BBC employee was told that the central heating system had recently been modified so that the sound of warm air gushing into the room would not disturb the pilots at their various studies. These included:

Marcel Vaesen trying to determine the sucking intensity of the J-47 G.E. 13 jet engine . . . Cal Drake plotting the shortest route to Copenhagen, Denmark . . . he was assisted by Ab Cunningham and Fred Kozik . . . Pat Mephram who was enmeshed in the theory that a "G" meter would have a valuable function in an automobile . . . Bruce Fleming writing a collection of anecdotes tentatively titled "A Swiss Family Job is Done" . . . Bruce McElmon, broom in hand, asking Fleming, "How'd you like to do this job? . . . Bruce McLeod considering the job he has to do in December . . . Bob Thompson weighing the merits of forward operations against rearward movements . . . Al Tegart memorising the Traffic Code . . . Steve Atherton preparing a welcome speech for visiting Air Cadets . . . Ken Young acting as Flight Commander while Garth Cinnamon is lurching at Linton-on-Ouse.

Mr. Harding put on his hat and left without exposing an inch of film. He was heard to mutter that a squadron whose extraordinary feats were based on study and intense planning should not be jeopardised by the BBC just for the entertainment of a few million Britons.

But his shoulders were stooped as he wandered up the prairie track.

410 MAINTENANCE

Just a little news from 410 Maintenance. Sgt Bill Gilchrist is going to Canada on 53 days' leave. Ted Arsenault has just arrived back from Rome. It looks as though the Italian sunshine agreed with him. To be truthful, I think we could all use some.

Cpl Al Harvatt is up here with us now after quite a spell with servicing. A newcomer to our fold is LAC Jim Anderson.

410 INSTRUMENTS

Cpl Olesen

We extend congratulations to LAC "Tom" Palmer and his wife Yvonne, nee Turner, who were married at Hucknall, Nottingham on 17 July. We wish you the best of everything. Attending the event from the section were LAC "Bob" Crowell, LAC "Al" White and yours truly.

Recently joined the golfing clan: LAC Bob Crowell. Two more possibilities are LAC Al White and LAC Robby Burns. "Best o' luck tae ye lads."



Once again: "Greetings Everybody," 441 (F) Squadron just wants to come and talk news to you for a while.

Our Mac McNamara is back from an AE Course at Littleover, Derby. We're getting "GEN" boys, now.

Our most sincere welcome to Sgt Laing who has joined our ranks from 439 M&W Section. Sgt "Jock" Harley has left us go back to Canada. Vancouver is his destination.

Cpl Eric Mace has left us to go to 439 Armament Systems. Don't fail us Eric, show the boys what you've taught us.

New faces have been seen round the squadron since our last report. Don Scanlan, Gibby Gibson and Stew Stuart have left Maintenance to join the ranks of servicing. Glad to have you with Servicing, boys.

What happened to the old "Talbot"? We don't see her around any more. The parking lot seems to lack one big thing, "Major." But everyone can see that we will have to name the parking place near the control tower, the "Volkswagen Lot."

New cars have been around the squadron. Sgt Christie got himself a new Morris and Sgt Peterson has invested in a Volkswagen. Don't try to go through the "Sound Barrier" now, British roads are not made for that purpose.

Looking around at the boys from our squadron, we can see that the tiredness from Exercise "DIVIDEND" has left them. "Dividend" was a big success for the squadron and thanks are due for the good work done by all 441 (F) Sqn.



A smiling face will be missed around this squadron with the posting of LAC Newbury. He has left for Edmonton.

But we welcome F/L Campbell, our new engineering officer, from Camp Borden. Incidentally, his being a pilot may prove advantageous for the ground crew. We also welcome his wife and child.

Greetings also to Sgts Bennet and Berube, our new senior NCOs. Sgt Bennet has completed a three-year spell at Chatham, N.B., and N.L. must seem like a holiday camp after that exile.

Flt Sgt Watson lost his eldest daughter in Matrimony recently but evidently a good time was had at the reception. They say dikes were considered at Uppingham.

New cars. Butch Chamberlain is driving a Zodiac while LACs Duff and Robertson have succumbed to "consultitis." Sgt Peters picks up his Studebaker soon and there are more Volkswagens. (I hear that when you buy a new Ford they give you a Volkswagen for the kids). If we have the most cars on this squadron, guess its because we have so many Donickers, eh? Yours, LAC Al Wood.

NEW CHIEF TECHNICAL OFFICER AT NORTH LUFFENHAM

The new Chief Technical Officer, S/L Quinn, has just arrived on the Station bringing with him a wealth of experience, the most recent being 6 Repair Depot and Staff College. We feel sure that 1 (F) Wing will meet the high standards he undoubtedly demands.

S/L A. H. Morrison our SSO has been acting C Tech O since the departure of S/L T. L. Byrne on the 5th of July.

This Wing is in the process of sending liaison teams of technical personnel to the Continental Wings to assist in an interchange of information and also, in view of our impending move, to gain some insight into the methods of Continental operation. One team has already visited the Continent with five more to follow. These visits, if the first is an indicator, do provide something that has been lacking since the commencement of Continental operation by the RCAF, i.e., the opportunity of a "get-together" by technical personnel to discuss common problems and their solutions.

Many thanks to the three Continental Wings for their co-operation.

**SUPPORT
YOUR
ADVERTISERS**



THE CREW WHO FLEW THE DUKE

Expressing a wish to see as much of Canada as possible, particularly the fast expanding and developing Northland, His Royal Highness the Duke of Edinburgh arrived in Ottawa, 29 July, for a 20-day Canadian visit. With visits to the Chalk River atomic energy plant, Kemano, Kitimat, Whitehorse, Fort Simpson, Port Radium, Coppermine, Yellowknife, Knob Lake and other places, the Duke had an excellent opportunity of seeing the vastness of the country and the immensity of its resources. Also included in the itinerary was a visit to the British Empire Games at Vancouver,

and meetings with government and military personages. The RCAF C-5 aircraft flew the Duke from England and also transported him and his party during most of the cross-country tour. Inset is the Duke, wearing the uniform of Marshal of the Royal Air Force, inspecting personnel at this wing last year. Below at left is Wing Commander H. A. Morrison, of Winnipeg, captain of the aircraft, and right, Group Captain E. A. McNab, of Regina, equerry to the Duke on tour and chairman of the committee of arrangements. Beginning bottom left in clockwise order are the other members of the crew: Flight

Lieutenant H. R. Cram, pilot, of Lander, Man.; P/L H. B. Russell, pilot, of Harris, Sask.; P/L S. J. Pus, navigator, Vermilion, Alta.; P/L A. Martin, navigator, Grimsby, Ont.; P/L A. A. James, radio officer, Ottawa; Flying Officer D. A. Henry, radio officer, Montreal; Flight Sergeant E. J. Benoit, flight engineer, Ottawa; P/S A. G. Trimble, maintenance crew, Ottawa; P/S R. Derouin, maintenance crew, Cornwall, Ont.; Sergeant J. C. Bergin, movement controller, Ottawa; Corporal H. A. Cluett, maintenance crew, Sydney Mines, N.S.

AVIATION NEWS CLIPPINGS

Fastest. Lieutenant-Colonel John P. Stapp, U.S.A.F., became the fastest man on earth recently when he travelled at a speed of 421 m.p.h. in a rocket propelled sledge. He attained this speed—claimed to be the highest ever reached by man on the ground—during tests to determine the effect on pilots on baling out at very high altitudes and supersonic speeds.

One-Man. A one-man helicopter, weighing 100lbs. and propelled by two, thumb-sized rocket engines, has been designed for the United States Navy. It flew for six minutes on its first public demonstration, but performance figures are still secret.

(Daily Telegraph)

Trainer. Percival's P.84 jet Provost trainer—developed from the piston-engined Provost Mk.1 (the standard basic trainer for the R.A.F.—recently made successful initial flights. It is powered by an Armstrong Siddeley

Viper ASV.5 axial flow turbo-jet engine.

(Financial Times).

Envelopes. Envelopes dropped into the sea in January and May by the R.A.F. on behalf of the National Institute of Oceanography are beginning to be washed ashore on the coasts of Britain. They are worth 2/6 each as they are being used for an investigation into ocean currents.

(Daily Express).

Plan. The Tokyo newspaper "Mainichi" states that Japan has an unannounced five-year plan for an air force of 1,300 planes, including 525 Sabre jets.

(N. York Herald Tribune).

Accidents. An analysis by the Department of Civil Aviation of Australia states that pilot error accounts for three out of every four accidents. Pilot errors have been increasing since 1950.

(Times).

Ahead (?) Speculating on the appearance of a jet bomber pow-

ered by a new axial flow turbojet at the May Day Air Show over Moscow, AVIATION WEEK states that it is believed that the new engine has a thrust of about fifteen thousand pounds. The new bomber, however, was definitely sub-sonic and slower than its counterpart, the American B-52.

First. Russia exploded her first atomic bomb against a mountain in the Kara Kum desert in Turkistan, according to a Hungarian newspaper. The newspaper suggested that the explosion was used to clear ground for new industries.

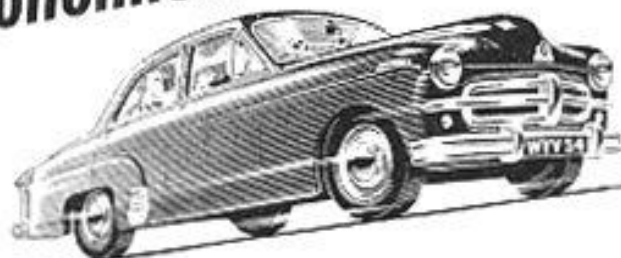
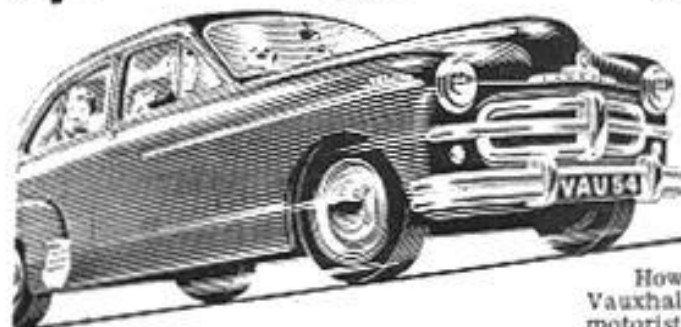
(Times).

Cocooned. The last of the three 140-ton Saunders-Roe Princess flying boats is to be "cocooned"—wrapped in plastic covering—until the plane's future is decided. A spokesman of the firm said—"The flying boat has a big future. It is the only aircraft which feasibly can be fitted with atomic power."

(News-Chronicle).

Continued on page 28

Spacious... powerful... Economical



Built to Canadian Specification with a car heater designed for Canadian Winters

THE 6-CYLINDER VELOX

2½ litre. 6.5 or 7.3 compression ratios. Maximum speed of 80 m.p.h. 28.68 m.p.g. at an average speed of 40.89 m.p.h.*

Price with Canadian specification £555. 4. 6.

THE 4-CYLINDER WYVERN

1½ litres. Size, body and styling as Velox. Maximum speed of 70 m.p.h. 33.46 m.p.g. at an average speed of 30.51 m.p.h.*

Price, with Canadian specification £515. 17. 6.

* From R.A.C. observed fuel consumption tests.

How brilliantly these two Vauxhalls meet the needs of motorists today. Velox and Wyvern alike are roomy cars, powerful cars, a pleasure to drive and completely comfortable for five or even six passengers to ride in.

They are handsome and beautifully finished, yet at the same time, surprisingly economical both in first cost and in fuel consumption. Higher compression square engines boost

power, run longer without overhaul, and give more miles per gallon.

Smooth and inexpensive maintenance is assured wherever you go in the U.K., and, back in Canada by Vauxhall Dealers in the G.M. organisation.

For the owner who wants every penny of motoring value, these roomy, powerful, economical Vauxhalls are unequalled on the road today. Write, or call in, for full particulars of these fine cars.

That's Vauxhall Value!

FORSYTH & FERRIER LTD

ALSO AT GREAT CASTERTON · STAMFORD · PHONE 3290

FINANCE NOW AVAILABLE

SHEEP MARKET
STAMFORD
TELEPHONE 2320

Aviation News Clippings

Anniversary. July 12 was the tenth anniversary of the introduction of jet aircraft into squadron service with the R.A.F. On that day in 1944, two Meteors were delivered to No. 616 (South Yorkshire) Squadron, then based at Culmhead, near Taunton, Somerset. (Star).

Gift. The R.A.F. are to receive 85 million dollars in military aircraft for use in carrying out Britain's N.A.T.O. defence commitments in the North Atlantic Treaty area. The aircraft include Canberra light bombers, Valiant medium bombers and Swift and Hunter fighters and reconnaissance aircraft. The aircraft are to be delivered by June 30, 1955.

(Ministry of Defence Announcement).

Portable. To solve the housing problem on American airfields in Britain, homes on skis are shortly to be introduced. The new homes will be fully furnished, and will be portable. They will have built-in armchairs,

shower-baths and a hot and cold water supply. Designed by a London firm, the houses on skis will be rented by their occupants for six guineas a week. (News-Chronicle).

Oil Fuel. Over two million barrels of jet fuel would be required to keep supersonic planes in the air for a day in the event of war, according to estimates by the American Defence Department. Peacetime requirements for the United States alone will amount to about 240,000 barrels a day in 1956, as more jet aircraft are added to the armed forces.

(Aviation Week).

Midget. The development of a midget carrier-based atom bomber, cheap, easy to produce, and very fast, was announced by the United States Navy authorities. It is the Douglas Sky Hawk, made out of aluminium alloys and with a range of more than 850 miles, which took only 18 months to build. It is expected to be delivered to the Fleet in about a year. (Daily Telegraph).

Delivered. The first production model of the French Mystere Mark IV jet fighter was received by the United States Air Force at Bordeaux-Merignac airfield in France. The jet, capable of supersonic speeds, was delivered 12 days ahead of schedule and was handed over to the French Air Force as part of the United States Military Defence Assistance Programme.

(New York Herald Tribune).

1645 M.P.H. A Russian liquid-fuel jet-propelled aircraft attained a speed of 1,645 m.p.h. at an altitude of 13 miles, according to Moscow Radio.

(Reynolds).

Futuristic. A jet engine developing 50 per cent. more thrust than the most powerful engine in existence at present, has been built, for experimental purposes, by the General Electric Company of Miami Beach, Florida. According to a company official, it is not intended for production purposes.

(Financial Times).

Tests B. Tests on the development of simpler rockets for research into the upper atmosphere at the Woomera rocket range are now nearing completion. Scientists are preparing to take up rockets in Canberra jet bombers and release them in the air instead of firing them from the ground. Both the United States and the United Kingdom are interested in the Woomera experiments. (Times).

Good things from
Rowntree's
YORK, ENGLAND.



BLACK MAGIC
Quality, Elegance, and a
whisper of Romance in
Chocolate form.

DAIRY BOX
Milk Chocolates with
deliciously tempting
centres.



SMARTIES
Irresistible to kiddies
and grown-ups.

KIT KAT Full
cream milk chocolate
block with a crispy-
crunchy wafer inside.
Exclusive to Rowntree's.



AERO
the milk chocolate that's
"different"

PLUS Beach Nut Chewing Gum, and Rowntree's Fruit
Gums and Pastilles.

KEEP IN TOUCH
with News of Home

CANADA
Weekly
Review

6d.

EVERY FRIDAY

Brings you

News Round-up · Editorials · Topicalities
Women's activities · Business and Finance
Sports News · *The whole Canadian picture!*

Virtually an overseas edition of the
Thomson Newspapers in Canada.

Available in your messes,
commissary or direct
from your newsagent.

DUNCOMB & CO. LTD.

HIGH STREET
STAMFORD

Telephone 2113



IRONMONGERS
GENERAL HARDWARE
GLASS and CHINA

*Overseas
Removals*

BRANCHED
EVERYWHERE

PICKFORDS
(REMOVERS)

PACKED -
FORWARDED

Local Office:

24, Westgate,
PETERBOROUGH.
Tel. 4421.

*Settlers'
Effects*

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.

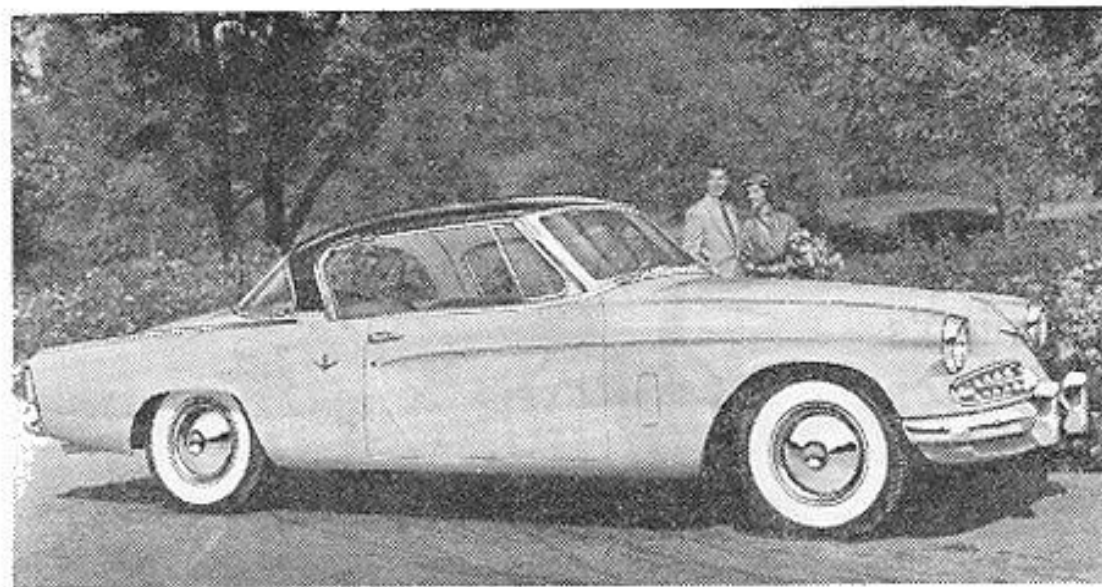
BARCLAYS BANK LIMITED

ALLIED ARMED FORCES INFORMATION CENTRE

127 AVENUE DES CHAMPS
ELYSEÉS, PARIS 8me.

Telephone—BALSac 5400 (Paris
Military) Ext. 162 or 163

**HOTEL RESERVATIONS
RAIL TICKETS, ETC.
For RCAF PERSONNEL**



1954 Commander Starliner Hard-top

The New 1954 STUDEBAKER

★ ★ ★ ★ ★

TO Studebaker Distributors Ltd. Please send brochure and details.

Name..... Rank.....

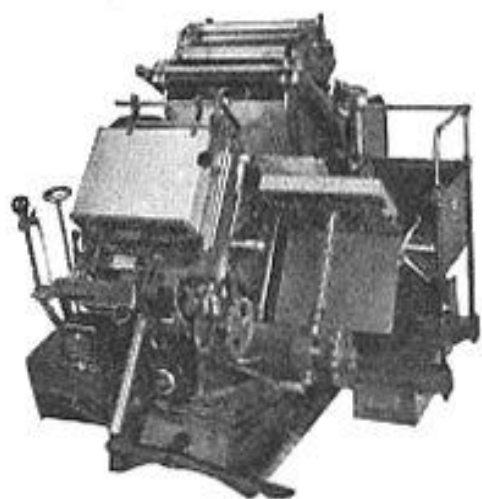
Address

Phone extension on base.....

Any of the brilliant new 1954 Studebaker models may be purchased in the United Kingdom or Germany on most favourable terms, including finance, to members of the Canadian Forces. You can also book your order for delivery anywhere in Canada before you return. Mail coupon to-day or phone.

STUDEBAKER DISTRIBUTORS LTD.

HENLY HOUSE, 385 EUSTON RD., LONDON N.W.1. Phone EUSton 4444
55 FRIEDRICH EBERT ANLAGE, HEIDELBERG. Phone 61 30



Modern Printing

with

Modern Ways

STAMFORD'S

leading house for

PRINTING

Stamford Mercury Ltd.

HIGH STREET - STAMFORD

Specialists in high-class Commercial
and
Colour Printing

It's-caps off in the mess!

When the call
is for Carling's

Caps are quickly whipped off when Carling's Canadian Lager comes into the mess. This cool and satisfying lager is the perfect drink for all occasions. Now brewed in England to the original Canadian recipe, ask for it in your mess and at all good clubs, pubs, hotels and bars.



Phones 88003/4
Nottingham
(2 lines)

THE CAR PEOPLE

(BEARDALL MOTORS LTD.)

7/9/11, Arkwright Street,
NOTTINGHAM.

Ford approved Stockists and Repairers

Volkswagen Stocking Agents and Repairers

A.C. Distributors

Early deliveries of any other make

NEW CARS CAN BE SUPPLIED FROM EXPORT QUOTA — without Purchase Tax and free of Import Duty.
Hire Purchase is available on most makes.

USED CARS—We have a Specialist Department (Langan trained) dealing with used cars for Canadian Service personnel, and by special arrangement with our Insurers and Finance Company we can offer **Insurance at normal rates without service loading** — and **Hire Purchase giving delivery for one-third deposit with 18 months to pay.**

REPAIR FACILITIES—Our workshops are at your disposal to give immediate attention to all your requirements.
Paint Jobs — Overhaul — Upholstery — New Convertible Tops — Etc.

SELL YOUR CAR

IF YOU DO NOT WISH TO SHIP YOUR POST-WAR CAR OUT WHEN YOU GO, WE WOULD WILLINGLY PURCHASE SAME FROM YOU WHETHER LEFT OR RIGHT HAND DRIVE, AND PAY UP HIRE PURCHASE TERMS AND PURCHASE TAX FOR YOU.

Other visits can be made without obligation, if requested. Our representative is also authorised to make CASH offers for any which you wish to sell.

THE CAR PEOPLE

7/9/11, ARKWRIGHT STREET, NOTTINGHAM



Seagram's V.O.

Canadian Whisky

“Honoured the World Over”

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