

# talepipe

VOL. III

No. 10

SEPTEMBER, 1954



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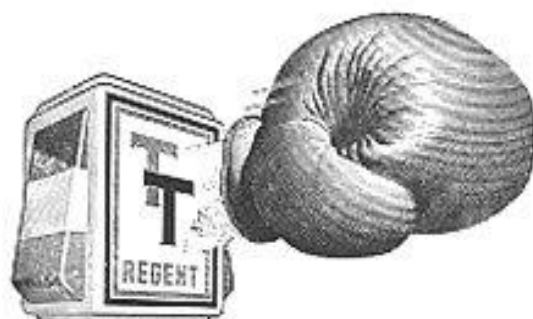
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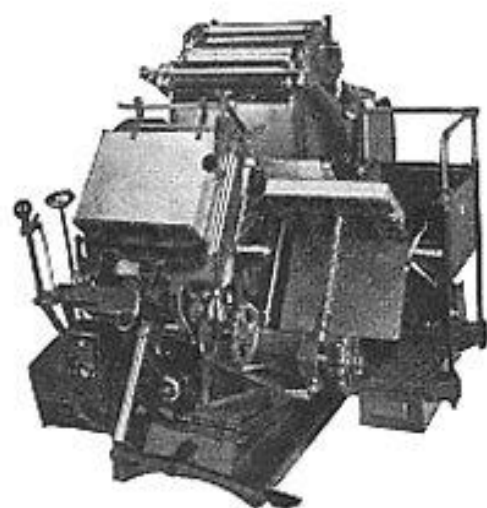


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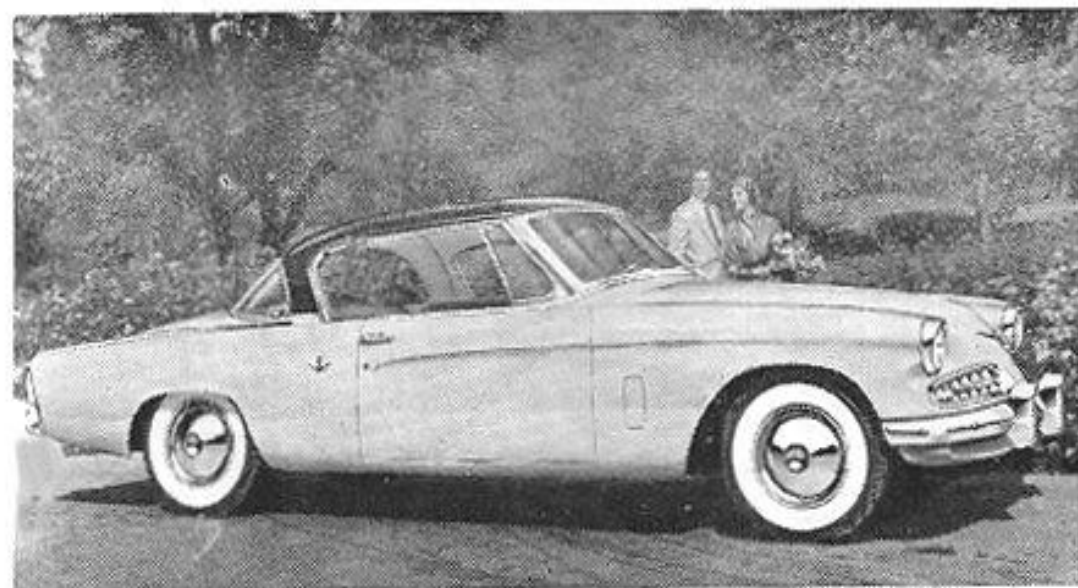
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## Talepipe

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

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## On The Cover

Undergoing trials as a naval fighter is this De Havilland 110, all-weather fighter. The twin-boomed tradition of the successful Vampire and Venom series fighters is carried a step further with swept wings and two engines.

★ ★ ★

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# have you the will?

If a man sees red these days he is liable to a charge of Communist leanings. Communist is a word which is being swung left and right like a cudgel and the indiscriminate use of it in many cases has made it one of the most boring words in our language. Hearing the word prompts many of us to shy away to find relief in something more interesting, even the funny papers.

But realising the risk we would like to form one more association of Communism—with the Battle of Britain, commemorated September 15. The story of "the few" against superior numbers is an old one now. But the principle behind their superhuman struggle is still with us: it was a principle of right against wrong; "the few," in their Spitfires and Hurricanes, knew who and what they were fighting and this knowledge in itself took the place of the many airmen and aircraft they lacked.

Now we couldn't be pedantic if we wanted to, and the many con-

flicting facets of the Communist doctrines escape us. But we do know this: to win you must fight; to fight you must be bolstered by knowledge of what you are fighting, which gives you the will. We are a fighting service. We are supposed to be a fighting service. Communism isn't confined to black type on the white pages of the newspaper. It is very close, all around us.

The big danger lies in apathy: some of us aren't even sure there is anything wrong with Communism. Perhaps the original theories of Marx weren't so bad—as far as the rights of man are concerned. He saw "a society of equals where none could use force to impose his will on another." But the theories of Marx have been distorted. Any clot can see that force, even within the Communist organisation, is a vital part of the insidious whole.

As we said, we don't know too much about the subject. But we intend to learn more

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# Letters

The Editor, Talepipe,

Sir,—Another anniversary of the Battle of Britain has passed with the usual references by press, radio and TV to the "pilots of the Spitfires and Hurricanes" as though these valiant men in their, then up-to-date, aircraft were the only fighter types to take part in the Battle of Britain. This writer feels that, on behalf of those fighter types who took part in this notable battle who were not pilots of Spitfires and Hurricanes, this reference to those fortunate enough to fly the latest and fastest of their day to the exclusion of those less fortunate is both unbecoming of these services as well as showing a lack of good journalism and reporting.

In order that this writer may not be assumed to be "shouting a line," it may be as well to present the official view by quoting AFAO P7/2, para. 10, which is headed "Clasp to the 1939-1945 Star," and which reads in part: "to be worn by aircrew of fighter aircraft engaged in the Battle of Britain." In this paragraph the recognised dates attributed to this battle are given, along with a tabulated list of the squadrons taking part. Four of the squadrons in this list can be identified by this writer as definitely not being equipped at any time during the battle with either Spitfires or Hurricanes. Nos. 52 and 59 Squadrons were Mk. IV Blenheims, while Nos. 235 and 236 Squadrons were Mk. IV F Blenheims. Amongst the other squadrons in the list are some that were

wholly or partially equipped with Mk. IF Blenheims or Boulton-Paul Defiants, while several of the 600 (RAF Auxiliary) series of squadrons began with Blenheims, converting to Spits and Hurricanes during the actual battle. It is, therefore, apparent that these other aircraft took part in the Battle of Britain along with their crews. Why, then, no mention of these aircraft or the pilots, observers, wireless/airgunners and air-gunners who manned them in combat?

Perhaps a partial answer can be found in the fact that while the Spits and Hurricanes occupied the centre-stage in broad daylight, these other squadrons either groped around in the pitch black night as night-fighters or flew long range intercept patrols as long range fighters operating far from the range of the public's vision. This writer can remember only once when recognition was given long range fighters for their part in the Battle of Britain. In the November, 1940, issues of "Flight" and "Aeroplane" a write-up of some considerable length appears regarding the interception of twenty-four Heinkel's off the Friesian Islands by three Blenheim Mk IVF's of No. 235 Squadron operating from RAF Bircham Newton, Norfolk, in the latter part of September, 1940. The Heinkels were returning from a daylight raid on the city of York and had not been intercepted until almost within range of their home-based fighters at Borkum. Four Heinkel's were shot down and others damaged. One of the Blen-

heims carried the pursuit of the Heinkel he was engaging over Borkum until his ammunition was exhausted and he was being engaged by the A/A defences of the island.

In no way does this writer wish to detract from the honour and glory of the Spit and Hurry boys of the Battle of Britain but merely wishes to point out that this battle is commemorated to honour "the Few" and not "a few of the Few." The press, radio and TV have displayed increasing negligence in past years in their write-ups and broadcasts regarding this commemoration by failing to inform their readers, listeners and viewers of the full story of the Battle of Britain. It is hoped, in printing this letter, the Editors of "Talepipe" will, in some small way, help to rectify this situation and restore to those of the Few, who died in combat whilst serving in multi-seater fighters, the honour and glory that is theirs to share with the men who flew the Spitfire and Hurricane.

Yours sincerely,

(Name and address supplied).

\* Talepipe tips its cover to those "fighter types who were not pilots of Spitfires and Hurricanes." We suggest to the writer that past accounts of the Battle of Britain are like the marquee which give top billing to the popular stars but leave it to the customer to identify the supporting cast.—Ed.

Personnel of 1 (F) Wing were grieved at the tragic deaths of two of the station's popular squadron members following an automobile accident, September 11.



F/O L. J. ELPHICK

Condolences are offered to the families of F/O A. M. "Mac" Gillies and F/O Leonard James Elphick, both members of 439 Fighter Squadron here at North Luffenham.



F/O A. M. GILLIES

Only 24 years old last July, F/O Gillies, of Edmunston, N.B., was one of the squadron's most experienced pilots and a valued member of the acrobatic team. He was a graduate of Edmunston High School and attended Mount Allison University, Sackville, N.B., prior to enlisting in the RCAF in 1952. He arrived here November 27, 1953.

His parents, Mr. and Mrs. G. Gillies, live at 73, Fraser Avenue, Edmunston.

F/O Elphick, 26, was a native of Banff, Alta., where he completed his elementary and secondary education prior to attending Victoria College, Victoria, B.C. He was a prominent hockey player in Western Canada before enlisting in February, 1952. He arrived overseas December 22, 1953.

F/O Elphick leaves his wife, Donna Elaine, of Banff, Alta., whom he married December 5, 1952.

# FIGHTER DESIGN

BY W. E. W. PETTER

Managing Director and Chief  
Designer, Folland Aircraft, Ltd.

In this seventh year of the cold war, which shows every sign of indefinite continuation, our fighter defences in the West have reached a critical condition. We aim to be able to destroy the heaviest, fastest, and most deadly bombers likely to be available to the enemy, in all kinds of weather, by day and night. Inevitably, our night fighters, to meet this stringent requirement, will be exceedingly heavy and complex to build and maintain; they will soon weigh more than the original Canberra — which is the price we must pay, in the present state of the radar art, to protect our capitals and major industrial centres against H-bomb assault.

What of the day fighters which, without possessing the all-weather attribute, represent to-day and in the immediate future the vast majority of our force? Operationally descended from the later Spitfire, they, too, now weigh twice as much and, equipped, cost five times as much as their wartime predecessors. In return we have gained a speed increase of nearly 100 per cent. and an armament punch (in lb. of missile a second) four times greater—in destructive power perhaps a great deal more. Much more equipment has been added—some necessary, some a consequence of increased size—but the basic gain is one of performance and armament. Such a fully equipped single-seat fighter, however, now costs in production around £100,000, so that only two or three Western countries are now capable of the economic and manufacturing effort necessary to build and operate such machines, and our united resources will leave no margin of numbers for other than strictly defensive use.

Future developments now contemplated will extend this alarming trend still further. The supersonic level flight performances of the large, fully equipped fighters, now being so cheerfully discussed, entail the solution of so many new engineering problems, from structural heating to armament and sighting, and such vast increases of thrust as to overwhelm the technical and production resources and capacity of any countries outside North America.

Unless and until interception techniques greatly improve, it is

very doubtful whether the necessarily limited force of day fighters will be effective; indeed, there is a school of thought which argues that it will not be so and that day fighters should be abandoned in favour of a few more night fighters. Personally, I think that this is erroneous and that lightweight search radar could give the day fighter a new lease of life, but it is indicative of the unsatisfactory position the day fighter has now reached.

Taking now a look at the world situation, there is no doubt that this atom bomb approach to fighter development has produced a highly desirable state of affairs for our potential enemies! With a defence confined to relatively few highly specialised machines primarily suitable for home protec-

no longer be possible to meet requirements for tactical aircraft from the small pool of priceless home defence machines. Yet it is axiomatic that land forces without a generous air cover will have little chance of effective action in modern war. Having, therefore, at best achieved at great cost, a doubtful security over the cities of our homelands, much of the world at large could be harried at will by conventional forces, under cover of clouds of fighter-bombers, our only reply being "massive retaliation." And is it a reply possible to a civilized, democratic nation not immediately threatened?

After some three years of intensive design study and prototype construction I am convinced that the answer to this appalling dilemma is the light fighter, which will supplement our necessary all-weather atomic bomber destroyer with much larger numbers of aircraft capable of use in an offensive or defensive role. It will be capable of being made in quantity and maintained by any of the N.A.T.O. countries. It will pose vastly easier problems in regard to the

Please turn to Page 21



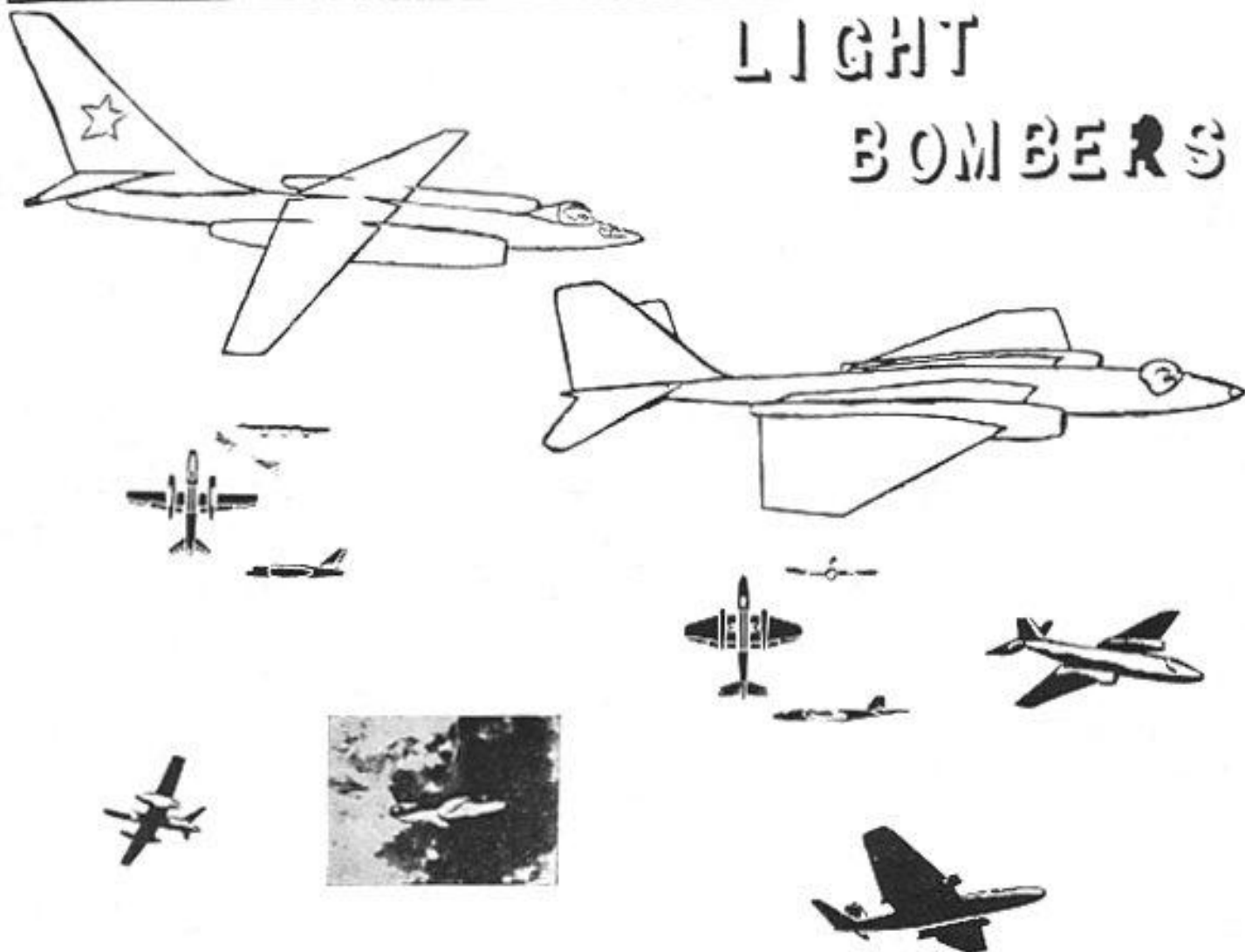
Powered by an Armstrong Siddeley Viper ASV 5 engine of 1,610lb. thrust, the Folland Midge is the prototype of the Gnat light fighter, which will have the much more powerful Bristol Orpheus turbo-jet.

tion, the fighter forces of the free world will have neither the numbers nor the technical characteristics to meet the threat of local hot wars throughout the globe. It will

# GUNNERS CORNER

## LIGHT

## BOMBERS



The IL28 was Russia's first Jet Bomber. It was delivered into service in 1949 and is now widely used. Several versions have been made: conversion trainer U IL28 and the night intruder, the latter having no glazing in the nose. The engines are most probably a version of the German Juno 004H axial flow units.

**Specification:**

Crew: 3.

Engines: 2 5000-5500 lbs. thrust.

Wts.: Not available.

Speed: 600 m.p.h. approx.

Ceiling: 45000 ft.

Range: 2000 miles.

Bomb Load: \_\_\_\_\_

Armament: Cannon nose and tail.

The Canberra was England's first Jet Bomber and has a fighter-like performance. According to very unreliable sources the Canberra is so good that if fitted with guns it could easily outfight a Sabre at from 50-60,000 ft. ??? but let us not get into that old argument. It is enough to say that it is a very good a/c and is being used by many NATO nations including

the USA and also non-NATO countries.

The Canberra was originally built by the English Electric Co. and was first flown in 1949.

**Specifications are as follows:**

Crew: 3.

Engines: 2 Rolls-Royce Avon.

All up wt.: 45-50,000 lbs. approx.

Max. speed: Around 650 m.p.h.

Max. ceiling: 60-65,000 ft.

Max. range: 3000 miles.

Bomb load: 10,000 lbs. approx.



## THE DRIVERS...

Spectators were treated to rare display of driving prowess in September when 1 (F) Wing drivers competed for honours at a Rodeo held on the station. When the exhaust fumes had cleared three M.E. personnel emerged winners showing that their profession is followed by men whose knowledge and execution of safe driving practices and skills are equalled by few.

The winners: 1 LAC Paul Martin with 306 points of a possible 325; 2 LAC O. H. MacDonald, 302 points; 3 LAC J. Johnson, 300 points. Prize money was ten, six and four pounds, respectively.

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

The competition is determined through a series of competitive events the contestants' knowledge of safety, courtesy, efficiency, first-aid and his skill in handling the type of vehicle used in his particular class of competition.

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 to tax the ability of the best of drivers.

FRONT: LAC R. Johnson, Cpl L. Taylor, Cpl J. Beaulne, LAC R. Roy, LAC J. Wicentowich, LAC P. Martin.  
REAR: LAC E. Stewart, LAC K. Wilson, LAC G. Mason, LAC O. H. Macdonald.



... and ...

## THE CHAMP



Four years' accident-free service driving paid off for LAC Paul Martin, ME., when he drove off with top honours at first all-Canadian rodeo. Modest young Martin admitted the contest "really tested my skill." Victory qualified him for further competitions at Air Div.



RIGHT: Looks easy, but its called Serpentine, and novices beware: Making use of rear-view mirrors only, back truck between three barrels spaced 34 feet apart then drive forward. Better drivers than you have flunked this one.





SCHOOL . . . OH, BOY! This multitude of happy (?) faces told the photographer that the kids were glad to be back to something sensible like writin' and 'rithmetic after wasting all summer in fields playing silly games like tag. On hand for their first day of school this season was Miss Marie Corkery, whom they found to be O.K. after only a few minutes in the classroom.

## CANADIAN TEACHERS

Nine school teachers have arrived at North Luffenham as part of a National Defence headquarters scheme to staff the schools for children of servicemen on NATO duty at Canadian army and air force bases in U.K., Germany and France.

A group of 26 sailed from Montreal on the Empress of France August 17, for the Soest area of Germany. Another group of 41, who will teach Air Force children at RCAF bases in France and Germany, sailed aboard the Samaria from Quebec City.

A third group, of 23, also bound for RCAF schools in France and Germany, sailed August 19 from Quebec City aboard the Atlantic. The superintendent for the overseas school system, A.C. Ritter of Kingston, Ont., sailed earlier. He will be stationed at Metz, France, site of the RCAF's Air Division Headquarters.

Eight principals will head the various schools set up overseas to provide academic instruction to children of Army and Air Force personnel on NATO duty on the Continent.

The teachers, who proceed overseas on a two-year engagement, have been obtained through the co-operation of provincial education authorities in Canada, and come from all parts of the country. Of the 109 teachers, 26 are bilingual.

There will be three schools for children of Army personnel, one near Soest, the second near Werl, and the third near Hemer. The Air Force will have schools at Zweibrucken and Baden-Soellingen in Germany, and at Metz and Grottesquin in France.

The schools will be operated according to Canadian practices and standards. Special arrangements are being made to teach conversational French and German, and

there is also provision for religious instruction for both Protestants and Catholics. Until all the new schools are ready, teaching will be carried out in temporary accommodation at the camps and stations. It is expected that most of the buildings will be finished and occupied during this autumn.

When married quarters and other facilities are completed it is expected that there will be more than 3,000 Canadian Service families overseas, and eight Army and Air Force schools will have a combined population of more than 3,500.

The teachers staffing these schools receive transportation expenses, and the same pay as they would at home. School boards continue to pay their salaries, and are reimbursed by the Department of National Defence. Superannuation and seniority rights of the teachers are to be maintained.

**ITINERANT TEACHERS:** New arrivals on the station scene recently were these school teachers from Canada who will take over the duties of educating children of 1 (F) Wing personnel. But all is not text-books and chalk for these young ladies who have already fitted themselves into the station's social side too. Back row, left to right: Kathleen Keniffick, Marie Corkery, Robert Vogt (principal), Joyce McIntosh, Blanche Galbraith. Front row: Margaret McColl, Jean Gilchrist, Louise Robin and Margaret Bastin.



#### FLYING SAFETY RECORD?

**MANSTON**—The 512th Ftr. Inter Sq here has just set up what may be an all-time flying safety record. In slightly more than two years of operations, the Sabrejets have logged more than 10,000 flying hours. Number of accidents: zero.

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## MATTHEW HALTON REPORTS ON . . .

## E D C

*This article by Matthew Halton was written while the vote on EDC was taking place.*

Nearly twenty years ago I had an interview with an eminent French demographer and thinker, Professor Charles Richet, on his 90th birthday, and I've always remembered one thing he said: "In a hundred years," he said, "Europe will be an Asiatic colony, and even in less than a hundred years, unless the Europeans unite and cease their fratricide."

A few years later the Europeans were engaged in the greatest fratricide of all—the second world war. But after the war, and thanks to the menace of Russian Communist aggression, the Europeans moved at last, dramatically, toward federation. There was the parliament of Europe at Strasbourg; and France, always so fertile in ideas, produced the Schuman plan for economic integration and then the plan for E.D.C. — a European defence community and a European army.

Twenty-eight months ago we watched the signing of the conventions in Bonn by which west Germany was to recover her sovereignty when EDC became a fact. The next day in Paris we saw the signing of EDC itself. They were stirring moments. But today, after 28 months of French doubt and argument, EDC is still unratified, and it may be dead.

Two days ago we thought it was dead. The great debate in the French assembly began yesterday. The vote was to be taken this week; and it was pretty certain that EDC would be rejected. But now, at this moment, desperate efforts are being made for a last-minute reprieve. Even if the debate or the vote is postponed, however, there'll be more discussions and manoeuvres and search for compromise—while Adenauer's position in Germany gradually disintegrates. There's tragedy here for us all—

unless Britain very soon takes the action which can save the day and for which Europe is praying.

The European army was to have been under the control of a supra-national authority so that Germany could not again control her own army. That was the French idea. And yet it's that very thing which has caused the breakdown of EDC. The French now want to reduce the power of the supra-national authority.

EDC would be a genuine defence community. EDC would speed the achievement of European union. EDC would be a much lesser evil than a rearmed sovereign Germany. EDC would give the restless and romantic Germans something new and good to be loyal to. Most important EDC would remove the danger of a German deal with Russia. But now it's all gone sour. The genuine democrats in west Germany are losing influence, the neo-Nazis and adventurers are getting stronger. And throughout Europe the great impulse toward union is dwindling away.

Whose fault is it? Partly, the fault of France, of course: as the *Times* says, if Europe still wins through to sanity and security, it will be in spite of, and not because of, France. But it's the fault also of Britain and the United States.

If Great Britain, at any minute in the last two years, had consented to join EDC, the French parliament would have ratified it at once. Even now, at five minutes to twelve, France would ratify if Britain would join. Britain argues that she cannot move closer in with Europe without moving somewhat away from the Commonwealth. There's now some feeling in Britain, at last, that the argument is faulty. Britain argues also that if her army had been under supra-national control in 1940 it would not have got away at Dunkirk.

## GEORGE DREW

The leader of the Progressive Conservative Party in the House of Commons, George A. Drew, has concluded a brief visit to two of the RCAF NATO bases in Europe. Mr. Drew is currently on a fact-finding tour of Europe.

Landing at Frescati airport, Mr. Drew was met by Air Vice Marshal Hugh Campbell, Air Officer Commanding the Air Division, and was driven to Division Headquarters at Metz, where he inspected a guard of honour. Also on hand for his arrival was the Kamloops (B.C.) high school band, presently on a European tour.

Following a tour of Air Division Headquarters, Mr. Drew left by air with AVM Campbell for the RCAF's 3 Fighter Wing at Zweibrücken, Western Germany. He was met there by Group Captain Chester Hull of Vancouver, commanding officer of the base, and attended a briefing in the station operations room.

After lunch the Progressive Conservative leader watched from the control tower as Sabre fighters carried out a mock intruder attack and interception. This was followed by a performance by an aerobatic team from the Wing.

## AWARDS

Air Force Headquarters has announced the award of the Queen's Commendation for Brave Conduct to three RCAF personnel. The award goes to Wing Commander R. W. McNair, DSO, DFC, 35, of Springfield, N.S. and Edmonton; Flight Lieutenant G. C. Whitaker, 36, of Vancouver, and Flight Sergeant L. O. Jones, 39, of Calgary.

The three awards are all made for acts of courage and self-sacrifice. W/C McNair receives the award for his action immediately following the crash of an RCAF North Star transport in Vancouver last December. The award to F/L Whitaker is made for his action in disassembling a live canopy-ejection cartridge to determine the reason for its failure to explode. F/S Jones receives his award for his conduct in saving an airman from death or injury from an exploding grenade during ground defence training.

\* \* \*

More.—U.S. forces in Europe are shortly to receive two more wings of Sabre-jet fighter-bombers.

(News Chronicle)



# NOTES ON NOTES



## The Reasonably New

by Roger Martin

Had a small invitation the other evening from Doug Read, CPNL's Chief Announcer, to listen to some of the newer recordings just in from Canada. Leapt at this chance and spent a most informative and enjoyable couple of hours listening to and talking over Canada's hit paraders.

Currently topping the list is the very smooth recording by the Crew-Cuts, "Sh-Boom." It's not a strikingly original arrangement, but it's very pleasant and well deserves high placing. Reverse side of this Mercury release is "I Spoke Too Soon." David Carroll and his Orchestra support.

Holding down second spot is a disc that's unusual to say the least. Archie Bleyer, the man who provides the music for the Arthur Godfrey shows, has come to the fore with "Hernando's Hideaway" . . . and it's really quite something. Showcasing the solo castanet work of Maria Alba, "Hideaway" carries most intriguing lyrics ably handled by Bleyer. Certainly a record with a refreshing angle.

Third favourite is something really nice from the Martin and Lewis film, "Living It Up." It's "Money Burns a Hole in My Pocket" . . . Dean Martin crooning at his best. The Capital version has "Sway" on the reverse. Music supplied by the Dick Stabile Orchestra.

When I heard the record that's currently in fourth place, however, I was on the verge of rushing right out to buy a packet of black-edged In Memoriam cards to send along to Rosemary Clooney and her publishing house. How a disc like "This Old House" by Rosemary Clooney and the Buddy Cole Ork ever made even fourth place on the Canadian Hit Parade is something I'll never know. Originally a negro

spiritual, "This Old House" should be billed as Killed by Clooney. Oh, Brother.

Just to cheer me up after the sub-moronic standards of "House," Doug Read slipped a rather terrific little disc on the turntable. English film star Diana Dors has released a number that takes over where Marilyn Monroe and April Stevens cried: Hold, Enough! Perhaps the titles, "I Feel So Hmmm" and "A Kiss and a Cuddle" will give you a slight idea of what the young lady is up to . . . and she's certainly up to quite a lot. Ask for these two on the late-nite request sessions.

Finally caught up with something I'd been chasing for quite a while . . . a record by the glamour boy Jeff Chandler. Pressed on Decca, these two new Chandler recordings are unfortunately a little disappointing. Although I guess you can't expect too much from a guy who normally spends his time fighting the Civil War and scalping poor white settlers. On "I should Care" he sounds remarkably like Frank Sinatra . . . but not a very confident Sinatra. An interesting disc to hear just to say you've heard the Chandler crooning, but nothing to rush the music stands over.

Another recent release, but this time something well worth listening to, is Fred Astaire and Jane Powell teaming up on a real mouthful . . . "How Could You Believe Me When I said I Loved You When You Know I've Been a Liar All My Life." On an English MGM label, serial 370, this novelty number from "Wedding Bells" rates a high climb on any hit parade. Very funny, and the only enjoyable Jane Powell disc I've ever heard.

## The Old

By Bill Warshick

There have been many vocalists who made a big name for themselves on one platter when vanished into the obscurity of has-beens. Just such a person is Lilly Ann Carrol. Where she came from I don't know, and even less do I know of what became of her. But this I do know—she made a mighty fine job of "I'll Walk Alone." Certainly the ditty was already at the top of the hit parade before we heard of her, but she gave it that extra something that made "Walk Alone" head and shoulders above the common run of hit-paraders. Doris Day and Patti Page have mastered the art of perfect voice control while singing in a whisper, but it was Lilly Ann Carrol who so pointedly brought this art to our attention in this record. It was on the top of the list in January, February and March of '45, but by the time we got back to state side the disc was off the stands and impossible to obtain.

While sitting in Nijmegen waiting for the big push into the Fatherland we had the opportunity of attending the British Army Cinema, where as many as 10,000 queued daily to see the two week run of "Bathing Beauty." This was Esther Williams' first big picture, and she still had buck teeth at that time. There were, however, quite a galaxy of other stars, Red Skelton, Harry James, Helen Forrest, Xavier Cougat and Ethyl Smith. Ethyl was formerly aired on the Lucky Strike Hit Parade, but it was in this picture when she played "Tico Tico" on her big organ with her demure hands and feet that caught my fancy. Several name bands recorded Tico Tico, but when the lyrics were written some time later they could not come up to the standard of the tune. Carmen Cavillaro does justice to this song of the clock.

For something definitely listenable in the nocturnal hours try the Raymond Scott composition and recording of "Enchanted Forest" Raymond had no intentions of achieving popularity through commercialism, however, in spite of this, his band was on the stand THE Hit Parade (Lucky Strike) around '49. Mr. Scott was the master mind of several releases from his own recording company on Fifth Ave no less. 'Forrest' is slow and pleasing, blending of full orchestral turnout. I would go so far to say he outdoes Glenn Miller as far as instrumentation of his masterpiece.

These selections are all worth having, particularly if you are interested in a cosmopolitan collection that would never literally grow old.

\* \* \*

Hunter.—The Ministry of Supply have granted clearance for the Hawker Hunter, swept back wing jet fighter to be handed over to the Royal Air Force. After being accepted by the R.A.F. a start will be made to equip the first Hunter squadron of Fighter Command.

(Times)

Matador. — American Matador guided missiles, seen in Europe for the first time at Bitburg recently, will shortly be test-fired, states the USAF. (News Chronicle)

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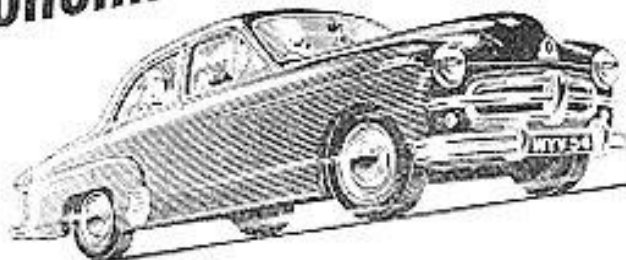
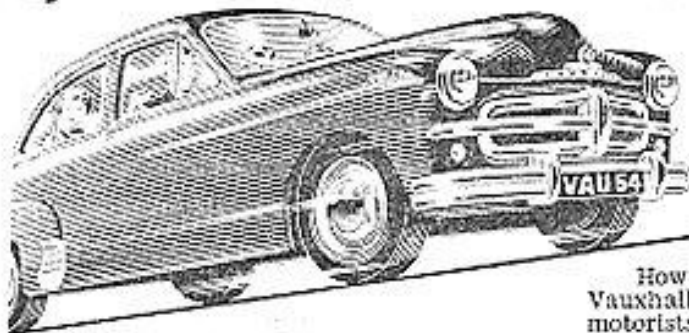


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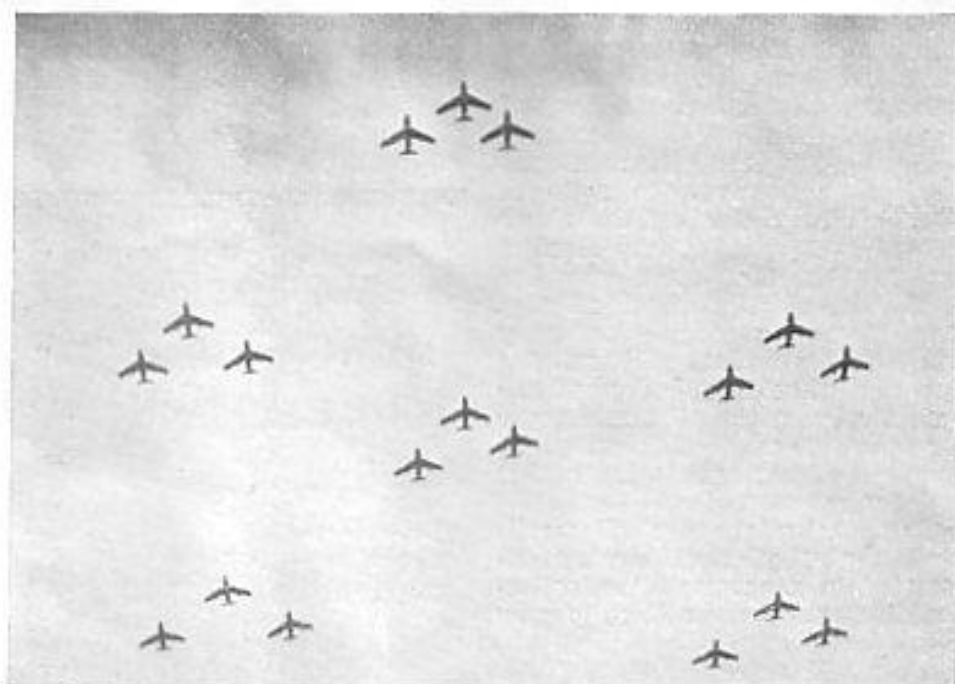
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**EIGHT:** This fine shot of formation flying by pilots of 1 (F) Wing was taken by an alert photographer who aimed his camera from the streets near Whitehall, London, as the Canadian Sabres soared over in the Battle of Britain Review.



**BELOW:** The famous Linton-on-Ouse Sabre Wing staged through Luffenham to take part in the fly-past. These members of 92 Squ. were caught by the camera-man just before taking off for the trip to London.



## OPERATION FLY-PAST

By S/L D. "Duke" Warren



"The most famous series of engagements in the history of aerial warfare" . . . took place in the autumn of 1940. Immortalised by Mr. Churchill's famous saying, each year it has been commemorated by a fly-past of Royal Air Force and Royal Navy aircraft and the last two years have seen 1 (F) Wing and USAF aircraft taking part.

The order for this operation is issued by AOC, 11 Group and is a masterpiece of co-ordination considering there are 11 formations whose speeds vary from 160 to 550 knots. These formations are timed to arrive over Whitehall at 30-second intervals on the 15th of September, weather permitting (a term which drives Wings to desperation, requiring cancelling, alternative dates and such).

The number of aircraft involved this year was 167 spread over eight types, two of which were the renowned Spitfire and Hurricane. This year the Spitfire was flown by G/C Johnny Johnson, RAF top-scorer, and W/C Courtenay flew the Hurricane.



LEFT: Flying operations with only five seconds leeway require closest calculations and an assist from the computer. Here are W/C L. A. Malins and S/L G. R. Turner receiving the flight plan for fly-past from S/L D. Warren (desk), Formation Leader, and S/L M. Belleau, Dep. Formation Leader.



BELOW: This hardy group of men took part in the Battle of Britain Fly-past September 15. Front row: F/L Steve Atherton, F/O Marcel Vaesen, F/L Ray Oulfin. Back row: F/O Cal Drake, F/O Pat Mephem and F/O Bruce Fleming.

The famous Linton-on-Ouse Sabre Wing consisting of 92 and 66 Squadrons has been staging through North Luffenham to take part in the fly-past. Led by W/C L. A. Malins, DSO, DFC and Bar, the squadrons are commanded by S/L G. R. Turner (92 Sqn.) and S/L D. C. Usher, DFC, DFM (66 Sqn.).

This wing, because of its high efficiency, was chosen by Fighter Command to be first equipped with aircraft capable of supersonic flight and, indeed, at present is the only RAF Wing in that category in the U.K.

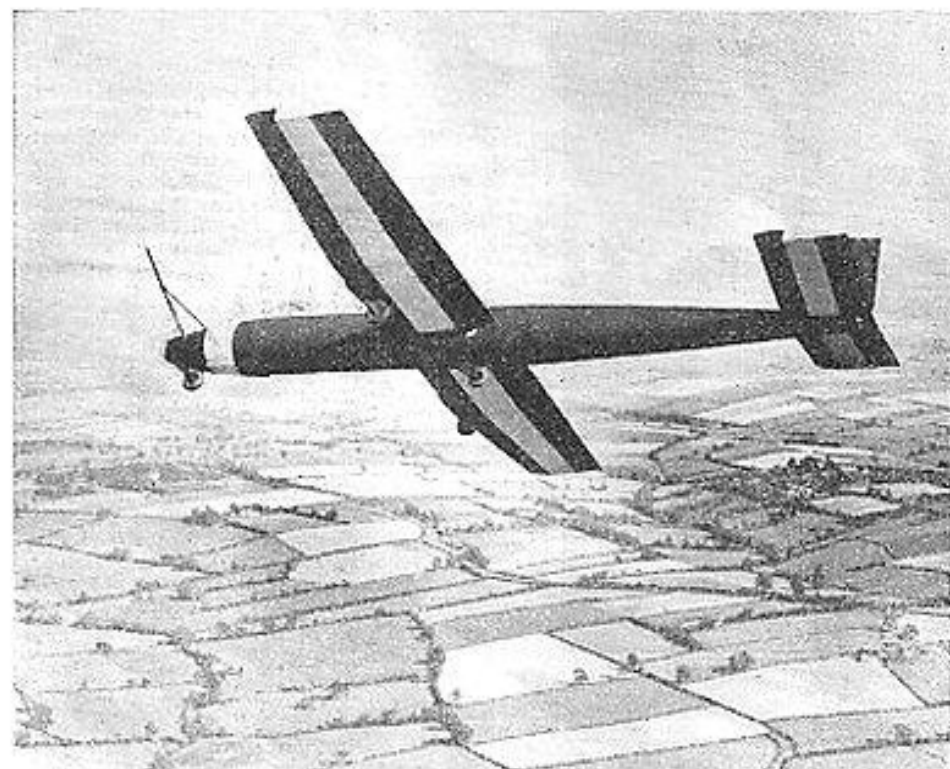
Most of the Linton Wing are no strangers to North Luffenham as a previous attachment saw them with us for two weeks. Shortly after this attachment, Linton Wing returned our hospitality with a memorable mess dinner at which G/C Somerville and other officers were guests.

All three squadrons on this unit took part in the fly-past and without the support of the whole Wing they could not have operated. Twenty-four aircraft were in the final fly-past and the timing required was plus or minus five seconds after a flight of 25 minutes at 340 or 390 knots.

This last critical factor of time is what causes all the "confuser" spinning in operations room just prior to take-off as the Deputy Formation leader spins his computer and the Formation leader just . . . spins in.

Therefore 1 (F) Wing is justifiably proud in being represented in this now almost historical fly-past on such a memorable occasion.





**FRIEND OR FOE?** It's one of ours but we shoot at it anyway—it is a Brooklyn 25-foot glider used in air gunnery practice. At the other end of the towline is a Sabre and this flight is a phase in the testing of this unit of different types of target. Twin-boom gliders will be given a trial too. It may be testimony to the accuracy of pilots here but of these gliders actually fired upon, none have returned. Two have been shot into the sea.

★ ★ ★

**Glider.** — A stratospheric glider, with a wing span of 79 ft. a design ceiling of 52,500 ft. and a maximum speed of 217 m.p.h. in level flight is being built in France by Breguet. (Aviation Week)

## A CANADIAN IN TURKEY

By F/L Allan Marshall

There is a Canadian Air Force Officer in Turkey who is on one of the most fascinating assignments going to any Canadian. Squadron Leader W. M. (Matt) Dickinson is the Royal Canadian Air Force's Liaison Officer in Turkey, assisting the Turkish Air Force in the use of Canada's Mutual Aid gift of Sabre fighters.

S/L Dickinson, a native of England, made his home in Ottawa before joining the RCAF in 1935. He married an Ottawa girl, the former Mabel Townsend, in 1939.

The job, according to S/L Dickinson, sees him as advisor, instructor, supply officer, banker and diplomat. In a recent transfer to Turkey under the NATO Mutual Aid programme, Canada gave Turkey 82 F86 Sabre jet fighters, 277 spare engines and a year's supply of other spare equipment to keep the aircraft in the air.

Working between Ankara, capital of Turkey, and Eskisehir in the rolling hills, 100 miles to the west, S/L Dickinson has rapidly become an expert on the Canadian-built Sabre fighter. With 19 years' experience in the RCAF as a Supply Officer he finds himself regarded as an expert in all things RCAF and

Canadian. Although not a pilot he has to answer a multitude of questions put to him by the enthusiastic Turks on how the Sabres fly, what speed they stall at, how to do loops, rolls, and sonic booms. The sonic boom interests the Turkish pilots more than anything else, for they have not until now had aircraft that would fly faster than the speed of sound to produce this aeronautical phenomenon.

Part of the fascination of this job comes from the chance it offers to observe the Turkish way of life and the economic growth of the country. What is perhaps the most radical and complex revolution in the world has been going on in Turkey since the days of Kemal Ataturk.

This multi-million dollar gift to Turkey sees the RCAF busy ferrying the Sabres. As soon as sufficient Turkish pilots have been checked on the Sabre they will carry on ferrying as the fighters are overhauled in England. A British aircraft firm is doing this work, which sees the Sabres brought to near newness before being handed over to Turkey and Greece. All the Sabres have been in service with Canadian squad-

rons in England, France and Germany. These squadrons are now being re-equipped with the more powerful Canadian "Orenda-powered" Sabre Mark 5. The spare equipment comes from the RCAF supply depot at Langar. From here RCAF North Star aircraft from 426 Squadron, Montreal fly the freight to Greece and Turkey.

Providing the technical assistance to the Turks are two RCAF Sergeants and one pilot. They will be based with the Turkish Air Force at Eskisehir where the first Sabres are being put into squadron service. While the pilot, Flying Officer F. D. (Dan) Kaye, of Vancouver, is instructing TAF pilots, Sgt. Phil Perry, an aero-engine technician from Vancouver and Sgt. Dan Roy of Ft. Garry, Man., are instructing and demonstrating the grounds crews in the maintenance and operation of the swept-wing Sabres.

The Turkish Air Force has been flying American-built F84 jet fighters for the past two years and thus the conversion to the faster Canadian Sabres will be no great problem for them.



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## EDC

Continued from Page 12

There's now some feeling in Britain, at last, that this argument too is faulty. This isn't 1940; this is the time of the hydrogen bomb.

There's a growing feeling in Britain that some great new impulse is vitally needed — from Britain or from the United States or from both. As the London Economist says: "There is no sign of intellectual ferment in the circles around Mr. Dulles." There's none of the inspiring leadership that came from Truman, from Acheson, from General Marshal — the leadership that produced the Marshall Plan and NATO. Yet the hour is a crucial as can be. Where is the stroke of leadership — the daring, imaginative scheme of closer federation that would electrify the west again and make EDC a fact?

There is really no alternative to EDC, or to something like it that France would accept. Some say: There IS an alternative. Let's keep Germany disarmed and neutral. This is the atomic age. What does it matter whether we have twelve or 24 or fifty German divisions? If there's war it will be atomic war. Why bother with armies now? That is a powerful point — more powerful than the soldiers will admit. But it misses the main point: Germany must be rearmed on our side not so much as a military reinforcement, but because Germany will certainly be rearmed one of these days — on our

side or the other. That is the point.

It's easy for Washington to say: "We'll go ahead with German rearmament without France." But it's impossible to go ahead with France. France is the base, the depot, the pipeline, the strategic interland. Moreover, we could not go ahead without France without ignoring our own signatures on the NATO Pact. That is why some new stroke of leadership from Britain or the United States is desperately needed, now. Something to sweep away the tragic hesitations of France.

## SEARCH AND RESCUE

Search and Rescue teams from the RCAF and USAF joined forces in early September for a combined training exercise in northern Manitoba.

The exercise is designed to provide an exchange of on-the-job techniques and ideas, and to aid in developing procedures for joint search and rescue operations by the two air forces.

The participating teams will be drawn from the RCAF's Communications and Rescue Flight at Winnipeg and from the USAF Air Rescue Squadron at Lowry Air Force Base, Denver, Colo. Lasting four days, the exercise will be under control of Squadron Leader John Hudson, DFC, 36, of Victoria, chief operations officer at RCAF of the Lowry Field Air Rescue Station Winnipeg. A USAF officer

Squadron, will be his second in command.

Known as Operation Manitoba, the exercise is in the area of Atikameg Lake, about 25 miles north east of The Pas, Man. The exercise will presuppose that a theoretical civilian aircraft carrying a Canadian pilot and an American hunter is missing on a flight from Churchill, Man. to The Pas.

The Winnipeg Communications and Rescue Flight receives this information and because an American is involved, notifies an Air Rescue squadron in the United States, which offers to assist. The two rescue teams then join forces at Winnipeg to carry out search and rescue operations. This will involve setting up a temporary operations base at The Pas.

The exercise calls for the missing aircraft to be located the following day, and para-rescue personnel from both RCAF and USAF are scheduled, weather conditions permitting, to jump to the aid of possible survivors. The exercise ends with an airlift from the scene of the crash of the supposedly badly-injured survivors.

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OAKHAM

Continued from Page 7

## Fighter Design

logistics of ground handling and airfields. Time is precious, and its very simplicity can make its contribution to those ends with the minimum of delay. Compared with the heavy day fighter, which it should largely replace, its performance and handling qualities can be equally as good. Its armament, in terms of hitting power, would be considerably better than that of the Sabre or cannon-Spitfires—and for most targets these were highly effective. In terms of shells fired in return for a given productive and maintenance effort, the light fighter would lead by a long head.

It may be asked how it is possible to break the ever-steepening curve of cost and complication without sacrifice of performance. There are three principal factors which make such a machine a practical proposition:—

1. Concentrating mainly on a hard-hitting armament with the minimum of additional equipment—which will nevertheless correspond roughly with that fitted in the Venom machines in service today—a very great saving in load to be carried is achieved as compared with the much more complex requirement of the all-out bomber destroyer.

2. The small machine can be designed to be a more efficient structure in meeting the stringent strength and stiffness requirements of transonic diving speeds. This, in turn, leads to lower weight and, in addition, the small structure can be kept much simpler than the large.

3. Because of the lessons which have been learnt in building the first generation of axial engines, engine designers agree that a more specialised fighter engine can be produced to-day which, because of its relative simplicity, will weigh only about two-thirds as much for a given thrust as heretofore. Such an engine—and the Bristol Orpheus will be the first, although the Armstrong-Siddeley Viper points the way—makes a very great contribution, direct and indirect, to the weight reduction of the aircraft designed around it. Indeed, it will be possible not only to produce a very much smaller aircraft but to achieve the best thrust/weight ratio in the finished machine so far registered. The climbing, altitude and take-off per-

formance will immediately show this superiority.

When these factors are taken together, it transpires that with concentrated attention to every detail of design it is possible to produce a fighter with the qualities outlined with an all-up weight of only about 6,000lb.—and this we hope to demonstrate with the Folland Gnat in the near future.

I have found the light fighter to be one of the most fascinating, difficult, yet rewarding of designs. There are constant perils, both in the direction of omitting items which really are vital or compromising in any way on performance, while on the other hand, every preconceived notion must be re-examined if a machine which is only a slightly smaller and inferior version of the larger conventional types is not to result. One of the lessons of the aircraft industry which I have learnt from many examples, and which is perhaps common to all engineering, is that a new idea must offer great, not marginal, gains if it is ultimately to overcome the inevitable reluctance to change.

The immense detailed attention which has been necessary has made it abundantly clear that it would be quite impossible to achieve anything like the full benefit of the light fighter by an improvisation from an existing design of aircraft or engine.

In this examination, many standard requirements and items of equipment have been thrown overboard, but in no case has it been necessary to depart from the spirit of regulations which experience and commonsense show to be necessary. In particular, every item of equipment has been reviewed in a search for the utmost simplicity and lightness, and savings of up to 50 per cent. have resulted in many instances—often with the enthusiastic co-operation of suppliers. One can say, indeed, that the revolt from complication has found a welcome almost everywhere among those who really know what it means in terms of men, money and serviceability, and without this practical and moral support the project would certainly not be where it is to-day.

The general public should also be aware of the possibilities of economy which this effort of simplification could achieve; adopted on a large scale it could result in appreciable reduction in taxation.

Time and the pressure of events have only reinforced our initial conviction that for almost all purposes

for which the single-seat fighter can be used, the light fighter can be equally effective operationally, while politically and financially it fills a vacuum in the free world—the need to win the stimulus which derives from self-help in the face of danger without economic collapse and so make our will to freedom apparent at home and abroad.

(Talepipe thanks "The Times," London, and Mr. W. E. Petter for their kind permission for reprint rights to this article).

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Sold.—A 79 million dollar order for an undisclosed quantity of F-100C Super Sabre supersonic fighters has been placed with North American Aviation by the United States Air Force

(Aviation Week)

★ ★ ★

Speed-up. — Development of a supersonic bomber, the Convair B-58 "Hustler" is to be speeded up by the USAF. The new bomber will be of a futuristic triangular design, built for speeds of about 1,000 miles an hour. Power will be provided by a new jet engine, similar to the General Electric J-79, which is scheduled for about 15,000 lbs. thrust. The B-58 will be the first bomber designed to fly faster than the speed of sound.

(Washington Post)



**FIRST SOLO:** LAC R. Cummins has the distinction of being the first student to solo with the Luffenham flying club—after five hours and 25 minutes dual flying. Shown here at the engine of the aircraft in which he accomplished his feat, LAC Cummins had no previous flying experience.

### Weekly Sports Schedule

#### Monday

Golf Instruction at Peterborough. 2/- per lesson. Bus leaves Guardroom 18.30 hrs.

Weight Lifting and Body Building. B.B. 57 19.00 hrs.

#### Tuesday

Boxing Training. B.B. 57 18.30 hrs.

#### Wednesday

Weight Lifting and Body Building. B.B. 57 19.00 hrs.

#### Thursday

Swimming Run. Bus leaves Guardroom 19.45 hrs.

Boxing Training. B.B. 57 19.00 hrs.

#### Friday

Weight Lifting and Body Building. B.B. 57 19.00 hrs.

**FLYING CLUB EXPANDS:** This fine Auster aircraft raises the complement of North Luffenham Flying Club to two, the other being a Tiger Moth. The Auster was decided upon, say club officials, because it is more comfortable, the pilot being indoors and not subject to noise and helmet. The club plans constant expansion of its fleet when financially able. Admiring the sleek lines are instructor Al McCallum, 410 Squadron, and LAC Grace Kolesar, accounts.



## AVIATION NEWS CLIPPINGS

**Vertical.** — A number of British firms are undertaking research into various methods of vertical, or near vertical take-off aircraft. A great deal of money has already been spent on developments and on engine and airframes suitable for this purpose. This was disclosed by the Minister of Supply in answer to a Parliamentary question. (Hansard)

★ ★ ★

**Strength.** — The East German Air Force, officially named the People's Air Police, has an estimated strength of 7,500 men and about 75 Yak II and Yak 18 training planes. (Daily Mail)

**Escape.** — Flying Officer Glyn Owen, 21 years of age, set a new world parachute record when he baled out of his crippled Sabre-jet fighter from 41,000 ft., the day before he was due to be married. Owen was taking part in the R.A.F. exercise "Dividend." The previous record was a 35,000 ft. drop by a Russian pilot in 1952.

(Daily Express)

★ ★ ★

**Radar.** — Russian forces in Eastern Austria, have been "tracking" British, American and other Western civilian aircraft flying to and from Vienna, to test a new string of radar stations.

(Evening Standard)

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## SPORTS

### SOFTBALL

At the time of going to press the semi-final games of the play-offs were concluded, and the final clash was scheduled for late September between the Two Stripers and those tearaway boys from M.E. Ironically, the big wheel in the Corporals' team is that well-known M.E. voice answering local 64, Corporal "Hot Round the Collar" Hammond, who by all accounts is being given a hard time by Harry Sewell and the boys down in the Section. The semi-final games were very decisively won and the Sergeants, who some weeks ago looked certainties for the play-offs, were mauled unmercifully by M.E., so much so that Ex. Shaw has retired to a secluded corner of the mess and very discreetly refuses to discuss softball. The Corporals didn't have a great deal of trouble either in defeating Fikowski and his merry men from 441, who at one stage of the tournament were mowing other teams down right and left. With two so evenly-matched teams, the final is bound to be a really hot-blooded affair, and DOC teams has been warned to expect heavy casualties. We'll miss your cheerful voice at 64 Hammy, so hurry up and get well, eh!

### SOCCER

This season commenced with a game against a team representing Ketton Cement on Tuesday evening, 30 August. As was to be expected, the laboured breathing of the North Luff boys, particularly the veterans, could be heard for miles around, the only exception being Pipe Major Mackenzie, who must have the finest set of lungs in the R.C.A.F. The game started with the Fighter Wing boys attacking strongly and confidently, and for the first twenty minutes played soccer of a very high calibre. After 25 minutes, due to a defensive error by the Wing's goalkeeper, Ketton went ahead from a very weak shot by their inside forward and very much against the run of play. From then on the tables turned and Ketton soon switched to the attack, the score at half-time being Ketton 2, North Luff 0. The Ketton boys continued to attack after the intermission, by

which time both teams began to show signs of leg weariness. After a very gruelling but enjoyable game, Ketton finished winners by 5 goals to 2, although once our boys settle down and get in shape they should have the makings of a very useful team. We are now entered in the Peterborough Thursday League and are hoping to give a good account of ourselves in the league and cup.

### TENNIS

Congratulations to P/O Bob Hooper, who became 1 Fighter Wing singles champion 1954 by decisively beating yours truly to the tune of 6-1, 6-1. Much more interest was shown this year and twenty players were in the first round. Since then other players have arrived on the Station and by next summer we ought to have a representative unit team capable of holding its own against any team on the continent. The doubles tournament at the moment is being held up by personnel on leave, and at the moment is a very open affair. In the last game F/O Bradley, of 441, and Cpl Barker beat S/Ldr Brown and Sgt Anthony. With all the pairs evenly matched their should still be some very interesting tennis ahead, although time's getting short and winter is just around the corner.

### BASKETBALL

The season started in an exhibition against friends and neighbours Langar in their brand new Recreation Hall. This game no doubt is one which the boys want to forget as we were trounced to the loud time of 74 against 22. No excuses are offered for the massacre and no doubt the boys will soon settle down to more constructive play now that Freddie Warner from Wing Orderly room has taken over as coach. Facilities here are non-existent as far as basketball is concerned, and at the moment the boys have to travel all the way to Langar for their work-outs on Wednesday afternoons. The next game is scheduled for Friday against an R.A.F. team representing Flying Training Command, and we are hoping this will be our first victory. New arrivals keen on basketball contact Sports Stores or W.O. Warner, Wing Orderly room.

\* \* \*

4,300 M.P.H. — A United States Navy rocket, the Viking XI, has reached a record altitude of 158 miles at White Sands, New Mexico. It also attained a speed of 4,300 m.p.h. as compared with 4,100 m.p.h. by earlier models. The Viking is a test missile equipped with instruments for gathering and transmitting information while in flight. (New York Times)



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*Shooting the bull with***SABRE RIFLE CLUB**

A general meeting was held on the 2nd of September to elect the officers for the forthcoming season. Although the turnout to the meeting did not compare with the anticipated enthusiasm, a very capable slate of officials were returned.

The results of the elections are as follows:—

President—F/L WR Palmer  
 Secretary—Sgt RH Cunningham  
 Treasurer—Sgt Fletcher  
 Match co-ordinator and Stats Officer—LAC Buker  
 Entertainment—LAC Borden  
 Small Bore Co-ordinator — LAC Hatton  
 Full Bore Co-ordinator—F/S Wilkinson  
 Pistol Co-ordinator — WO1 P Thompson  
 Public & Press Relations — LAC WG Warshick.

After some discussion it was decided by the members present to combine the full bore club with the small bore club and to inaugurate pistol shooting. To encompass the added activities the official nomenclature of the club becomes "RCAF Sabre Rifle and Pistol Association."

The meeting came to the conclusion to enter the same leagues as the previous season, namely, The Rutland Miniature, Leicester and Rutland, Burroughs & Watts, National Short Range, and the Dominion of Canada Rifle Association (Small Bore). It was decided to enter two teams in each of the leagues.

For the present time the indoor range will open on Tuesday and

Thursday evenings. The annual club membership fee is to remain at 2/6 per member.

**AIR DIVISIONAL SHOOT**

F/L Palmer, on returning from the continent after the Air Div. Shoot meeting, reports that there is only one thing definite to date—that is the date. The shoot will definitely be held on October 6th, 7th and 8th.

The complications set in when it was decided to select the team for Britannia Shield from the competitors with highest aggregate scored in the Air Div Shoot. Here's the rub: the Air Div Shoot was originally planned to run along the lines of the Queen's Medal competition, but the Britannia Shield meet does not include Rapid or Snap, but does include Application at 200, 300 and 500 yard ranges.

The shooting competition of Britannia Shield will be held at the Bisley ranges on Wednesday, November the 10th. The competition will be divided into application and rundown. Ten shots will be fired at 200, 300 and 500 yards in application and the fire with movement 10 shots, 2 from 500 yards lying, 2 from 400 yards kneeling or sitting, 2 from 300 yards kneeling or sitting, 2 from 200 yards standing and the last 2 from 100 yards standing.

Practice sessions have been arranged for Saturday afternoon and all day on Monday. The com-

peting will be give the option of using the rifle issued or the British 4. Sights as issued may be used providing the windage scale is not used. The use of the sling is permitted in all competitions, but no padding or special clothing will be allowed. The timing, marking and size of target will be as laid down by the NRA.

Each country will field a team of 4 and the RCAF team will be selected at the Air Div Shoot with one spare to stand by. The North London Rifle club have made available their Club House and Armoury at Bisley for the use of the competing teams.

There have been many discussions regarding the Garrand M1. the rifle to be used at Air Div. For most of us it is our first go, but it seems to be holding its own. If the results are favourable it is more than likely that this weapon will also be used at Bisley in November. While the master minds wrinkle their brows and scratch their greying hair pondering over the oncoming Air Div meet the local team continues to practice faithfully every Wednesday, Saturday and where necessary even on Sunday. When the next issue of Tailpipe is run off we will have the expected news that the Sabre Rifle and Pistol Association from North Luffenham were the winners of the Air Div Shoot.

Till next month then, "We'll see you at the range."

★ ★ ★

RIGHT: All this laughter was provided free for Luffenham personnel, September 8, at the Station Theatre. A packed house greeted the variety show put on by personnel of RAF and USAF Stations from the Waddington area. The group is touring U.K. Stations.

★ ★ ★





## LIBRARY LORE

By Miss M. Ball

### Of Whales and Men

R. B. Robertson

An absorbing first hand account of way of life as outlandish as any devised by the human race. Dr. Robertson sailed with the fleet of a whaling ship for eight months, over some 48,000 miles in search for whales. From the signing on of crews in Scotland and Norway, and the long journey down the Georgia, through the long bitter months of pursuit and the gales and icebergs of the Southern Ocean, he opens up for the reader a world that will hold him spell-bound.

### The Devils Laughter

Frank Yerby

Once again the author has written a fast moving, adventurous book, centred round the French Revolution and its hardships. Jean Paul Marin is the hero, and we see him with a strange mixture of idealism and hatred, as with the Revolution itself, in which he lives.

Jean was imprisoned in the Comte de Gravereau's prison for four agonising years, and this left him with a bitter hatred and a determined revenge in his heart, for the Comte.

Into Jean's life come three women, all very beautiful and different in temperament. Lucienne, who is very treacherous, Nicole the Comte's sister and sweet, blind, Fluette.

For a while Jean rode very high on a revolution that was to be his downfall and one that he was later to regret. With all these colourful characters, and happenings, the novel gives us exciting reading.

### Those Modern Musketeers

Dennis Wheatley

This volume contains three long novels. The first about the elegant and resourceful Duc de Reichleau; the big-hearted American Rex Van Rym, and the shrewd, lovable young Jewish Financier Simon Aran. We first meet them in London in the early 30's, then in the depths of the Spanish Civil War.

The first story is a murder story, the others concern a hidden fortune, the Secret Service, and a fight for the possession of ten tons of gold. Gun-fights, escapes, murderous riots, bank robberies, rescues all find a place in this gripping, exciting sbook.

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**Lincoln McKeever** Eleanor Lipsky.  
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## TROPHY WINNER

Franklyn I. Young, 45-year-old Toronto TCA executive and a former bush and commercial airlines pilot, has been awarded the McKee Trans-Canada Trophy for 1953.

Mr. Young, operations manager for Trans-Canada Airlines' central region, Toronto, and an active flyer since 1927, was named winner of the award for his outstanding work in development of the National Air Show in Toronto in 1953.

The McKee Trophy is presented annually for meritorious services in advancement of Canadian aviation. Selection of each winner is made with emphasis on performance throughout the year in question rather than on a single brilliant exploit.

The trophy was donated by the late Dalzell McKee of Pittsburgh, a wealthy aviation enthusiast who made the first trans-Canada flight by seaplanes, in 1926. He established the trophy in recognition of the welcome and assistance given him by the RCAF during his flight.



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## GROUND DEFENCE

By Sgt. D. G. Fletcher

It has been a long time since Talepipe has heard anything of Ground Defence. Perhaps it is very well, being the "silent service" in the Air Force, but we hear that it pays to advertise, or so we gather after reading about Harding's visit to 410 Squadron in the last issue of this esteemed mag.

One thing remains unchanged: the cold, cold war—that is, who is most short-staffed. Ordinarily Ground Defence is an innocent bystander, but about once weekly we throw a little petrol in the fire just to "hot things up."

A lot has happened since we last filled any space on this page; some things have shaken us right to our sandbag foundations. Examples: our anti-aircraft gunnery course began about two months ago, and to date we have given courses 30-37 with varying degrees of success.

A welcome change in staff came about recently with the arrival of one clerk, female, but married. The name is Mrs. Van, and a very cheerful and willing worker, too.

By the time this is printed one of the oldest staff members will be retiring after many years service, or at least retiring from 1 (F) Wing. Cpl Deraspe and family will leave for Canada at the end of October after three years on this

island.

As you all know, F/O Moore was married last May. This, too, was earth-shaking. (Ask yours truly and be assured that a car in collision with a lorry and trailer was similarly shaking. Both coincided! Hm-m-m . . .). Good luck! to you both.

Everything in the shop was going fine until recently. Everyone, including the mice, rats and kittens, was getting his or her share. Then, suddenly, the kittens left, then the rats. Finally, one day, we were sitting in the O.R. when we were surprised to see two emaciated mice standing before us. They had come to air a grievance. The first mouse declared everything had been dandy when there was enough to eat. The cheese in the traps, he squeaked, used to be delicious. "What do you mean," we asked? "It's still the same brand."

"Maybe," replied the second mouse, "but we've not had any of it since F/O Moore was married. He stays in the office for lunch now and brings only crackers" Welcome to the economics of married life.

That winds up things in this corner for a while, but take warning that you will be hearing from or about us soon.

**Contract.**—A contract worth £535,714 to build jet plane power launching units for the American Government has been secured by two British firms—Auto Diesels, and Crompton Parkinson.

(Daily Mail)

**Skyray.**—During a flight from El Segundo, California, to Edwards AFB the first production model of the Douglas F4D Skyray Navy fighter flew past Mach 1 in level flight. (Aviation Week)

## ACCOUNTS CHATTER

A staff party was held recently in the band-room for F/L Wally Fink, who has spent the last three years overseas. He not only leaves North Luffenham, but also the Accounts Section, as he is taking up flying again at Trenton. Best of luck from all the staff.

Another celebration will be due next month, when F/O G. Hawkins leaves for his new station at Penhold, Alberta.

"Flo" Stanley is on sick leave at present and now "Tonto" Graham's at Ely, also looking forward to his sick leave.

WO J. Hight just returned from the Isle of Wight, where he spent a nice leave with his family.

S/L J. Brown, Dave Cobb, "Speed" Lambert, Jerry Bryant and Kitty MacLeod have been getting some leave in, too.

Jerry Bryant's parents are holidaying in England. Jerry interrupted his leave to bring them up to the section to meet his fellow workers. We all enjoyed their visit and hope their trip home will be a pleasant one.

Joan Roy, one of our married airwomen, has decided to trade in her desk, for the kitchen stove. Good luck on the cooking Joan, and your corner of the office looks very empty now.

Mr. "Jimmy" Northrop has retired from NPF accounts, and has been replaced by Mrs. O. Cooper. We'll sure miss "Jimmy." We welcome Mrs. Cooper to our section, and hope she enjoys her new job.

The rate of exchange for the pound sterling for the month of September is \$2.73.

Cpl K. M. MacLeod.

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## 410 MAINTENANCE

Hello! readers. Since our last article we have dug up a little news around Cougars Corner. Firstly, we want to say goodbye to Andre Trottier and Ken Chapman, who will be flying home this month. Keep counting the air pockets, fellahs, and you will be in Dorval before you know it.

Sgt Bill Gilchrist is still in Canada enjoying that long leave. Cpl Bud Riseley paid us a visit the other day. It was nice to see you again, Bud. Syd Deegon is up here with us again after being loaned to Bristol to overhaul aircraft destined for Greece and Turkey. Syd you are an asset to NATO.

If anyone finds a man's wedding ring kindly contact Bill Borden here, ring 166. There is a reward.

Rod Cameron and George Wade were both sweating it out the other day on Group Three. Hope you made it, boys. Just think of that 20 bucks.

Ted and Mrs. Lyon were visited by the stork last month as well as yours truly. See you next month.

LAC Jim Holmes.

## WING ELECTRICAL

The comments on last month's article were numerous, and the majority agreed with me in that too many items of Section News were included, and as a result readers had quite a time deciding which of the many events I covered were the important ones.

I was merely following the example of the more staid of English papers, which present all aspects of all happenings, and as a result leave all of the people confused all of the time. The members of this Section not being intelligent enough to be confused all the time, I see I must stoop to the practices of the popular Press and edit the happenings and give them a biased interpretation for the sake of clarity and sanity, of the reading public.

The hi-lite of the month was "Mother" Pearson's (F.S. to non-section personnel) grand tour. Now you might think that this was just an ordinary leave, see the place, snap the picture and visit the City Hall type of thing, but now that I'm following this new policy of news analysis I will divulge the real reason for this seemingly innocent trip—or the

behind the scene, scene, as seen by me.

F. S. Pearson heard that the ratio of female to male in all age categories in the Scandinavian countries was approx. triple that anywhere else so-o-o-o-o. (Somebody with malice aforethought told him this. F. S. Whelan, no doubt)

On completion of his tour, through tears of frustration, he found out that when statisticians say "all ages, female of" they do not necessarily mean that the tripled ratio holds good for all ages, but merely that because of the healthy life the Scandinavian women lead they have not been dying out and are living to be mature matrons (ask Pearson), and the apparent ratio in question is due to this fact alone. The real meaning of the statistics is that out of every ten women seven are over 45.

Distant fields always look greener, F. S. Pearson, but better luck next time. All the members of this Section extend to you their sincerest sympathy. Epitath.

The promotions are now out—if I've missed mine, gentlemen, remember it was only because I would not suppress the truth. If I made it, it was only because F. S. Pearson didn't find out about this article in time to stop the Press. Remember our motto "Truthum will outus."

"Byline" Koshul.

## HEADLIGHT GLARES

By LAC MacDonald

Well, the tempo of activity in the M.E. Section is quickening rapidly as the move to France draws closer. Already we have one man, LAC Webb, the Yank, going this week. He should enjoy this as he will be the only M.E. man there for some weeks. There will be four SP's with him, and with LAC Webb there they will need four SP's.

The Rodeo is now over in North Luff for another year and it went over very well. The three winners now go to France to run off against winners over there and Langer. The winners here were LAC Martin with 306 points, LAC MacDonald with 302 points and LAC Johnston with 300 points. We wish these men luck and hope that at least one of them will be able to make the trip to Canada.

By the time this comes to the Press, we will have lost a lot of 'he

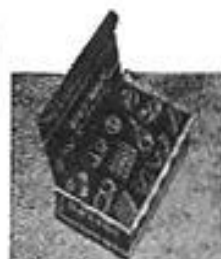
old standbys, who are returning to the land of sunshine and snow. They are WO1 T. Wilkins, Cpl Hammond, LAC Rowe, Cpl Beaumont, LAC Rene de Cotre, Cpl Henderson and Cpl Beck. We wish these men a long and prosperous life in Canada.

New arrivals from Canada are AC2 Taylor, LAC Lasiege, LAC Mason, Cpl Armstrong, AC1 Lucas, LAC Babineau, LAC Lamoureux, LAC Kuryluk.

If you notice Ting Lang speaking with a Burr and wearing a kilt in the canteen, it is only because he just came back from driving the Pipe Band up to Scotland. He liked it up there, even if we never heard of the Clan Lang. Then they might have been wiped out in the Fued between the MacDonald and the Campbells. We are sorry to hear LAC Pinder has been admitted to the station Hospital; well, get well fast, as we need a man for the canteen run. Well, we will see you next month, and remember, keep the speed down and live to collect your Pension.

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## WOMEN

*Some Shopping Bag!*

When you go shopping for Sunday dinner this week how would you like to pick up 1500 lbs. of turkey, 1200 lbs. of potatoes, four crates of lettuce, 400 lbs. of frozen peas, 250 lbs. of Parkerhouse rolls and 55 gallons of ice cream?

This is the list prepared by Flying Officer Nancy Taylor of Toronto when she plans Sunday dinner for upwards of 1900 officers, airmen and airwomen at RCAF Station Clinton, Ont. F/O Taylor is messing officer at Clinton, the air force's radar and communications training centre 115 miles west of Toronto.

And, believe it or not, there will be additions to the list—300 lbs. of the ice cream, and cake. For the tomatoes, 100 gallons of milk, ingredients for soup and sauce for salad tables she will have tossed greens, potato salad, radishes, celery, green and Spanish onions, cucumbers, pickles, cheese and cracker, fruit bread, fresh fruit and casserole dishes.

All this food will be consumed when personnel of the station sit down to dinner. Every day for 365 days a year she has around 1,300 people to satisfy. And in summer there are more—Air Cadets with growing-boy appetites, University flight cadets and auxiliary personnel to total the 1,900 mark. And there may be visitors.

The food listed will be eaten at one meal. Monday will be a new day and her planning for Monday's dinner will include similar quantities, with roast beef and Yorkshire pudding or roast pork with apple sauce substituted for turkey.

F/O Taylor has one advantage over the ordinary housewife. While it is her responsibility to direct the food services at the station, she has over 100 staff cooks and kitchen personnel to help her.

She is well qualified for her job. Obtaining her Bachelor of Science degree in Home Economics at McGill University, she took her dietetic internship at the University of Oregon Medical School Hospitals in Portland, Oregon, and worked for a large US restaurant firm before joining the RCAF in 1952. She was messing officer at RCAF Station Aylmer, Ont., before going to Clinton a year ago.

Meal-planning on a large scale calls for ingenuity and imagination just as it does when a housewife plans her meals. The "ration scale" for Canadian Armed Forces provides generous amounts of food per person, including seasonal items, but it is still up to the individual messing personnel to use that food with skill to produce attractive, appetising and well-balanced meals.

Personnel at Clinton are, for the most part, students who are acquiring technical knowledge for various radar, radio and telecommunications trades. Their training requires many long hours of study, in addition to drill, physical training and marching. They have, understandingly enough, big appetites.

If repairs have to be made to any of the gigantic stoves or steam tables, a menu adjustment will have to be made. Example—on that day, the reporter found F/O Taylor substituting a meal of ham, jellied chicken, beef and potato salad for the day the steam table in the airmen's mess was to be repaired.

"People tend to eat more at the beginning of a training course than later on," she remarked in the interview. "Some young summer trainees have eyes much bigger than their tummies for the first few days of their two-weeks course," she said, "and load their trays with three or four desserts. As they become accustomed to the choices offered and realise they may return for "seconds," they select their food more carefully and with greater respect for their capacity."

Do men like salads? "Yes," she answered, "practically everyone adds salad, tomatoes, pickled, devilled eggs, etc., to already laden trays. And milk is a favourite, too, with men and women alike."

Apple pie with ice cream remains a universal favourite. Doughnuts are well-favoured, too, with the cooks mixing batter for 250 dozen when the menu calls for these delectable morsels.

The same food for all is the Air force plan, officers and airmen alike receiving the same foods, salads and extras.

Group Captain H. C. Ashdown, of Ottawa, commanding officer of the station, has a story to tell of one airwoman-trainee who complained to her mother back home that she was losing weight in the Air Force. In due course, he was asked for an explanation. Calling the airwoman to his office he asked: "How much did you weigh when you joined the Air Force?"

"About 118 pounds, sir," was the answer.

"And how much do you weigh now," he asked.

"Oh, about 130," the girl answered. Explaining, the girl replied that if she told her parents she was putting on weight the "parcels from home" might stop coming.

Flight Lieutenant Elizabeth Marritt, of Galt Ont., a woman doctor on the station agrees that some put on weight at the station but that the "standard of health and weight is maintained despite the fact that people are working and studying hard."

A typical breakfast menu for any day reads: apple juice, stewed prunes, dry or hot cereal, pancakes and syrup, grilled bacon, eggs any style, toast and jam, tea, coffee or milk.

Noon menu for Sunday July 11, was: Consomme, grilled pork chops with apple sauce scalloped potatoes, buttered frozen peas, or a cold plate of sliced meats, potato salad, sliced tomatoes and jellied Perfection salad, peach pie, canned fruit, jello or watermelon; tea, coffee or milk.

Supper menu for that same day read: Vegetable soup, roast beef with brown gravy, parsleyed new potatoes, buttered wax beans, or cold plate, strawberry sundae, and spice cake with lemon icing, fruit, jello, tea, coffee and milk.

And then there is the buffet table for casserole dishes of Boston baked beans, and macaroni and cheese; or salad greens, vegetables and pickle if you are on a diet. However, dieting is relatively unknown at Clinton—and small wonder.

"Can you do this?" seems to be the question Miss Glynis Johns is asking as she exercises during an off moment on the set of Walt Disney's "Rob Roy."



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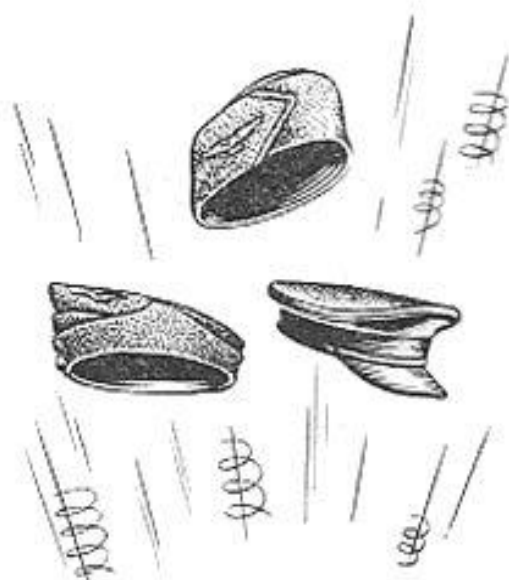
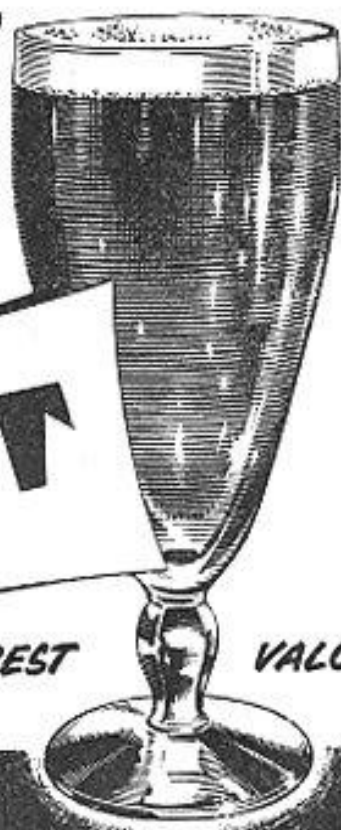
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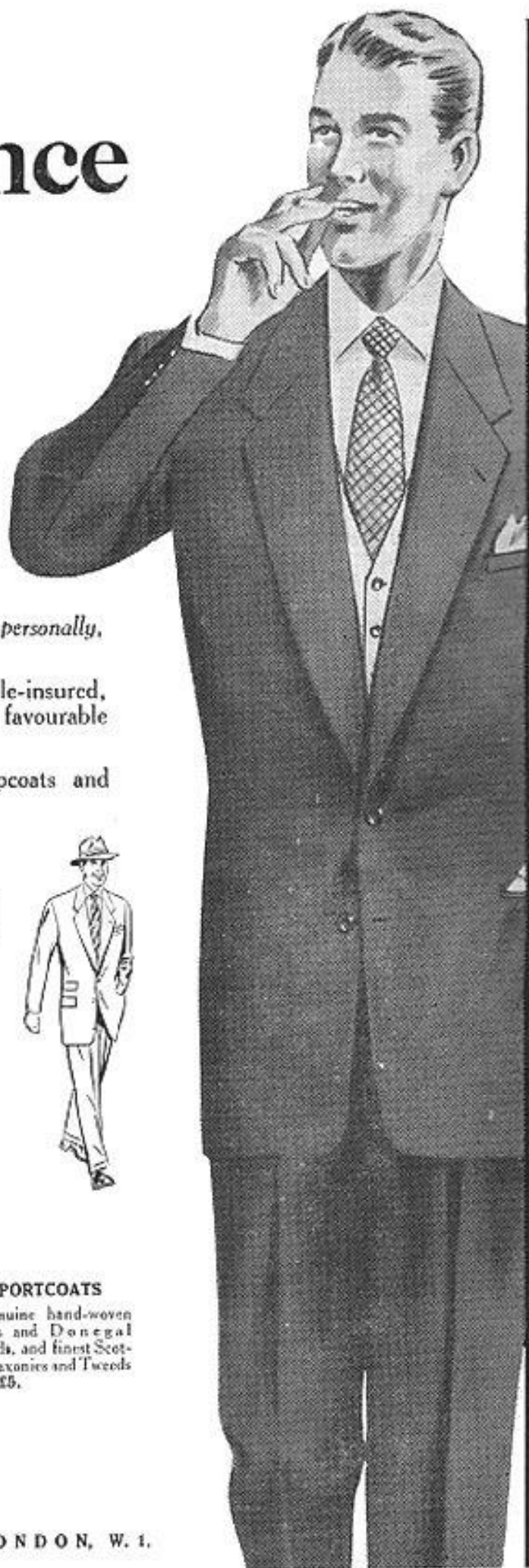
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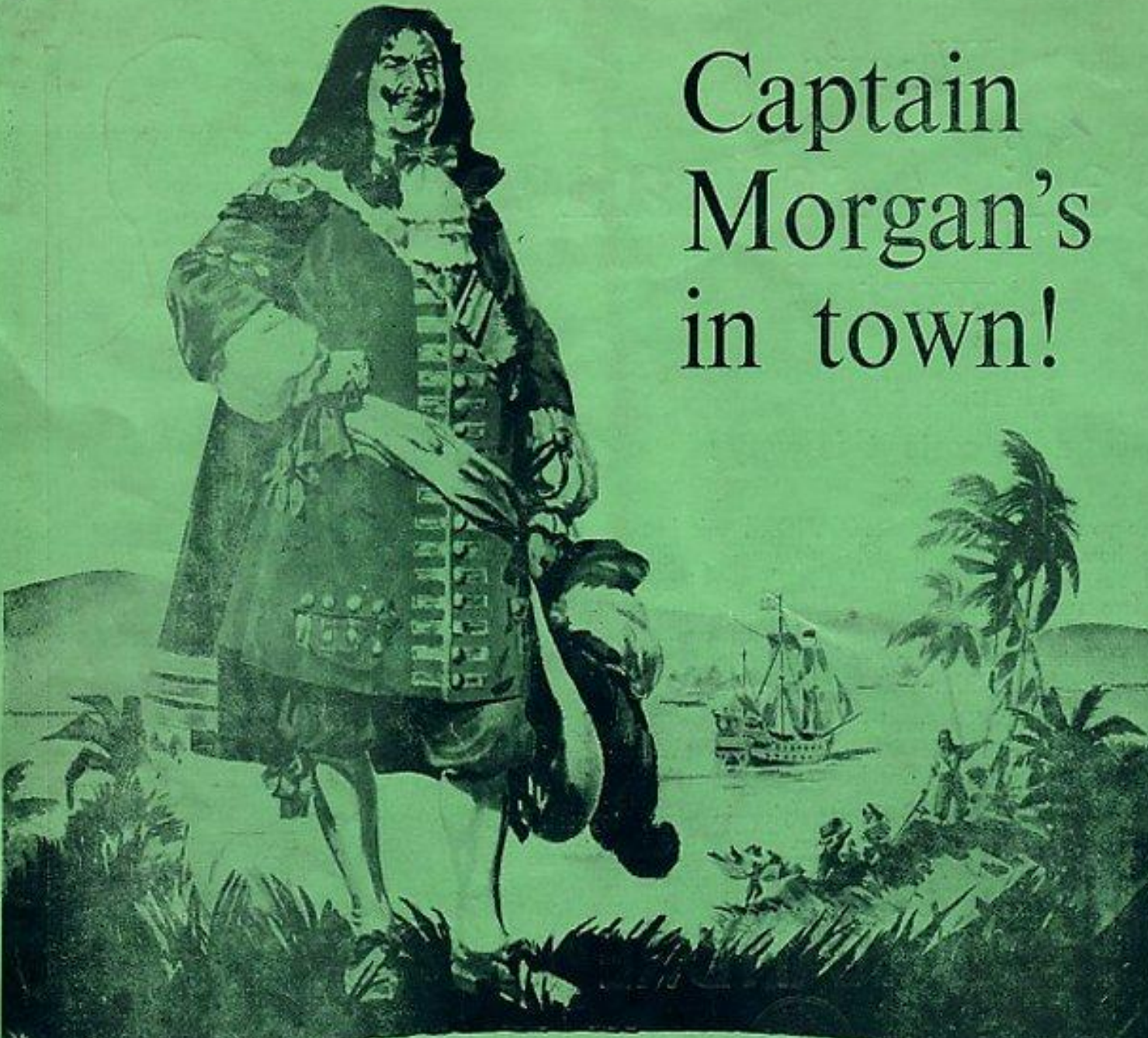
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# Captain Morgan

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