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LEAVES
ENGLAND

talepipe

VOL. III

No. 11

OCTOBER, 1954



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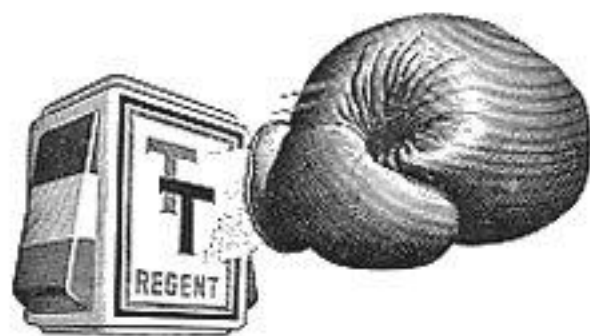
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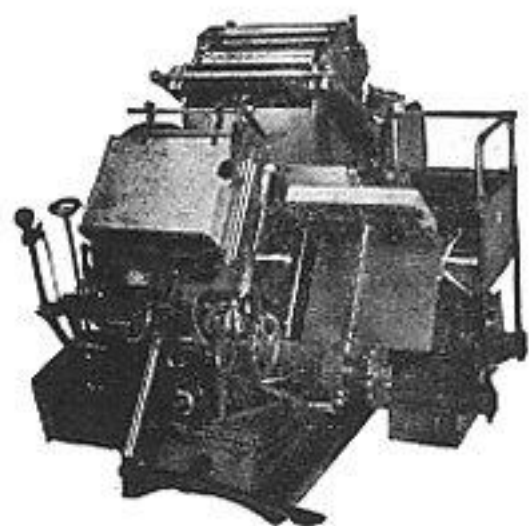
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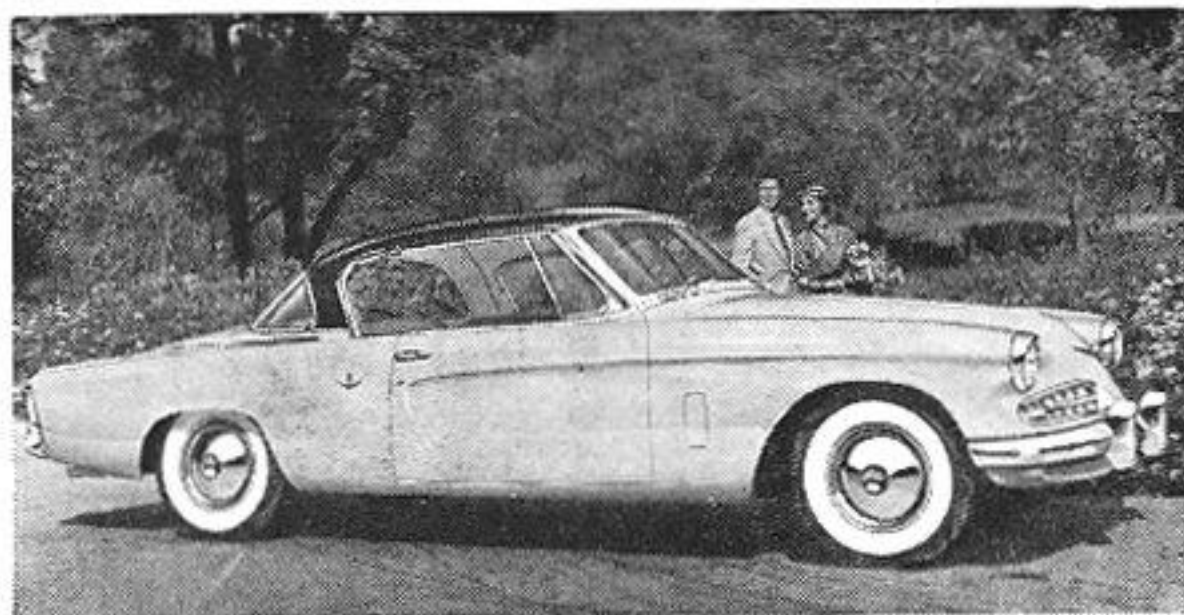
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Talepipe

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

The Vickers Valiant, Long-range Medium Bomber. The British have high hopes for this sleek aircraft. Four Rolls-Royce Avons of 9,500 thrust each.

★ ★ ★

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cheerio and so-long!

Juggling Junior on our knee we stared at a blank sheet of foolscap and wondered what October's editorial would contribute to the filling of space in Talepipe. In the time it took to change his pants (and ours too, unfortunately) it was realised that several topics seemed promising.

The first one we hope you'll regret: this is the last issue of Talepipe—until sometime next spring when offices are located in Marville. Also there is the moving of this wing to the continent and an anniversary.

The anniversary? Well, three years ago this month, roads leading into North Luffenham were clogged with vehicles, strange aircraft soared overhead and, at night, foreigners invaded local pubs. The Canadians had arrived. They brought with them a lively

interest in the English scene, goodwill and a boost to local commerce. And Canada was fulfilling her NATO commitments.

And now, furthering these commitments, 1 (F) Wing is preparing to pack up and leave, regretfully. The first stage of the big move is recorded in other pages of this magazine; you will read about the rest in Talepipe sometime next spring when an extra large edition will be printed at Marville.

A plan was being formulated to continue publication of Talepipe throughout the move but because the Wing will be scattered for some time this was found not to be feasible.

Hope you miss your issues of Talepipe.

Well, Junior is safely tucked in and now we'll put this issue to bed. But it'll only be a nap.

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(advertisement)

PILOTS . . .

- Are you worried, jittery, overwrought—do you find it hard to sleep at night?
- Do your palms perspire when coming down through 8/8ths?
- Do the soles of your feet feel chilly when the ceiling is below 1000?
- Do your features blanch when the Met man says "Deterioration"—???

If the answer to any of the above questions is "Yes" you are probably suffering from "LET DOWN NERVES." This insidious illness first manifests itself in a distinct reluctance to leaving the nice safe altitude of Angels 20 and returning to the deck. This feeling may be further intensified by a shortage of vitamin AVTAG. Fortunately, modern medical science, working in conjunction with specialists at our laboratories at

North Luffenham, have now announced a new, improved remedy for this common complaint. With great pride we present "Cuegeeeaitch and GeeCeeAy" with the new, added ingredient "CRDF." This remedy, if asked for shortly before returning to base results in calm, cool and collected descents, smooth landings and a happier outlook on life.

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Mr. Fred K of 410 Sqdn writes: "You really should try the new, improved "Cuegeeeaitch and geeceey" with CRDF. It is an experience you will never forget."

Mr. DRH of 420 Sqdn writes: "One of these should do you for life"

Mr. XXX of No. 2 ANS, Winnipeg, Manitoba, and formerly of 1 (F) Wing, writes: "If I had used your product earlier I wouldn't be here now."

REMEMBER :—Obtainable at your nearest tower—don't hesitate — Get one now.

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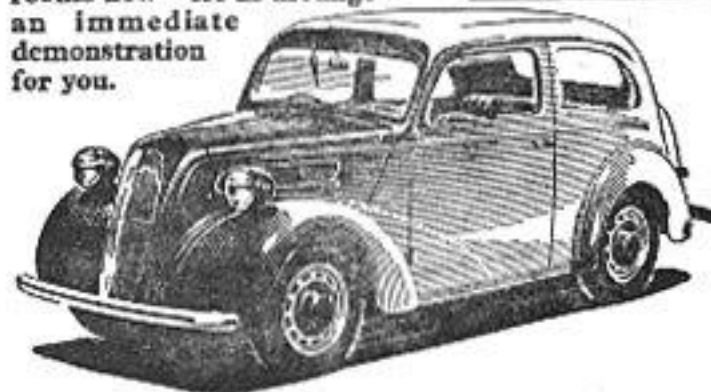
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All the world awaited the results of recent crossword-puzzle probe into the mysterious Comet crashes. Here, the man who headed the intricate investigations, writes for you on . . .

THE "HEAT BARRIER"

TEMPERATURE RISE WITH INCREASING SPEEDS

by Sir ARNOLD HALL, F.R.S., Director, Royal Aircraft Establishment

The term "heat barrier" is a misnomer; it has come into use to denote the effects of the aerodynamic heating of aircraft, which increases sharply with speed, so that severe problems will eventually face the designer as he seeks to provide safe aircraft capable of higher and higher performance. Unlike the "sonic barrier," the "heat barrier" is not an obstacle which must be surmounted if easier conditions beyond are to be reached, nor is it a barrier in the sense that there exists a speed above which it will be impossible for any aircraft to fly. The aerodynamic heating problem is more like that of climbing a mountain of ever-increasing slope, but it is a mountain with resting places from which the difficulties ahead can be assessed, and there is some way to go yet before the slope becomes really difficult.

An idea of the nature of the problem can be gained from the following figures: The surfaces of a machine flying in the stratosphere at 1,500 m.p.h. will rapidly reach a temperature of about 120deg. C., while at 2,500 m.p.h. the corresponding figure will be about 350 deg. C. These temperatures are those attained at the surface; the temperature within the structure of the machine will be controlled by conduction of heat from the surface to the interior. At 1,000 m.p.h. the temperature will be about 33deg. C., and at 500 m.p.h. it will be about minus 35deg. C. These figures show how the need for heating in the cabins of aircraft of present-day speeds is likely to give place to a need for cooling in future machines.

During the early stages of a supersonic flight, particularly if the acceleration is high, so that the time spent in reaching cruising speed is low, a considerable flow of heat to the interior may develop, and as a result, temperature differences will be set up from point to point in the structure. These temperature differences produce the first design problem, since, owing to differential thermal expansion of the material of the structure, severe stresses may be developed, against which the structure must be rendered safe.

When the cruising speed is reached, the thermal stresses will diminish as the temperature of the whole structure rises and becomes more uniform. The problem which must now be met is that of ensuring sufficient strength in the structure when the material of which it is constructed is working in these conditions, for the strength of many materials diminishes strikingly with rise of temperature. The third problem is that of dealing with the heat which passes through the structure into the interior of the machine; to maintain conditions of comfort for the crew and to ensure the operation of temperature-sensitive equipment, refrigeration of the interior may have to be provided.

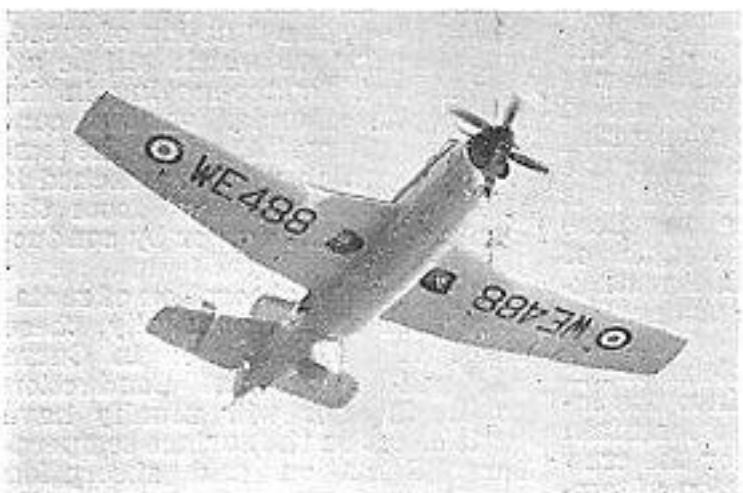
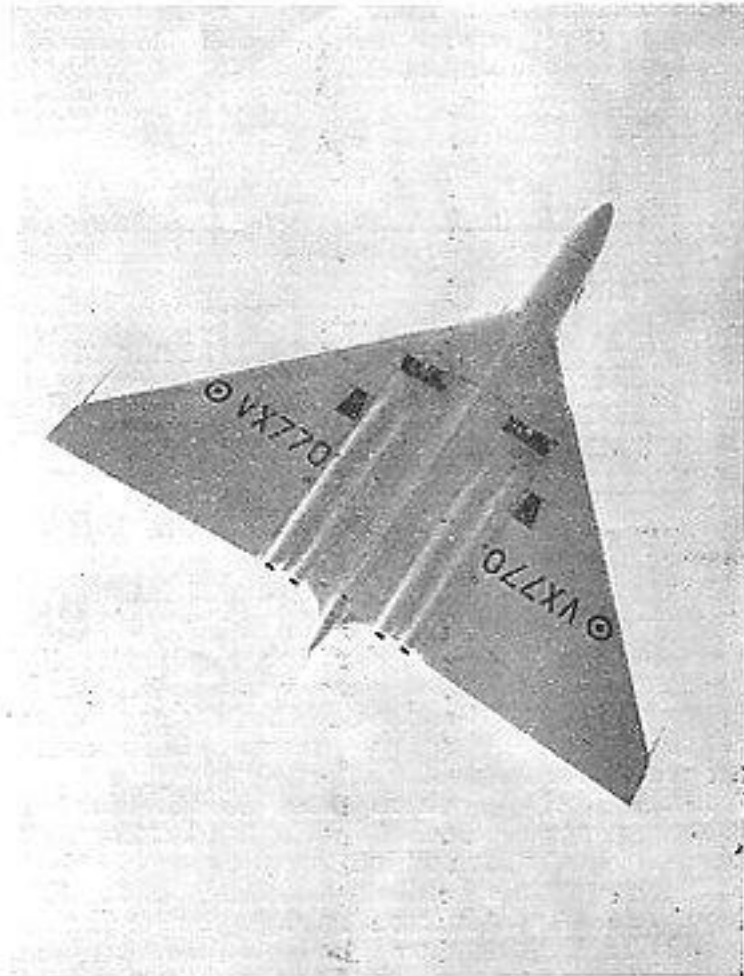
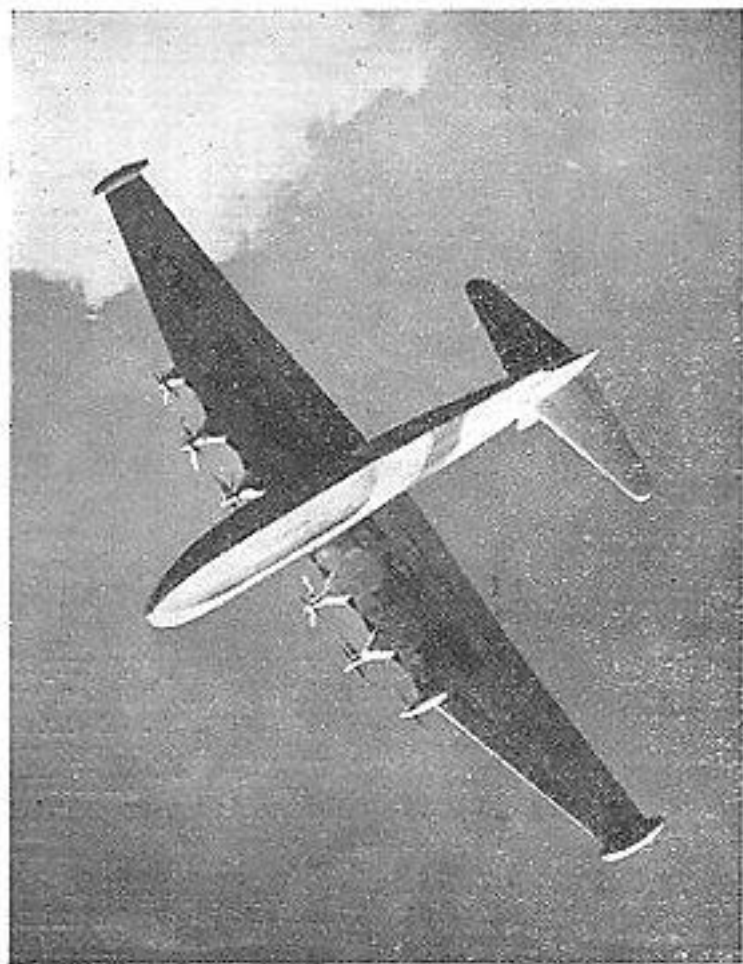
In the foregoing paragraphs round figures have been quoted for the temperatures reached in order to bring the issue into perspective; the factors controlling conditions will now be considered in a little more detail.

Though it is an inaccurate description, it is easy to visualise aerodynamic heating as a manifestation of the friction between the air and the surfaces which it scrubs. In Fig. 1 are plotted some curves which show, as a function of speed, the temperature which will be attained on a surface moving, in the stratosphere, under various conditions. Curve "A" shows the temperature which will be reached if there is no loss of heat from the surface by radiation or by conduction to the interior of the aircraft and no gain by absorption of radiation from the sun; usually, these three effects, neglected in Curve "A," will be at work. Conduction to the interior will usually have little effect on the surface temperature. Radiation and absorption effects are influenced by the nature of the surface. A polished metal

Please Turn to Page 28



Britain's fastest fighter, the English Electric P.1, designed for supersonic speed in level flight. It first flew on August 1, and here is an artist's conception specially drawn for Talepipe.



WORM'S EYE VIEW.—These aircraft, all photographed in English skies recently, have only one thing in common; they all show their undersides. And a pretty view, too. Top left: the Saunders-Roe SR.45 Princess, a gigantic flying boat with a double-bubble fuselage capable of carrying 200 troops for 3,500 miles. Ten Proteus 600 series engines. Top right: Avro Vulcan B.1, long-range medium bomber. Designed to cruise at altitudes in vicinity of 55,000 feet at speeds in Mach 0.9-0.95 range on four Bristol Olympus engines rated at 10,000 (plus) lb. static thrust each. Bottom left: Fairey Gannet A.S.1 three-seat Anti-submarine recon airplane. First aircraft in the world to fly with a double airscrew-turbine unit. One Armstrong Siddeley Double Mamba ASMD.3 engine rated at 2,920 s.h.p. plus 535 lb. thrust. Bottom right: Any description necessary? Yes, one of our own (441 Squadron) F-86E Sabres. This one has the General Electric J-47-GE-13 engine rated at 5,200 lb. s.t. Canadian version is Sabre Mk 5, is powered by an Avro Orenda 10 engine of increased performance.

Matthew Halton asks . . .**DOES GERMAN ARMY
DOMINATE WEST POWERS?**

[This article was written shortly after EDC fell through.—Ed]

August is a time of tragic memories for western man. In August forty years ago the first world war began, and a golden age came to an end. In August 15 years ago Germany signed a pact with Russia, and on a lovely September morning—just 15 years ago—we were at war again. And in years to come, I'm afraid, there'll be another tragic memory to recall at this time of year: the death of the European Defence Community plan, a wise, noble plan. The French plan for harnessing the German fury to the European idea was killed. Killed by the French. Who now will speak of the French being clear-sighted and logical people? And killed by the British, because the British, with their well known tenacity, or something—the British, dreaming their island dream as if this was not the time of the hydrogen bomb—refused to join EDC themselves.

This should have been a happy week-end. If France had ratified EDC the European idea would have triumphed and German rearmament would have begun under the flag of Europe. But this is a tragic week-end. Now we can really start to worry about German nationalism and a German deal with Russia.

At a big meeting of the rabidly nationalist Stalholm organisation in Germany the other day a speaker named Lothar Steur was boasting about the reviving power of Germany. "The policy of all the great powers," he said, "is dominated by twelve German divisions—twelve divisions which so far exist only on paper." His audience, I read, shouted with delight. But the creation of 12 German divisions was not the main purpose of EDC, it was only incidental. The real purpose was to tie Germany into the western alliance, to prevent the resurgence of men like Lothar

Steur. We may not be able to do it now.

London Times printed a long interview with Chancellor Adenauer. At one point he said sadly: "What are the Germans now saying? They are saying something like this: 'Stresemann negotiated with Briand, Bruening negotiated with Daladier, Adenauer negotiate with Schumann—all to no purpose . . . Think now of the younger generation of Germans. I think we can fairly claim that we had displaced the old conception of narrow nationalism with the European idea. If Germany is rebuffed by the West and wooed by the East, do you not think that the new nationalist great powers,' he said, 'is dominism will look to the Soviet Union? This is a great danger.'

Now the danger grows. And what's our next step?

For a few hours after EDC was killed there were encouraging reports that the British government was about to take the lead at last—the lead that both France and Germany have been crying for, and that the thinking British public was at last beginning to demand. For a few exciting hours there seemed to be something brave and splendid in the air. The man who offered full union of Britain and France when France was falling in 1940, was now, it was said, preparing an offer for a revised form of EDC in which Britain would, after all, take part. And it seems that something was afoot, but that it weakened and died somewhere in the dusty corridors of the Foreign Office. What emerged was, as you know, simply a proposal for a conference of Britain, the United States and the six European powers to discuss the problem. As the Manchester Guardian said, the new British plan had about as much sparkle as a cold kipper.

It looks as if we are now in for more long months of conferencing,

arguing, manoeuvring and dithering in an attempt to find a way of restoring sovereignty to west Germany and finding a plan for re-arming her within the Atlantic alliance. Lots of agonizing ahead—and perhaps no reappraisal at the end of it all.

Many think that the only sensible thing to do now is to wipe the slate clean and admit a sovereign Germany into NATO as a full and equal member. NATO's restraints on a sovereign, armed Germany would not be very powerful. But it would take months and seasons to revise NATO, to tighten up the pledges—and after it was revised the French assembly, with its solid block of 100 Communist members, might well reject it again. So let's take the risk: let's make western Germany a full member of NATO before the rot gets worse, before Adenauer loses his influence and prestige, before it's too late, before Germany starts exploiting to the limit her balancing position between East and West.

The trouble with that idea is that France would not accept it. France still demands some curb on German sovereignty. And Germany, in her new temper, now demands the complete restoration of sovereignty. Dr. Adenauer is not being intransigent. "Our resentment," he told the Times, "will be kept within the limits which the European conception prescribes." He is taken to mean that when full sovereignty is restored his government would then be willing to relinquish some of it in a NATO plan. But would France accept even that?

The London conference, of the eight powers will have three problems to solve: the problem of German sovereignty, the problem of German rearmament and the problem of rescuing the European idea.

personality parade



Those tremulous types who lump the dentist and electric chair in one category and crave the last rites for every molar muscled forever from the reach of toothbrush, should have been in Mexico with "Bill" Jackson back in '49.

Because back there one day, Bill presently in charge of needles, drills and tooth decay here at North Luffenham, not only provided a priest but invited his wards to church to have their dentures dug out.

Before we give you the details we'll tell you that we're talking about Major Roe Billington Jackson, Royal Canadian Dental Corps, whose genial, unassuming manner does much to relax those jitters the moment you enter his office. Major Jackson, at 1(F) Wing since December, 1953, has earned a reputation for gentle but efficient work. And he's had the practice—12 years of it. If you don't like the idea of relegating that last extraction of yours to absolute obscurity be comforted by the fact that it helps make up a total of many thousands he has dumped into the waste basket.

Born in Winnipeg, just 35 years ago, Dentist Bill was probably slated for his present profession

from the beginning. He says two uncles were in the same line and it just seemed natural that he should be a dentist too. This is how he went about it:

He joined the Canadian Dental Corps in 1942—as a private—and in 1943 emerged, in Toronto as a graduate and a Lieutenant. During 1943-44 he served in a Veterans Guard internment camp in Alberta. Then, in 1949 he was serving on board ships of the Canadian Navy on the West coast—and that takes us to Mexico again.

Major Jackson was on deck when the Ontario nosed into the harbor at Magdalena Bay to allow a priest to disembark and tie nuptial knots for local senors and senioritas who were without benefit of clergy. But it was found that heartache was not the only complaint and Major Jackson was dispatched to mend worried wisdoms as well. But there was no tidy office such as we have at Luffenham. There was no office. Nothing was tidy. That is, until someone thought of the Roman Catholic church nearby. And that's how we find Bill bent over a vict... patient in the church while more than a dozen others lined the aisle awaiting their turns. And the heck with formality. It was a real homey atmosphere in that nice, warm climate with several hounds of assorted sizes loping around Bill's feet, chasing fleas.

The priest? He was holding heads while Major Jackson worked.

Major Jackson's hobbies are hunting, fishing and collecting (one wife, one son, one daughter). He finds the game in England—pigeons, rooks, rabbits and skeet—a little tame to that offered in Canada, but fun. He and his family react like normal tourists and like to roam around. They especially enjoyed their trip to Ireland but received one disappointment there. They couldn't find the birthplace of grandpa Jackson.

So, for those of you who have a favorite dentist (does that sound impossible?) don't despair about the pending move to Marville.

Major Jackson is coming with us.
V.L.S.



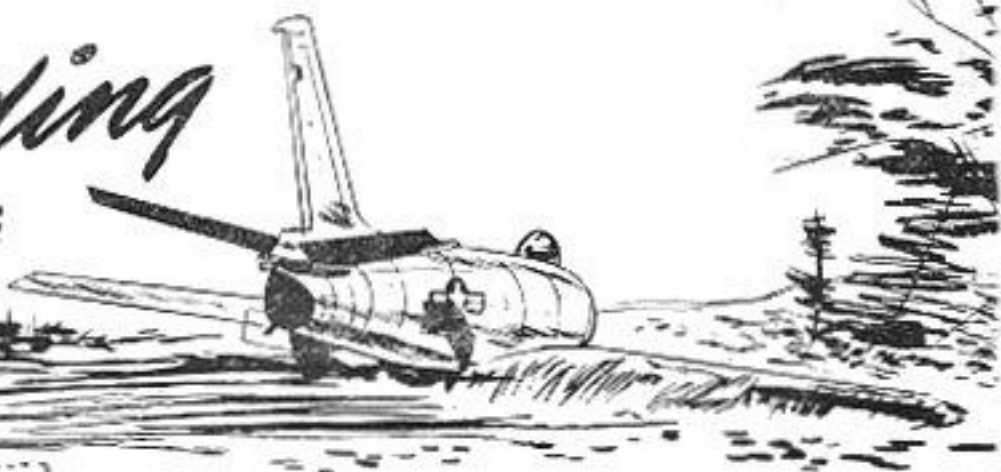
A study of 97 jet fighter forced landing accidents shows that your walkaway chances in this unpopular type of landing are good. This is attributed mostly to the higher stressed cockpits—high G-force seats and the wearing of the shoulder harness. To use statistics: 98 per cent. of the aircraft involved were substantially or totally wrecked; yet, 75 per cent. of the pilots were not injured. When one considers that 95 per cent. of these jet forced landings were accomplished without a fatality, the picture becomes even brighter.

There is still no substitute for the calm analysis and keen judgment required to handle an emergency: these are personal attributes of the individual pilot.

Airstarts call for more practice. In more than 28 per cent. of the forced landings due to flameouts, airstarts were unsuccessfully attempted. While the reason for the failure of these engines to start was not always known, the Forms 14 often showed that airstart procedures were either too hastily or incorrectly performed. This phase of training is one that cannot be "over-learned."

Fuel exhaustion, a factor most vital for jet pilots in their preflight planning, showed up in the survey with alarming regularity—approximately 25 per cent. of total causes of forced landings. Here again is reflected inadequate training in flight planning, or an utter disregard for the range limitations of jet aircraft. Here too as a contributing factor, is poor flight leadership. In four accidents, wingmen became separated from their flight leaders, subsequently became lost, exhausted their fuel while stooing around looking for a field, and finally had to crash-land.

OFF - THE - BASE Forced Landing TECHNIQUE



Primary Cause Factor

The primary cause factor leading up to the emergencies was power-plant failure with 51 cases, or 53 per cent. ARDC and AMC have a continuing project to improve the reliability of jet engines. New manufacturing techniques have resulted in a general decrease in jet engine failure rates during the past two years.

Another obstacle that hindered these pilots was loss of flight control boost, because of insufficient hydraulic pressure. This condition led to at least one fatality and was a suspected factor in three others. Several other pilots were so occupied in maintaining aileron control that they failed to plan their approach properly and wrecked aircraft resulted. The answer to this problem is that it is essential that any program of practice forced landings be done with flight control boost off, in order to familiarize pilots with the possible loss of this system under emergency conditions.

Flaps and speed brakes were used in about 60 per cent. of the landings. However, full dependence on these controls will not prevent overshooting or undershooting of the intended landing area, for many of the overshooting planes had flaps down. These accidents occurred before the practice jet fighter forced landing program was accepted training. The pilots were not familiar with simulated dead engine flight characteristics and generally made high, fast approaches. Then, too, perhaps they had never been briefed in the slipping or fish-tailing characteristics of their aircraft and did not use this method to lose altitude and airspeed. (Consult your Dash One T.O. for slipping restrictions on your aircraft).

Approaches Important

Approaches are most important

in this business of staying in one piece. Rectangular patterns with straight-in approaches outnumbered the 360° overhead pattern in power off landings, three to one. In making the 360° "pitchout" tactical pattern, the pilot's judgment was affected more adversely than in the straight-in type. Of 21 pilots who used the tactical approach, more than 50 per cent. overshot; 25 per cent. undershot, and the remaining percentage hit their intended landing area.

The rectangular pattern was favourable to the pilot. Fifty per cent. of the pilots in this category put the aircraft down in the intended landing area. These figures point to a large spiral type descent over the intended area (if altitude is to be lost) with a rectangular pattern plus a straight-in final, as being good solid emergency flying.

In report after report the killer was excess airspeed on final and touchdown. Without engine power, hydraulic pressure or electrical power a pilot sometimes does not have flaps or speed brakes; however, the stalling speed of the aircraft is the same as the power-off configuration as shown in the Dash One T.O.

It is the psychological effect of having to "groove it" that undoubtedly influences the thinking of the pilot. For fear of undershooting the pilot subconsciously compensates by building up excess airspeed. Speeds of 60 knots above normal approach speed were not uncommon. This condition has proved just as disastrous as the low airspeed antic.

Regarding this high-speed approach, pilots placed too much emphasis on the fuel-load speed ratio and in many instances came in far too fast. Actually, a good rule-of-thumb calls for adding five knots above normal approach speed for every 100 gallons of fuel over normal landing load. On this basis

15 knots would be the maximum airspeed increase required for a full internal load. It is assumed that the external tanks will be salvaged in plenty of time to insure getting rid of both.

The following is a general SOP covering both the pre-landing emergency and the actual forced landings:

* When the emergency occurs, head for the nearest field.

* Set up proper glide according to A/C Tech Order. (Better know your Dash One, buddy.)

* Airstarts should be attempted (if engine is not damaged) down to approximately 10,000 feet above terrain. It is this altitude where a decision to bail out or crash-land can be more accurately made.

* If an airport landing is to be attempted on a known runway length, gear should be down and locked at sufficient altitude to enable the pilot to concentrate on pattern work. If the gear cannot be completely down-locked, either by normal or emergency methods prior to final approach, it is safer to retract the gear for a belly landing.

* Flaps and speed brakes should be used, if available, to lower the aircraft's touchdown speed. In water landings, the flaps will rip off or "give" on impact and not cause a nose-in effect. Landing gear should be up on all ditchings!

* Jettison external loads before entering the pattern, if possible. Sliding distance will be lessened. Wing tanks, if empty, will afford additional buoyancy in ditching, however.

* Canopy should be opened or jettisoned at pilot's discretion prior to final approach.

* Make sure shoulder harness is tight and locked—also that helmet is on securely.

* Cut the fuel and switches off when "you've got it made."

French girls shy from kilts when . . .

Pipers play at Metz

Of the many engagements in which the Pipe Band has been fortunate enough to participate the best has been so far the "Fire de Metz." By the best I mean all round variety, reception by the public, and the wholehearted co-operation of the officials of this fair. This fair is somewhat similar to the Toronto Exhibition but not on so great a scale. All phases of rural crafts and heavy industry being on display. Agriculture, overseas possessions, civil, military, all these were represented by displays which were very colourful and interesting.

It was to this fair that the Band had been invited, and so, on the 7th of October, the Bristol took off from Langar on its way to France. After a nice quite flip, the hangars of GT came into view, and the troops started on a most memorable engagement. On arrival, money was changed, and a meal was soon deposited in a soft place.

After baggage was stowed, the 'bus rolled on its way to Metz through the picturesque countryside of France.

The immaculate cottages, with their beautiful flower gardens and neatly planned streets, were remarked on. Some of the villages we passed were miracles of order and cleanliness, testifying to the industry and care lavished on them by their inhabitants. After an hour's ride we arrived in Metz where the Band dispersed to their hotels and got themselves organised. The following morning, the PM and DM went to Air Div. to be briefed on the route, and in the afternoon a rehearsal was held in the grounds there. That evening, at 1800 hrs. the parade started. We formed up in a big square in the town centre and tuned up. In no time at all we were the centre of a huge crowd, who were most intrigued by the "Gros Chapeaux."

The tuning notes drew a great burst of cheering which amused us all. Finally, all was ready, and the "Chef de Musique" and the "Tambour Major" formed us up and the parade began. The streets were packed with people and the Chief of Police and his motor-cycle police had quite a job keeping the roads clear. It was nearly two miles, and we played nearly all the way. Finally, we reached the gates of the fair, where the crowds were even thicker. The crowds there were the most enthusiastic we had ever seen and it made the effort most worth while. We played in front of the band stand for about three quarters of an hour, after which the PM and the leading tip played solo on the band stand for a few minutes, which was received and applauded with great gusto by the crowd. This brought to an end the piping activities for a while and we broke off to quench a most monumental thirst. After parking the instruments, and repudiating by gestures certain delicate questions regarding our undergarments, we repaired to a rather large establishment which catered to the demands of parched individuals. Our arrival there was greeted by hand

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AVIATION NEWS CLIPPINGS

Development.—Canada is developing a new aero-engine combination of a big delta-wing Mach 2 interceptor coupled with a pair of jet engines each with a thrust of 18,000-20,000 lb. without afterburner. (Aviation Week)

British.—Britain has broken into the U.S. air line equipment market with the sale of three Vickers-Armstrong's turboprop Viscounts and options for 37 more to Capital Airlines. These are the first turboprop transport planes purchased by an American airline. (Aviation Week)

Endurance.—The latest jet-propelled photographic reconnaissance aircraft in the R.A.F.—a Canberra P.R.7—has completed 300 hours flying in 25 days. Engaged on intensive flying trials, the Canberra covered a distance of some 156,000 miles equivalent to more than half-way to the Moon.

(A.M. News Letter)

Flying Boat.—First details of the Convair R3Y-2 a low-loader version of the Navy's R3Y water-based turboprop transport, have just been released by the manufacturers. The range is 2,000 miles with a speed approaching 400 m.p.h. Weighing 80 tons, the R3Y-2 can climb faster than World War II fighters and can carry 24 tons of cargo. (Aviation Week)

Ordered.—The Vickers 1000 which will be the first British military transport aircraft to be powered by gas turbines, the prototype of which is now being built at Weybridge, Surrey, has been ordered by the Government to meet the special needs of military transportation. The Vickers 1000 is a long-range, high-speed jet aircraft capable of carrying 120 troops with their arms and equipment for distances up to 2,500 miles.

(Times)

Scheme.—A proposed scheme for training pilots for civil aviation has been submitted to the Ministry of Transport and Civil Aviation by a number of aviation bodies, including the two State corporations, the Guild of Air Pilots and Air Navigators of the British Empire and the Air League of the British Empire. The scheme which suggests recruitment at the age of 16 to 18 years, would exempt trainees from National Service. The cost would be about £250,000 a year and 70 to 120 pilots would be required annually. (Manchester Guardian)

Closing.—Hendon airfield, first opened in 1910, is shortly to be closed for flying. The Air Ministry have recently been using it as a communications airfield, but in November, when Northolt is handed back to the R.A.F., it will no longer be required.

(Evening Standard)

★ 3rd Anniversary (and last) ★



Three years ago the Canadians arrived in England. And now, after three years of work, fun, travel and adventure, they are preparing to leave. The composite picture above depicts the flavor of life at 1 (F) Wing, which will be left behind: 1—For many Canadians arriving in England, their big adventures had started in Canada—they had never before been on an ocean-going liner. 2—Canucks are introduced to Smokey Joe and the good brew he serves. 3—It was architecture like Oakham Castle with its Royal horse-shoes that brought the mental picture of England into focus. 4—An easy relationship between natives and newcomers formed immediately and here we have a Barbershop quartet helping to raise funds for bells for nearby North Luffenham church. 5—Soon the new station was in full operation and ready to receive such distinguished visitors as Mr. Lester Pearson and to produce a wing news-sheet. 6—Of course, for the kids, there was still school and the appreciation of good things like the harvest. 7—After the sweat of the move from Canada it was nice to relax and clown at times like Hallowe'en. 8—But there was tragedy too. 9—And the ancient aisles of Edith Weston Church recorded the charm of Canadian youth with the sound of footsteps as newly-married couples left together. 10—Royalty, too. The Duke was impressed by organization and flying prowess and discovered the hitting power of Canadian aircraft at the firing butts. 11—If there wasn't much sunshine to herald spring, at least there was always a pretty girl and lambs galore. 12—when Air Marshal Curtis came to see us he talked to the Commander of the renowned Station Pipe Band. 13—Air Force Day was an annual attraction, but this one had the added feature of film star Gary Cooper, who made a big hit as usual. 14—The last major undertaking of the station Drama Club was the stage play "Hay Fever," a great success. 15—But there is an end to all good things—and bad, if you get the point. Everybody else did.

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*

Mr. DW of Wing Ops says: "In my capacity as personnel manager at this establishment I have interviewed many graduates of the BBAAA in my office. It speaks well for the standard of instruction that so many of their graduates qualify for such important posts as Assistant Ops Officer."

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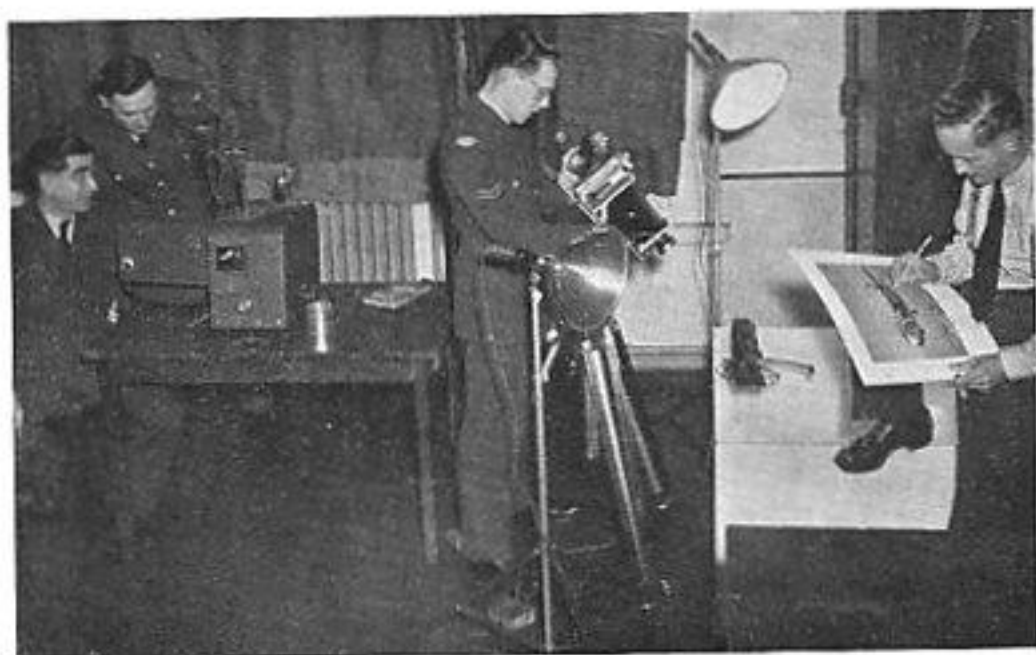
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PICTURE THAT! — Talepipe figured your photo section was responsible for a lot of the publicity in circulation on 1 (F) Wing without ever getting any of the stuff itself and so—here is the staff. Beside the projector at left are LAC H. Gauthier and Cpl C. P. Rice (section head). Completing a job which takes much of the section's time is Cpl M. R. Waters, centre. He is photographing parts. And then on extreme right we have Cpl W. A. Wiltzen exercising his artistic abilities by "spotting" a photo-

graph just off the drier. Missing from the shot is LAC H. Frechette. The staff of six is responsible for an average of 3,500 pictures each month. This huge turnover is on accidents, recording faulty equipment, identification pictures, copying charts and diagrams and cine gun pictures. Outlet for these shots includes the press, Dept. of Nat. Def. and C.J.S. Oh yes! Who took the picture? Why, Corporal A. "Red" Hill above, who is the sixth man on the team.

Last. The last F-86F Sabre to be built by North American Aviation has rolled off the assembly line at the firm's Los Angeles plant, to make way for increased production of the F-100 Super Sabre. The F-86F jet fighter-bomber cost less in man-hours per pound during two years of production than the simpler, propeller-driven F-51 in World War II. (AVIATION WEEK).

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SCRAMBLE.—A few seconds after the Hon. Ralph Campney, Minister of National Defence, raised his microphone, three sections of Sabre aircraft were airborne. He had scrambled them from Stand-by. With the Minister is S. L. D. Warren, C.Ops.D. Mr. Campney visited the station September 24 when he inspected various sections and watched flying displays.

* * *

WHOSE MOVE?

(Statement by Air Force Headquarters)

The planned move of 103 Search and Rescue Unit from RCAF Station Greenwood, N.S., to RCAF Summerside, P.E.I., has been cancelled, and the unit will remain at its present Greenwood base.

No. 1 Air Navigation School has already moved from Summerside to Winnipeg, and the Maritime Operational Unit has shifted from Greenwood to Summerside. Previously announced plans called for the Central Navigation School to move from Summerside to Winnipeg, and for the Search and Rescue Unit at Greenwood to shift to Summerside. The Central Navigation School move has gone ahead as planned, but a review of the situation has resulted in a decision to retain the Rescue Unit at Greenwood.

• TALEPIPE'S OTTAWA CORRESPONDENT REPORTS AN OLD GAME HAS FOUND NEW FAVOR WITH MEMBERS AT APHQ—CHESS.

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RIFLE CLUB**CHALLENGE.****SHOOTING THE BULL**
with the "Rifle Bore"**Air Div. Shoot Cancelled**

The air Div. Shoot turned out to be a dud or in more technical terms a misfire. Just as well perhaps for it was a conglomeration of service and recreational conditions. Far too few people realize that recreational shooting requires just twice the effort and the accuracy to post a similar score. Generally speaking in service shooting all your equipment is issued, all arrangements are made, and all Joe jobs are handled by the "staff." In recreational shooting it was never thus. First it takes years to accumulate the appropriate clothing for all conditions, including the heaviest downpours of rain. The equipment is costly and all interested parties are continually on the look-out for good bargains in 'scopes, sights, cleaning materials and rifles. Once this gear is obtained it is treated with kid gloves particularly the rifle, even a watchmaker could not be too careful with it. So you see there is no comparison between recreational and service shooting. Most shoots however include "service conditions" matches which are not to be confused with service shooting for these reasons: the service shooter scores 3 points for a hit in the bull or inner and 2 points for a hit anywhere else on the target. On the other hand the "rec" shooter counts as in application, 5 for bull, 4 for inner, and so on. In other two poor shooters each placing 10 hits on the target would 20 out of 30 in service shooting and 20 out of 50 in "rec" shooting. There is quite a difference.

These differences were not the reasons for the cancellation of the shoot. The factors which led to the postponement (we hope), were firstly, the battle-like conditions of the range (shell holes, slit trenches and unexploded mortar and piat bombs), and secondly the weather, for the fair weather shooters came unequipped and the danger of catching pneumonia was quite apparent.



1 FIGHTER WING RIFLE TEAM ATTENDS AIR DIV SHOOT.—Members of the team, back row left to right: WO1 P. A. Thompson, CPL E. P. Yaniszewski, SGT R. H. Cunningham, FS W. H. Wilkinson (captain). Front row: LAC W. G. Warshick, LAC R. A. Faulkner, CPL J. M. Pilon, CPL W. J. Borden, CPL J. C. Hatton. Not present in the photo were SGT G. D. Fletcher, SGT M. L. Jones, CPL W. G. Buker, LAC T. C. Mason, LAC G. E. Grant.

The so-called Air Div. Shoot did achieve one purpose. It created a greater interest in competitive shooting on a large scale and revived the lost spirit of comradeship in the Air Force.

The members of the team that made the trip to 2 Wing were as follows:—

FS W. H. Wilkinson (capt.)
WO1 P. A. Thompson
Sgt R. H. Cunningham
Sgt G. D. Fletcher
Sgt M. L. Jones
Cpl J. C. Hatton
Cpl W. J. Borden
Cpl J. M. Pilon
Cpl W. G. Buker

Cpl E. P. Yaniszewski
LAC T. C. Mason
LAC G. E. Grant
LAC R. A. Faulkner
LAC W. G. Warshick

The educational benefits from the excursion were numerous. The team had an inside look into the cleanliness of their future hosts. The eating and drinking habits of the French Army were discussed to great lengths, particularly on 15 and 40 passenger buses that took the teams on gay drives through the surrounding countryside. Not to be forgotten was the fact that the interior decoration of the

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COMMON BASIC FOR RO's AND NAVS.

The Air Radio Officers' School at RCAF Station Clinton, Ont., located there since shortly after the Second World War, is to move to Winnipeg. The move is scheduled to begin during the latter part of September. The school will amalgamate with the Air Navigators School already at Winnipeg.

The move is primarily the result of RCAF's plans to provide common basic training for both navigator and radio officer members of aircrew. The Air Radio Officers' School is to be amalgamated with the Air Navigation School at Winnipeg, which will be renamed in accordance with its new role.

The RCAF has previously trained navigators and radio officers separately and they have not taken aircrew training together until they have reached the Operational Training Unit stage, after

winning their wings and qualifying in their trade.

The new plan is designed to provide the aircrew trainee with a better appreciation of the responsibilities and problems of the other aircrew members, thereby improving crew co-operation and increasing the efficiency of the operational team. By delaying selection to a specific aircrew trade until the end of the common sixth-month course, the probability of directing a trainee into the trade for which he is best suited will be greatly increased.

Flying today requires that navigation officers possess a sound knowledge of basic electronics, and also that the radio officers are qualified in basic navigation. In recognition of the extent of the common knowledge requirement and the interlocking responsibilities of these two trades, the new training plan was developed.



BEFORE THE STORM.—This picture shows W/C W. E. Edser, 1 (F) Wing's CADO, before he rolled up his sleeves and started into the immense job of arranging the transfer of one whole fighter wing from England to the continent. If you've had trouble contacting him recently at local 3, it is probably because he has hidden himself in the conference room to wrestle with the job—a job wringing little envy from station personnel. But for a task running smoothly and on schedule, he rates most of the plaudits

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**410
FIGHTER
SQUADRON**
◀◀◀

S/ A. W. Fisher, OC 410 Squadron, gazes in the direction of 4 (F) Wing in Baden, Germany, where his squadron will be based until next spring. At that time there will be a brand new station awaiting their final move to . . .





RESIDENTS of just about every sector of England have looked to the skies when they heard the pulsing sound so peculiar to the Sabres in this 410 Sqn. formation. But flights in English skies will be a rarity now for the pilots of this squadron who have left for Germany and, eventually, France. The rest of 1 (F) Wing is due to follow. In case you can't recognize the pilots, use this code: 228, F/O Fred Kozik; 153, F/O Pat Mephram; 248, F/O Lloyd King and the modest fellow leading the formation is F/L Steve Atherton.

. . . to *Marville!*



SO-LONG ENGLAND!—Although none of the original 410 pilots to come to England are still here, these hardy members enjoyed their stay and leave regretfully. The well-hidden Mk 2 Sabre will be left behind; the newer Mk 5s await them at Baden, Germany. If you're good at remembering names, here are thirteen for the record: Front row—F/Os Bill Johnston, John England, Fred Kozik, Marcel Vaesen and F/L Steve Atherton. Back row—F/Os Bud Venus, Ira (Slim) Creelman, Ev McKay, Bruce McLeod (kneeling), Wilf Thorne, Pat Mephram and Al Tegart. F/O Don McElmon smiles from the intake and the cowboy on top is F/O Cal Drake. Did you notice? Yeah, there are fourteen names. Missing are F/Os Lloyd King, Jim Shilliday, Al McCallum, Ken Young, Ab Cunningham, F/L Ray Oldfin, F/O Bruce Fleming, and F/O Bob Thompson.

THESE CRATES DON'T FLY — But they still have to be moved. They are some of hundreds which will be employed to move the vast amount of materials and equipment involved in the change of location for 410 Sqn. Fascinated with their task of constructing crates are Cpls M. E. Lowry, D. Graham and W. H. Hopkins.



LAST TAKE-OFF — Thousands of take-offs like this have been done by pilots of 410 Squadron since they arrived in England three years ago. But no matter how familiar was the sound of their Jet engines at full power, this take-off was different—it was the last one for these two pilots from English soil.

WHAT NOW? — No one escapes the extra work involved in moving a complicated organisation such as a fighter squadron. Hit especially hard was 410's Orderly Room. It was mostly paper work, but it must have weighed a ton. And the headaches! Flying adjutant Marcel Vaesen doesn't seem to be offering hard-working Cpl Les Sawyer an aspirin, though.





KEEP 'EM FLYING—Although squadron flying was almost finished neither pilots or ground crew relaxed until every possible flight had been made. On right we have F/S W. Riding, crew chief, busy co-ordinating the servicing of Sabre aircraft.



One outstanding feature of 410 Squadron's technical officer F/L Wally MacGuire, is his genial manner and ready smile. What happened? The Mk2s are getting old and tired, but Wally has handled servicing problems so well that his expression can't be blamed on the aircraft. Maybe he detected a loose screw in the photographer's camera. F/L MacGuire has been with the Squadron a long time and his presence at Marville will be appreciated by air and ground crews both. Wally, by the way, qualifies for both categories and will take a Sabre up any sunny day.



LAST LANDING — Shortly after this Sabre landed the pilot packed his flying kit and "trips" on this side of the Channel were over for members of 410 Sqn. This unusual shot captures the aircraft just ten feet above the runway.



*See
You in
Marville!*

NOTES ON NOTES

FRANKIE (Mr. Rhythm) LAINE WOWS 'EM IN LEICESTER

And your columnist, Bill Warshick, was there. But he leads his unbiased NOTES with the views of two other Laine fans.

LAC BRIAN SMITH SAYS: On the 11th of October I was one of the persons from the station who travelled to Leicester to hear Frankie Laine sing.

The scene on arrival was quite fantastic — human beings, the majority of whom were females, were besieging De Montford Hall where Frankie was appearing. Crowds poured into the theatre, thronging the doors as if gold had been discovered in the auditorium. Frankie Laine's success that night was assured even before he stepped out onto the stage.

A fanatical roar met him as he came out onto the stage, the words of his first song nearly lost under the noise, the last lines of which I recognised as "My Cheating Heart." For the next twenty-five minutes Frankie sang a selection of his hits—such things as Jezebel, Answer Me, Blowing Wild, My Friend, Granada, Some Day and The Kid's Last Fight. I am a Frankie Laine fan, but felt disappointed that night; maybe because he had not sung those tunes with a bounce such as Sunny Side of the Street, Mule Train, and fast numbers like Jealousy, Isle of Capri and Rock of Gibraltar. I would also have liked to have heard him do High Noon, Georgia and The Girl in the Woods.

What of his performance? Well, I thought it was a slightly subdued and milder Laine singing. Like a boxer he was holding back that punch which would have had us out of our seats cheering wildly. It was a competent but not an extraordinary performance which one expects from a vocalist of his calibre. An expert who was getting by nicely, but who could have made a lot of people much happier had he put just a little more bang into his performance. This may have been due to his selection of the more serious type of songs such as "Answer Me" and "My Friend" or

that he wasn't quite at home in that large auditorium, being more used to the intimate atmosphere of the night club.

Taking the performance as a whole, I am sure that everyone went away quite satisfied and contented with the night's entertainment and with a feeling of getting their money's worth.

Cpl VERNA HEARTY SAYS: — Here is my interpretation of an enjoyable evening spent in Leicester's De Montford Hall. The Frankie Laine show was well attended by fans from the station. The programme consisted of Vic Lewis and his orchestra, which is patterned after the Stan Kenton aggregation. Featured on drums was Andy Wilson, vocalists were Sylvia Drew, who the boys went for in a big way, and Dean Raymond, which the girls accepted as an English Frank Sinatra.

One of the highlights was television and radio star Kay Cavendish at the keys, her witty songs in most cases called for mass participation from the audience.

Oh, I almost forgot to mention Frankie boy. At long last he appeared on the stage accompanied by pianist Al Lerner. Part of his routine included My Friend, Some Day, Granada, Blowing Wild, Jezebel, and the Kid's Last Fight, with backing from the patrons. I was disappointed when he didn't sing Mule Train.

He is really a showman and seems to enjoy singing in his natural way. Although he wasn't long enough at the mike (making a quick exit after only 10 numbers), it was an evening to remember. I can still hear him now.

Your COLUMNIST SAYS:—The show was a success due to the fact that Vic Lewis was not only a top flight musician, but a first class



showman as well. He had a stint with the Stan Kenton org and has developed his style from him. The vocal section is weak and Dean Raymond would go over better as a ventriloquist act. Kay Cavendish is good—if you hadn't heard the colored counterparts from State-side that she copies. Her act as a mimic would be far more original.

Mr. Rhythm was short but sweet. He has had enough experience in showmanship to know not to satisfy the customer, for not one person in that huge hall would not have turned around and paid the price of admission over again to hear him again—if it were possible. True, some of his great numbers were missing from his repertoire, which consisted of: Your Cheatin' Heart, That's My Desire, Cara Mia, Answer Me, Jezebel, I'd give My Life to Have Your Love, Blowing Wild, Kid's Last Fight, Granada, My Friend, Someday.

THE NEW

Sticking right long with Frankie Laine, let's start our selection with his version of the currently popular tune "My Friend." You'll find it in the Philips' listings as PB316, the flip is "The Lord Don't Treat His Chillun' That Way."

The Happy Wanderer may have been at the top for a while, but the Obernkirchen Children's Choir version will remain there. We haven't heard Rawhide for a while, but you can bet your last bob that it's one of his favourites. This recording is a masterpiece always refreshing to hear. The reverse is "Even-song", and these are obtainable from Parlophone as R3799.

For a novelty number that's going to be around for a while yet, and one that is mighty catchy, try

Continued from previous Page

this tongue-twister, "Gilly Gilly Ossenfeffer Katzenellen Bogen By The Sea." As I said it's catchy,—hear it once and you'll want to hear it again. Done up by the Four Lads, you'll find it as PB304 on Philips.

South African rhythm has found its way into the top listings by way of "Skokiaan." There are several good versions of it, including Louis Armstrong, but I'll stick along with Ray Anthony. The Capitol people put it out as CL14162 with "Cat Dancin'" filling the other side.

For a closer let's select Vera Lynn's rendition of "My Son, My Son." It is done justice in that never tiring manner by Vera. On the other side she has "Our Heaven on Earth," which will also pull its own weight. These are backed up by Frank Weir and his Sax and will be found on Decca F10372.

THE OLD

While we have Vera Lynn on our mind let's give credit to the tune that made her truly "The Forces' Sweetheart." Late in '41 there appeared on the musical scene a sentimental ballad entitled simply "Yours." It was a song with a nice tune with mushy but sensible lyrics. With most 'certain someones' in the Forces and in most cases thousands of miles from home, "Yours" was on the scene to substitute for them. This musical gem meant as much if not more to

the British Forces and the troops serving with them as 'Lili Marlene' did to the Germans. Miss Lynn was the first vocalist to successfully employ the technique of mass audience backing in the choruses of her recordings—and with jubilant results. Few vocalists use 'theme songs' or 'signature tunes,' but for Vera Lynn it's definitely "Yours."

Still on the subject of songs that remind us of singers, let's get back to Frankie Laine. I was at residence in college when I first heard his first known recording, naturally it was "That's My Desire." I took a liking to Mr. Rhythm, 'desire took a liking to him, he took a liking to it, and now it's his forever. It certainly was a thrill to see him doing this number, although he didn't seem to go all out on it as in the good old days.

They refer to Sophie Tucker as the last of the red hot mamas and the 1 Lady of Showbusiness, but Kate Smith was just that to early radio. I have heard that some of my selection in 'The Old' go back before the time of the average reader, but this time I am going back before my own time. When radio was reaching its peak after a shaky, experimental start there could be heard each evening at a certain time, over the vast networks of that era, the melodious strains of "When The Moon Comes Over The Mountain." Kate Smith along with Amos & Andy, Ruddy Vallee and Bing Crosby were the main reasons that radio is the firm medium that it now is.

I haven't heard 'over the mountain,' and I haven't heard Kate Smith for a long long time, but I could listen to her and my three selections at any time—and I'm sure that you can too.

* * *

STATION COMBO— "Stylish"

The old idea of a big band here has fallen apart. Now the musical side of things is in shape of a stylish four-piece comprising Bob Vogt, the new school principal, playing a very neat piano; Johnny Kerr, our pipe band drummer, drums; F/S Hughes, bass and this writer, tenor

sax/clarinet. F/O Jim Webber may also join us on the tenor sax.

The first rehearsal, October 6, proved more than satisfactory with all the boys feeling enthusiastic about the stylish playing. There were also some new ideas and presentation seemed up to pro standards.

Soon there will be a talent contest featuring the band and it may surprise a few to hear quality amplified, not just loud playing.

New band members are welcome... if they are not up to standard, we will do our best to train them, which we did with LAC Dick Paine... Dick was keen and shaped into a fair dance style trumpet player in three months. Unfortunately he leaves us soon for a pilot's course in London, Ont., so its farewell and the best Dick! Where's a new trumpet man?...

You will notice we often mention the word "stylish." Perhaps experienced would be better because it takes a lot of experience to make a stylish player. We aim to be more stylish through regular rehearsals and to enjoy playing the type of music the average Joe appreciates. It so often happens the main requests during the evening are "Blue Moon" and "In the Mood" repeated at 10-minute intervals. Well, you can see we wouldn't be too popular if we played those two numbers all night long so we have decided to compromise and play three numbers all night long.

Another interesting point is that the smooth section of the band are making recordings which you will probably hear over CFNL. They will be the dreamy type of melody, nostalgic and especially suited to lovers.

Party organisers too are invited to contact the Entertainment Office for info on hiring the Station Orchestra for their various functions and we will be happy to oblige... if there are any aspiring female vocalists who fancy their microphone technique, we'd be glad to hear from them. Here's to a rhythmical winter with the band.

Every rainbow is supposed to have a pot of gold at one end. But who wouldn't give up the lure for the Miss on the opposite page? You can see Jane Russell in THE BIG RAINBOW in which she starred for RKO.

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SGT. MASON
REPORTS ON

S
P
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T
S

• *STATION BASEBALLERS
DOMINATE FIELD*

• *BARBARA KELLY GUEST
AT BIRMINGHAM
CHARITY*



Station Baseball team.—The above team played the final exhibition game in Birmingham on October 5th against American All Stars, winning 11-8. (Left to right) Back Row: LAC LaPlante, LAC Cassaboon (coach), LAC Hopkins, Mrs. Barbara Kelley (guest star), LAC White, Cpl Baker with "Manager," F/S Barlow. Kneeling: LAC Dow, LAC Preshette, LAC Packham.

The concluding game of the most successful season of the three we have been based here saw the local boys grappling with friendly rival "Birmingham All Stars" in an exhibition game for charity, in which once again the red devil from North Luffenham proved superior by 9 to 2. Great credit goes to all connected with the team who really put the RCAF on the baseball map in this country, and, in doing so, on more than one occasion brushed aside our friends from south of the 49th parallel, who normally dominate any baseball field in which they care to compete. Three handsome trophies are the result of our supremacy, the Nottingham Cup, Nottingham League Cup and the Birmingham Challenge Cup, and all interested in sport on the Station rightly feel proud of the team's achievements. In contrast to last year, when several veterans were included in the team, the accent in 1954 was on youth, and we feel confident that 1955 will see the Fighter Wing holding its own against the best teams on the Continent.

Soccer

The current season is now well under way, and the Fighter Wing, after playing three exhibition and one league game, have still to register their first victory. The highlight of the exhibition games was a game against Peterborough Colts, whose first team came very close last season to entering the English Third Division. The score was 3 goals to nil in the Colts' favour, but considering our opponents were a team of superbly fit youngsters, all fighting to become professional soccer players, we by no means disgraced ourselves, and

George Swinbourne, their manager, who is his younger days played in goal for Arsenal, said, with a few exceptions, we had the makings of a very good team. Our first game in the Peterborough Thursday League proved very disappointing due to the stars of the team being unable to get time off due to pressure of work, and Whittlesey United, our opponents, coasted home to a comfortable victory by 9 goals to one. The first half of the game found North Luffenham registering a record low as far as soccer skill was con-

cerned, and, due chiefly to inferior physical fitness and bad covering, our opponents found no difficulty in finding the back of the North Luffenham net. We are still looking forward to all our best players being able to get off work at once, and when this situation does arise, and the boys become fitter physically, we shall have no reason to fear anyone, and a return game against USAAF, Burtonwood, is eagerly looked forward to before we leave these shores.



WINNERS' TROPHY — Sgt. Shaw is shown accepting the baseball trophy from G. C. J. D. Somerville, CO. for his M.E. Section team mates.

The series wound up at a fever pitch, more in keeping with the World Series, between two grand ball teams: M.E. and Corporals. Pre-game jitters became so acute at one stage that it took all the

★ ★ ★

M.E. — 1954 STATION CHAMPS

Corporals fall in final

Gaettler, Shaw shine in softball thriller

patience and experience of the Sports Officer to pacify the respective team managers, both of whom came from M.E. and were foaming at the mouth. After all snags had been ironed out and the pistol and knife removed from Hammond's clothing, the first game finally began.

The teams couldn't have been more evenly matched and it was anybody's game. Corporals had already won the league and so most

favoured an M.E. victory.

Series was decided by the transport boys who won first two games, 10-8 and 9-5.

Highlights: Fine pitching of Red Gaettler, Corporals and Ed Shaw, M.E. . . . Cpl Hammond, Plant also put in some very solid play for M.E. . . . Cpl Hammond, Corporals manager, had such a hard time vocally that he was replaced at 64 ring 1 to relieve his burning throat and shattered nerves.

GOLF

Winners were S/L Condon (Protestant Padre) and his partner, Sgt Cooper (Supply). Low net was taken by F/S Christie and LAC Thomas (Safety Equip.).

The committee is planning one more big match before the wing leaves. Watch for it.

Station golf team has played several matches with various units, both RCAF and RAF and won them all. This prompted the team to tackle bigger game. Peterborough Milton Golf Club, which resulted in our comeupance. But revenge is sweet and we will play a return match on our home course.

Basketball

Under LAC Hunter the team's present coach, our team have been making weekly trips to the Rec. Hall at Langar to prepare for exhibition games against RAF and certain teams scheduled for the winter. Due to the poor showing of the team in two games against RAF clubs, two weeks have elapsed to enable the coach to get the boys in better shape and work with a bit more precision. This week we are scheduled to play RAF Spitalgate and the following week travel to Loughborough to play a very strong Loughborough College team, who last year gave us the best game of the season. Due to the lack of facilities on the Station and having only one practice a week at Langar, the team are finding it difficult to settle down and get in shape, and all basketball enthusiasts are eagerly looking forward to getting down to work in the streamlined Rec. Halls which we hear so much about on the Continental bases.

Station Basketball team.—Back Row (left to right): LAC Campsall, LAC Jones, LAC Parker, LAC Putman, LAC Coates. Front Row: LAC Andrews, LAC Bull, LAC Packham, LAC Addis, LAC Laurty, LAC Hunter.



Continued from Page 7

THE "HEAT BARRIER"

surface, which is a poor emitter but a good absorber of solar radiation, will reach temperatures higher than those shown in Curve "A"; a white surface, with the opposite characteristics, will reach substantially lower temperatures. Curves "B" and "C" show likely relationships between temperature and speed for conditions favourable, in all respects except one to be mentioned in the next paragraph, to the attainment of the lowest possible temperatures.

This further factor is the state of the airflow close to the surface, in the "boundary layer," for if this is smooth (laminar), friction is lower; if it is turbulent (as is generally more likely), friction is higher, and so is the surface temperature. At high altitude, conditions are most favourable to the formation of useful areas of laminar flow. Curve "C" is a "laminar flow" curve for 75,000ft. altitude, a condition at which such flow might be encountered over areas of practical interest, but by no means over the whole of the area of an aircraft.

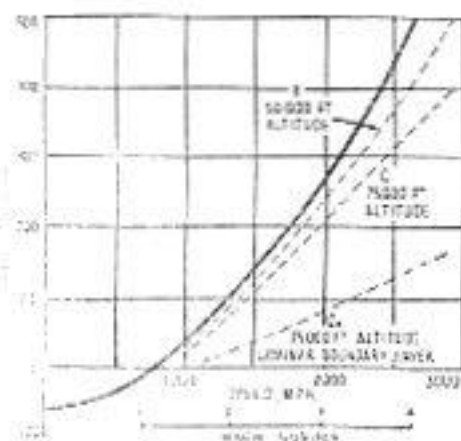


FIG. 1

The figures quoted above are those which will develop at the scrubbed surface; time must pass before the temperature of the whole thickness of the skin of the aircraft is raised, by the processes of heat conduction, to a value near that at the surface. In a typical case, if the metal skin is unprotected it will take a time of the order of 10 minutes for the temperature of the whole skin to increase by 90 per cent. of its eventual rise, and about 25 minutes to attain the equilibrium temperature.

These times could be increased very considerably by the addition of comparatively small amounts of external thermal insulation. The surface temperature of the insulation would rise rapidly to the equilibrium condition, but the body of the insulation would act as a barrier to the flow of heat to the main structure below it. Protection of the structure could be obtained for several hours by the addition of reasonable thickness of insulation. It seems likely that arrangements in which the load-carrying structure is protected by thermal insulation, which itself carries little or no load, may find application in extending the use of some structural materials to speeds at which, were the surface unprotected, their strength would be seriously diminished.

Criteria for the efficiency of a constructional material depend on the particular way in which it is being used. The criterion for a simple tension member is different from that of a panel, where issues of stability, as opposed to strength, may arise. Therefore Fig. 2, which shows how the strength to weight ratio varies with temperature for a number of typical materials, is no more than a guide to one facet of the issue. It shows well enough, however, that the limit of usefulness of aluminium alloys may be in sight at speeds of the order 1,650 m.p.h. (Mach number 2.5). However, stainless steel remains well in the picture to considerably higher speeds, as do titanium alloys. Aerodynamic heating is therefore likely to bring about, in time, either the use of external insulation, or a change in the basic structural materials used, or both. But though there are evident difficulties which must be solved, the picture is by no means dark for the development of aircraft with a performance well into the supersonic range.

A property of airframe materials which is likely to become much more important than hitherto is their quality in "creep." At normal temperatures and within normal stressing limits, materials extend by a definite amount when loaded in a particular way, and remain in this state until the load is removed, when they return to their original size. At higher temperatures the phenomenon known as "creep" appears, in which the material continues to extend under constant load, behaving in a plastic rather than an elastic manner. This phenomenon will have to be taken into account in designing airframes for speeds at which sub-

stantial aerodynamic heating occurs. Typical of the new design problems which will occur is that of "time-dependent instabilities," in which a structure, satisfactory at one moment, will collapse suddenly without any increase in load, because the material of which it is constructed has been "creeping" under the load until an unstable configuration is reached. Such phenomena can be avoided by suitable design, and provided the relevant issues are taken into account there is every reason to believe that satisfactory structure for speeds more than double those at which we now fly regularly can be devised.

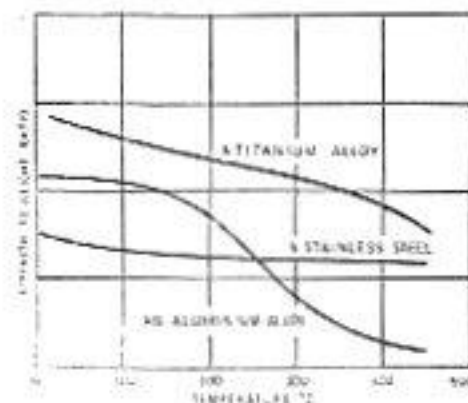


FIG. 2

The integrity of an aircraft structure must, of course, be established as reliably as possible by ground tests; in cases where heating effects are likely to be substantial, these tests will have to include the establishment of the range of temperature conditions which the structure will encounter in flight. This introduces a new difficulty in the structural testing of airframes; it is not a complication which is unlikely to be overcome, but is nevertheless a substantial addition to the problems of simulating light-loading conditions on the ground.

For aircraft which make flights of reasonable endurance it is clear that some means will have to be provided for dealing with the heat flowing in from the surfaces. In a typical case, for an aircraft flying at 2,000 m.p.h., if the surface is not insulated, and if all the heat flowing in were removed by mechanical refrigeration, the power required to drive the refrigerator would approach that required to propel the aircraft. This position can be greatly eased, first by the use of insulation, either on the outside of the skin (when the benefits of screening the main structure will also be obtained), or within the skin to hold the heat back from vital areas. The thermal capacity

of the aircraft and, in particular, of the fuel it carries, represents a substantial reservoir of "cold," and by absorbing in-flowing heat into this thermal capacity, so using the fuel as a coolant, the rate of rise of temperature can be greatly diminished. After making such arrangements as these, the power required to maintain the cabin at a tolerable temperature by refrigeration is unlikely to be crippling, at least up to speeds two or three times those at which we now fly regularly.

A fair summary of the overall position is this: Aerodynamic heating will present problems of increasing difficulty as speeds increase, but major advances in performance as compared with present-day standards will not be prevented by this phenomenon. By suitable design arrangements which, though not easy, will doubtless be attained, the situation is likely to remain well in hand at speeds up to two or three times our present normal values. Thereafter, difficulties will increase rather rapidly, but there is no limit of a positive kind to progress in performance; this will depend on our skill and ingenuity in finding ways of dealing with the technical problems presented by increasingly hot surfaces.

(Talepipe thanks "THE TIMES," London, and Sir Arnold Hall for their kind permission for reprint rights to this article.)

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Continued from Page 17

SHOOTING THE BULL

WD's canteen was discussed to great lengths on several occasions.

Small Bore Shooting

The small bore team have entered into several competitions and they have settled down to do some serious shooting. The range (25 yard indoor) is open practically every night now. A consistently high score will place any interested party on one of the teams. The membership fee for the club is only half a crown.

The targets for the Burroughes and Watts competition have been fired and sent away. This shoot is a knock-out competition and in previous years the Sabre Rifle Club fared very well indeed, it is to be hoped that they can repeat this performance during the current year. The team firing in this competition consists of the following:

Sgt R. H. Cunningham	99	99
FS W. H. Wilkinson	95	99
WO1 P. A. Thompson	99	100
Cpl J. C. Hatton	97	97

All scores are to count.

The targets for the Leicestershire and Rutland League, which are fired fortnightly throughout the winter, are now being shot. The club have entered two teams this year.

Team 'A'

WO1 P. A. Thompson
FS W. H. Wilkinson
Sgt R. H. Cunningham
Cpl J. C. Hatton
Cpl W. G. Buker

Team 'B'

LAC W. G. Warshick
Cpl R. D. Villiers
Cpl W. J. Borden
Sgt G. D. Fletcher
Pte M. R. Salter

The two same teams are also entered in the Rutland Miniature Winter League which also shoots every fortnight.

Recreational Small Bore Shooting Competition

A recent AFRO has clarified the large economy sized mix-up that occurred last year when recreational shooting and all small bore ranges came under the jurisdiction of the Ground Defence Branch. The competition is open to all members of the RCAF. The regulations are few and simple, the C7 issue rifle to be used with or without sling. Badges are awarded for the following classifications:—

First Class, 10 targets with a score of 80 or over.

Marksman, 10 targets with a score of 90 or over.

Expert, 10 targets with a score of 95 or over.

Distinguished Marksman (Golden Bullet) 10 with 97 or over.

These badges are of felt and well worth the while of earning. The supply section have a large supply of these crests on hand and they are yours for the shooting.

BRITANNIA SHIELD SHOOT

Much to the surprise and disappointment of our shooters, it was decided to select a team consisting of one man from each wing and one from Air Div. The team from the Wing feel that they can put up a better showing than the selected team and are willing to prove it if opportunity arises.

The member selected from our Wing is LAC W. G. Warshick, who was rather inactive this year due to his transfer, but in the past has posted some decent scores in full bore.

Now is the time to join the Sabre Rifle and Pistol Association.

Till the next issue; will see you at the range.



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Continued from Page 12

PIPERS PLAY AT METZ

claps and cheers which rather threw us for a moment, but on discovering that no violence was intended, we sat down and proceeded to make serious inroads upon large, foaming, stone tankards which a buxom, giggling waitress brought us. The giggles and simpers were brought on, no doubt, by the sight of men with large, bony, hairy knees and short skirts. On receipt of the usual query regarding our smalls, one of the boys at the table where I was sitting, conveyed to her in graphic sign language, that a return gesture, on her part, would have to be forthcoming if she wanted a direct answer to her question. She retreated rather hurriedly, and retired in confusion and red face muttering something like "L'Ecosse Mauvals" or something to that effect. My French not being too good. After the Thrapples had been sufficiently lubricated, the President of the Fair made his appearance, and, through the P.R.O. of Air Div, who acted as our interpreter, informed us that a meal had been laid on. And what a meal it was. Started off with martinis and then we sat down to a long table which was loaded with various kinds of foods, red and white wines, beer, etc. The meal went on for quite a time and the amount of food which was consumed was prodigious. The wines suffered rather heavy casualties, but then there was a lot of men at that table. After the champing of jaws had settled down to an isolated clash here and there by some hardy souls who were determined to see it through to the bitter end, the president rose and addressed the company. Expressing his appreciation and thanks, he presented us all with a rather nice medal which guaranteed us the freedom of the fair. For some of us it was of the fair. For some of us it was a most moving ceremony as it marked the beginning of a gong collection. In fact one member asked if it could be worn on future occasions, and, on being told it was not so, he was rather crestfallen but brightened up when told no other member of the three services was so bedizened. After the meal was over, and the company relaxed, the PM and the leading tip were requested to play a few tunes. This was done and some very good piping and drumming was heard which the other inhabitants of the hall enjoyed immensely. The win-

dows were soon covered by noses considerably flattened from close contact by spectators from outside. After this, another member proceeded to regale the diners with a small selection of tunes which were also received with enthusiasm. At last, the night drew on to a close, and we filed out to the 'bus and back to town and beds.

JIGS AND REELS

The following day was almost similar, only we started out at 1500 hrs. and finished at around 1630. Once again, the crowds loved it, and wherever we went, we had a following. If we stopped, they stopped and looked. The president took us on a conducted tour around the fair and we were quite impressed. At one place we were met by a burly priest who proceeded to shake hands with us all to show us we were welcome, so I was told afterwards. I'm glad he was on our side, because the sincerity of his greeting nearly crushed my fingers to a pulp. I shouldn't have liked to have been an unwelcome guest there. However, after counting my fingers I carried on and we "did" the fair. The president then took us to a wonderful establishment. It was a large building devoted solely to the wine growers of France, and countless varieties of wines and other beverages were on display. We were offered samples of all these, and experienced great pleasure in accepting the hospitality of these jolly purveyors who were going all out to welcome us. In the course of our travels we picked up a Spanish Sgt of the Foreign Legion and he helped us immeasurably by showing us the correct way to drink wine. We went the rounds of this place which was profusely decorated and effectively presented and it was quite an experience. Finally we adjourned to the building where another meal had been laid on and the lads fell to with good appetite. Later on in the evening the President presented F/O Oliver with a very nice scroll to commemorate our visit, and of course much speechifying. After all the ceremonial was completed the PM and the leading tip were called on to play some jigs and reels and were accompanied by much stamping of the feet, hoots and shrieks, all to the bewilderment of the French who approved most heartily nonetheless. Other selections were played which held a rather Gallic flavour, and the reward for this was a rather

complicated handclap signifying great approval, much cheering from the assembly, and a kiss on both cheeks of the player from the President, who took the risk of losing his eye by the sharp points of the moustache under the nose of the kissed one. All very continental, of course. This was the last night of the fair and we had enjoyed it immensely. I was told that it was the first time that any Pipe Band had ever come to Metz, and I would like to state here that if any other pipe bands should go to Metz on future occasions they will be well received. The warmth of the people's reception, and the appreciation they showed for our efforts was a great factor in making our trip not just another engagement. The officials who organised our stay there will also be remembered by us all for their constant attempts to make us welcome. The "Faire de Metz" is one trip we will all remember.

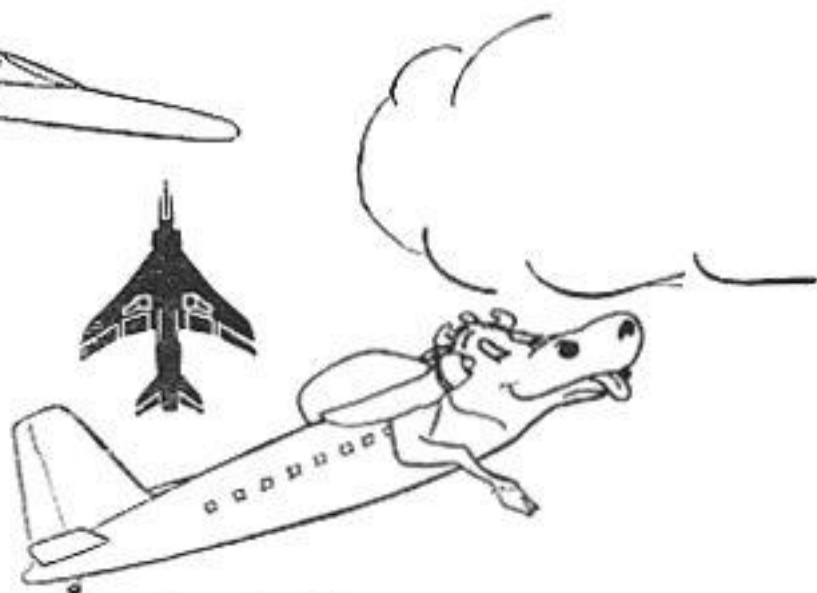
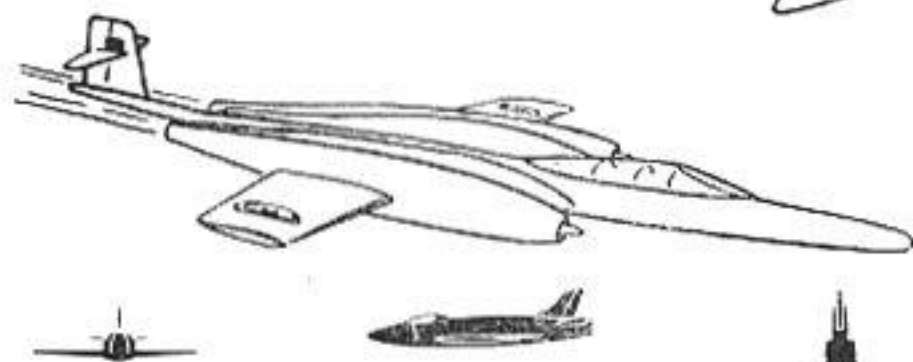
PLAY FOR AOC

Monday we were free to do as we liked so some of us went to Luxembourg. It is quite a pretty place. Very clean and neat and it also bears a striking resemblance to the down town part of big cities at home, the reason for this being the preponderance of American cars all over, and right hand traffic the rule. We split up and went our various ways and explored the town as thoroughly as we were able as we had to leave at six that evening.

Tuesday we had to play outside the Chateau at Air Div. for about an hour at the express demand of the AOC. Our effort was acclaimed by all the staff of this large wheelhouse, and the band's efforts were praised and thanked. After which we proceeded back to Metz, divested ourselves of our finery, and proceeded to amuse ourselves in our own peculiar fashion.

Wednesday morning dawned cold and misty when we got on the bus to return to 2 (F) Wing. On arrival there, the PX was raided, francs exchanged for script, and soon the troops staggered out laden down with purchases weird and wonderful. At 1330 on to the kite and off to Albion's shores, where we arrived back at Langar. We were back in the land of fish and chips, on the left side of the road again. Some of us even remarked it was good to get back. How about that? Still, it was good while it lasted.

Gunnets' Corner



... Of the three aircraft represented, there's only one you'll have to be wary of. In all likelihood you'll not have to track the first one in your sights... It's the British Swift. So that our friends won't ever find us firing on them, remember the swept leading edge on those low wings, square tips, slight sweep back on trailing edge. The tailplane is similar but with a mid-fuselage mounting. The fin and rudder is well forward on the fuselage with a sharp rake aft on the leading edge; slight rake aft on trailing edge, square tip. The fuselage is like an elongated cigar with pointed nose. Air intakes are on the sides of fuselage below the cockpit. The kite on the left is the famous Avro Canuck CP-100—the finest all-weather jet interceptor Canada has ever built.

Beware of ye Flying Cow! It may appear in any shade of the rainbow. It takes skill and patience to see, though it's easy to identify! This aircraft may be seen through glasses—if you look through the bottom of enough of 'em! Actually though, there is a striking resemblance to the Bristol Freighter, n'est-ce pas?

Friend?

Continued from Page 9

DOES GERMAN ARMY**DOMINATE WEST POWERS**

All this can still be done and done quickly if Britain will take the lead. Sir Winston Churchill inspired the European idea and he could still save it. It does not make sense in this day to say that Britain's commonwealth commitments must keep her out of Europe. If Europe goes, Britain goes, and then where's the commonwealth?

No, this is a time for a new lead; a time for greatness. "A London conference," as *The Times* says, "will not be just another addition to the long and frustrating series of post-war gatherings. It will be a moment of history. Merely to talk about a seven-power alliance, a NATO, or a "little Europe" solution, or any other such formulas, is to miss the heart of the problem . . . Something much deeper must be accomplished if, in generations to come, August, 1954 is not to be remembered as almost as dark a date for Europe as August 1914."

Meanwhile, what has the death of EDC done to the idea that Germany should not be rearmed at all

but should be neutralised and kept neutralised in agreement with Russia?

It has brought the argument to the fore again, and the siren voices are more seductive than before. Why not agree with Russia—as the United States actually proposed back in 1946—to keep Germany disarmed and demilitarised for a generation? You are afraid of Germany doing a deal with Russia—but surely there's far more danger of Germany turning to the east when she's again independent, and rearmed, than when she is unarmed. Here we have one more chance to retrace our steps before it's too late. It's pretty late now. Only nine years after the war—and the Nazi war criminals are forgiven, ex-Nazis are in the German government, the Krupp empire is restored, the bullying tones are heard again, and the threats—but we're not yet too late. Russia seems to be in a mood to discuss peaceful co-existence, but co-existence will be impossible when Germany's rearmed. And anyway, what help could German divisions give us in a war of hydrogen bombs? Let's have another four-power conference on Germany—anything to give us time until the powers can

organise their sanity and live in peace! These are the opinions of millions of people in Europe—people who cannot or will not see that in a very few years Germany is going to be in the western camp or in the Russian, and that integration in Europa or Atlantica is the only thing that will save her for the west.

* * *

Record.—A new record for the amount of supplies dropped by parachute in 24 hours to security ground forces operating in Malaya against the terrorist gangs, has been established by Valetta aircrew of No. 52 Squadron of the Far East Transport Wing and No. 55 Air Despatch Company. The new record drop of 54,690 lbs. exceeded the previous best by 3,682 lbs.

(A.M. News Letter)

Missile.—The Chance Vought Regulus surface-to-surface bombardment missile, recently displayed to the public at Miami Beach, has a span of 21 ft., length of 32 ft., and a take-off gross weight of 14,522 lbs. The Regulus is to be carried as part of the armament for the atomic-powered submarine, Nautilus.

(Aviation Week)



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CLUB "55" REPORTS

Cpl M. M. Ehman

This past month has really been a "leave" month, so the topic of conversation around BB 55 lately has been something like:

"Did you have a nice leave? Where did you go? The Rivas? Oh, yes, we spent a few days there, too. What did you think of . . .?" and so on.

A lot of the girls spent their leave touring Europe, so on their return busily compared notes and experiences of their visits to the different Continental countries. Over here it seems a trip to Paris, Rome, Switzerland, etc., is a common occurrence. Back home we'd listen in awe to someone who might have visited one of these places. Now we listen in awe to any lucky enough to go back to Canada on leave, like our Bea, the SP, for example.

Society News

At bit of news in the social line is the engagement of Cpl Dorothy Lott to LAC Ken Addis. Congratulations, kids, and all the best.

Promotions

The October Promotion Board brought a few new NCO's to our ranks. Those promoted were:

To Sgt—Cpl. B. Anderson.

To Cpl—A./Cpl B. Uenz, LAW L Harris, LAW L. Yaniszewski, LAW D. Lott, LAW M. Ehman.

Comings and Goings

Two going away parties were recently held for Anita Powers, Grace Harris and Jo Sack, returning to Canada on release, and for Pat Lacroix, of 426 (T) Sqn Detachment, who is returning to Lachine. Pat's replacement is LAW Opal Higdon. Opal was here for a few months last year. Welcome back, Opal.

Around the Barracks

A favourite pastime around BB 55 lately is knock rummy. The gathering of the rummy club is usually in Room 8, at any time, and until any hour. We're all slowly getting "checked out" on the game. Before long we'll hear knocking from all corners of the barracks.

Our little "puddy cat," Princess, who recently became the proud mother of six kittens, is starting to play tricks on us. She hides her kittens away, her favourite hiding

places being the luggage rooms. Sometimes we even find them in our shoes. More time spent looking for them and putting them back in their proper place.

With the coming of Qualifying Exams in November, a few of the more conscientious gals are settling down to study. Hmm! seems we never finish this studying stuff

WING H.Q. PLAYS IT K-O-O-O-O-L

As we all know, life in an Orderly Room is a gruelling ordeal. 1 (F) Wing's is no exception. Put yourself in the position of the poor clerk who, everyday, must listen to more troubles than Dorothy Dix. Here are a few samples: Quote: I'm leaving for Canada tomorrow and I'm supposed to be married in Nottingham next week. What do I do now? Or I spent ten dollars on champagne while on TD in Paris to further good relations with foreign countries. Why can't I put it on my claim? Or "I put in my remuster application two days ago. Isn't there any reply yet?"

Now to be able to cope successfully with all these pressing and vital problems a certain philosophy of life must be thought out and put into practice. The Orderly Room has worked out a philosophy to help them survive this constant barrage of misfortune with which they are faced. It solves all problems, and allows the clerks to keep their sanity. In a nutshell, it consists in always playing it kooooool. When F/O Clueless is working himself up into a passion because he is denied nine cents a mile for driving his car while on leave, and is threatening the poor undefended clerk with dire consequences, all the poor typewriter tech has to do is hide behind a file cabinet, forget the whole problem, and play it kooooool.

Plato in Air Force

This philosophy of life in the Air Force, which, by the way, ranks equal with that of Kant or Plato, was not the work of a moment's inspiration. Rather it was the conclusions of a man who retired from the world's busy strife into the haven of Afhq, and their spent eleven years, the mystic number, note, in perfecting this way to a better life. We speak of none other than that paragon of deep contemplation WO2 Freddie Warner, I/C

Wing Orderly Room. Some day his work for mankind, and particularly Air Force clerks, will be recognised, and his name will shine forever in the pages of Air Force history.

In celebration of this philosophy the Orderly Room held two parties. One was also in honour of our promotions. Betty Anderson to Sergeant, and Lou Yaniszewski to Corporal. The second party was for a sadder reason, for we had to bid farewell to Grace Harris, who has gone back to Canada, and what she calls God's Little Acre, Pelee Island. We wish her the best of luck in her new work, and hope we meet again sometime.

As this is the last edition of Talepipe before the move to Marville, the Orderly Room wishes all members of 1 Fighter Wing the best of luck, and if your records and pay are lost in transit, just remember, play it kooooool.

A link with home

Canadians serving in Britain are invited to make full use of the many facilities offered through the London Offices of the . . .

BANK OF MONTREAL

47 THREADNEEDLE STREET (City)
9 WATERLOO PLACE (West End)

Training. — The cost of training individual R.A.F. bomber pilots is £25,000. Stating this in the House of Commons, the Under-Secretary of State for Air said that the figure was arrived at by dividing the training into four sections; Initial Training School £300, Flying Training School £8,500, Advanced Flying School £8,500, Operational Conversion Unit £8,000. The training requires up to 345 hours' flying, which due to high operating costs of the aircraft, accounts for almost a half of the total sum. (Hansard)

ACCOUNTS CHATTER

A fine farewell party was held by this section in September for F/O Gerry Hawkins who left for Pehnoit, Alberta. The festivities were also for those lucky enough to win promotions.

Congratulations to new corporals Grace Kolesar, Sid Frechette and Harold Turner.

There are two happy faces in the section belonging to F/L Campbell and Sgt Jones. Their wives and children have arrived at Southampton and by now are settled in their new English homes. They crossed on the Seythia.

NPF have a new officer in F/O A. J. Wegren, from Penhold and welcome is extended.

Four airwomen presently enjoying leave on the continent are "Zeke," Adele, Pat and Flo.

Sgt Jones has been busy packing. He will be the first to go to France. We will be waiting for his reports on our new station.

Rate of exchange for October, pound sterling, is \$2.71.

★ ★ ★

Atomic.—The first Soviet atomic cannon is reported to have arrived in Meckleburg, the region of the Soviet zone bordering on the British zone of Germany, according to three Continental newspapers. The report adds that the cannon is the first of nine intended to be stationed in Germany.

(Times)

★ ★ ★

HEADLIGHT GLARES

As we take the pen in our numb hands and look at this paper through our red eyes, we endeavour to find in our fogged minds some news of interest, then as a flash comes the memory of the M.E. Party, held on Friday night, and to quote on all expressions, "Boy what a party." Everyone had a bang up time, those that didn't couldn't have been there. Free drinks, Southern fried chicken and the

Oakham Police Band. We give our thanks to the boys who helped organize the party and those that decorated the hall.

The Commanding Officer presented the Rodeo winners with their respective prizes. For many this was the last M.E. Party they will be attending in 1 (F) Wing. To others the party lasted over the week-end, as LAC Martin staggered over to us on Sunday night and asked when is the party going to end.

Now that the crying towels have been put away for another few months we are finally able to see through the mist three winners in the section. They are LAC Tiny Lang to Cpl, LAC Ken Wilson to Cpl and Cpl Corcoran to Sgt. We would like to express our congratulations to these brave boys. For all those who didn't make it, don't give up yet, the RCAF may be in business for a while longer.

"Hark" do we see a broader grin than usual on the face of LAC Lover-boy Andy Anderson of late or not. Could be the little wife's arrival has something to do with it. Welcome to Luff, Pat, we will bring over a jug of wine and have a house warming sometime.

Just back from Canada off course is a member of the old flock, LAC Colin Ray, he thinks it pretty good to be back in the old caravan.

We also have LAC Chabot from Montreal.

Now that the boys are back from the Rodeo in France things are almost back to normal. From the stories they had a pretty good time and like the French national drink (WINE). In fact the wine is so good over there that LAC Johnson carried on an intelligent two hour conversation with four French soldiers, the fact that Johnson can't speak French and the soldiers couldn't speak English didn't seem to bother them a bit.

LAC Martin was heartbroken when he found out he couldn't bring the girls back through customs.

Well, the transports came through with flying colours to beat out of the three strippers and the two strippers to take the 1 (F) Wing softball championship. We say well done boys.

Well until next month we leave with again a word of caution on driving which doesn't seem to sink into the heads of many, cut out the drinking and driving combination and cut down your speed, learn to drive your car because seventy-five per cent. of you can't now.

M.E. Man Drives RCAF Jet Display

Two RCAF non-commissioned officers from New Brunswick are in Ottawa knowing more about Canada than most people, but with at least a temporary disinclination for a Sunday pleasure drive.

They are Sergeant George Whelton, 37, of Black Rock, N.B., and Corporal Al Roy, 32, of Petit Rocher, N.B., and they've just finished an 8-month motor tour from Ottawa to Victoria and return that covered 17,000 miles.

The two NCO's were charged with the task of driving a mobile RCAF display through Western Canada. The display, featuring a cut-away Nene jet engine, lent to the RCAF by Rolls-Royce, was mounted on a 3-ton truck.

In charge of the display was Sgt. Whelton, an aero-engine technician presently stationed at Trenton, and who has been working with jet engines since 1948. Most of the driving was done by Cpl Roy a mobile equipment operator stationed at St. Johns, P.Q., and who has 11 years RCAF service.

"We saw a lot of Canada we'd never seen before, and we learned a lot about our country," said Sgt. Whelton. "I guess a lot of people learned something about jet engines, too, for we showed the display in 85 cities and towns. There was a lot of interest in it."

On its way west the display travelled through Fort William, Ont.; Winnipeg, Brandon, Man.; Regina, Edmonton, Calgary, Lethbridge, Alta.; Vancouver and Victoria, and at North Bay, Ont. and Windsor, Ont., on the return trip. The two NCO's stayed from one to three weeks at each point, and in addition to display at the major points visited, toured smaller centres in the region. Farthest north reached was Dawson Creek, B.C., more than 300 miles north-west of Edmonton.

For both men it was their first motor drive across Canada. While Sgt. Whelton had been stationed in Vancouver during his 12 years in the Air Force, it was Cpl Roy's first look at Canada west of Medicine Hat, Alta.

The two NCO's feel they did a good job of showing a lot of people something of how an RCAF jet engine works. At the same time they enjoyed their long trip.



Congrats and every wish for future success to the following personnel on their promotions: FS Kozak, Sgt Wark, Sgt Bernier, Cpl Woodman, Cpl Nicholson, Cpl Goodwin, Cpl Hopkins, Cpl Gotro and Cpl Graham.

In preparation for 410's orderly withdrawal to 4 (F) Wing all personnel will be proceeding in the approved manner. Beware of the straight gen (straight from where?) type who for the modest fee of an hour or so of your spare time will put you straight on one or any of the problems involved in a move of this sort. These as you most probably know cover passports, packing, inoculations and sundry other items.

Doctor Coons and his select team of agony merchants are very busy. In fact they are the only ones around here who happen to have a smile on their faces. It indeed must be a great feeling to hold in one's mitt, the power to transform a happy, carefree airman into a squirming mass of misery. I believe that the Doctor has an enormous supply of that "agony in a tube." As a matter of fact it has been issued liberally to 410 Sqn. Don't rush gentlemen, there is plenty of Typhus for everyone. This, however, is the final injection of this sort, and the battle of the bloodstream is drawing to a close.

In anticipation of the cold weather and high cost of hot water bottles in Germany an epidemic of matrimonia has played havoc in the ranks of the Donkeys in this Squadron. Medicine is marvellous but this science cannot combat the the plague that is ravaging the ranks. The unsung heroes of the Donkey ranks who have given their all in vain in the never-ending battle for freedom are the following: Jack Sterling, Dick Ellis, Gerry Gotro, Bill Hopkins and Don Giberson. After thirty years of blissful ignorance and irresponsible happiness Jock Edwards has finally been smitten by the axe. Unfortunate fellows, but life is full of ups and downs.

As this is to be the last issue of Talepipe on English soil we of 410 say au revoir until publication is resumed at our new headquarters next year.

410 PILOTS

Perhaps the following should be classified Top Secret but since it was a letter to your reporter from a friend in AFHQ the most we can be accused of is spreading gossip. However, our friend (who is a real wheel) says:

"Dear (deleted so the ranks won't be depleted),

How are you? I am fine.

How I remember (he started a new paragraph because he thinks he is very literate) that night in Montreal last November! Is Nottingham as naughty? Ha, Ha!

But seriously, old friend, after our conference with Roy today, the A/V/M and the Air Commodore called me in to discuss your move (410 Sqn.) to Marville. Oh, les femmes, ha, ha! But anyway, I thought you'd be pleased to know that old 410 is still regarded as the best fighter squadron in the air force and all the guys here by the canal figure the gal, France that is, couldn't get a better bunch of fellows. Oh, what a time!

What a time. Reminds me. You'd be surprised how we have you guys taped. Latest word to HQ says these bods are blissfully marital: King, Young, Mephram, McCallum, Thorne, Oldfn, McElmon, McKay, Thompson, Venus, Cinnamon, Atherton, Creelman, Tegart and Shilliday. What was that they used to say about fighter types being single?

When we looked over the list we weren't sure any of you were still single—except for Johnston and Vaesen. Understand they are too busy studying to fool with girls: as long as they stay broad-minded they are O.K. And according to Talepipe, McLeod should soon get the chop. We get the word from every source. But some of it is hard to verify; for instance, we hear some wierd rumbles about that fellow Kozik. No! Well, I suppose we needn't open a file on Drake and Cunningham, eh? We haven't any word on the new man, England, though. Could you keep us posted?

Not much news from this side. Guess you met Camp when he was over there. Alexandra genned me up on the old country and by the sound of it you'll be sorry to leave. Well, I'm sorry to leave too. Roy calls. Cheers!

Your friend,
(deleted, probably depleted)"



LIBRARY LORE

By Miss M. Ball

'Katherine,' Anya Seton. The novel of the year.

Katherine is the story of a little girl from a convent who, by her eventual marriage to John of Gaunt, became the ancestress of Henry VII and the Royal Houses of Tudor, Hanover and Windsor. 'Katherine' is a beautifully written book, and very full of life and description.

'The Toll Gate,' Georgette Heyer.

Set in Regency England, the main character, Captain Staple, finds all the adventures and excitement he seeks. He is left with a toll-gate on his hands, after the keeper mysteriously and suddenly disappeared. The keeper's small son, Ben, is so frightened of being left alone, that the Captain is obliged, until matters are cleared up, to look after Ben and the toll-gate. Mysteries surround the toll-gate and to it come many 'mysterious' people. Jeremy Chirk, the highwayman, Gabriel Stogumber, the Bow Street runner, and 'a lady,' who eventually becomes the captain's wife. A cleverly thought-out plot makes this an unusual book, which once picked up, is not to be put down until finished.

'The Scourge of the Swastika,' Lord Russell of Liverpool.

A short history of Nazi war crimes.

'The Green Beret,' Hilary St. George Saunders.

The story of the Commandos, 1940-1945

'The Kelly,' Kenneth Poolman.

'Sinner, Saint and Jester,' Rafael Sabatini.

A Trilogy in Romantic Adventure.

The Snare, The Shame of Motley, The Strolling Saint.

'A Toast to Lady Mary,' Dons Leslie.

★ ★ ★

Barrier. An arrester barrier, similar to that used by the U.S.A.F. in Korea, is shortly to undergo trials with a view to adapting it for use with the Swift and Hunter. (AIR CLUES).

Appointments and Retirements

and the record behind them

Group Captain Gordon G. Diamond, AFC, 39, of Vancouver and Ottawa, Director of Postings and Careers at Air Force Headquarters, has been appointed commanding officer of RCAF Station Trenton, Ont.

G/C R. J. Gray, MBE, 39, of Amherst, N.S., who has just completed the National Defence College course at Kingston, Ont., replaces G/C Diamond.

Born May 1, 1915, in Gladstone, Man., G/C Diamond was educated at Vancouver public and high schools. He joined the RCAF auxiliary in 1937 and the RCAF Regular in September, 1939. For the next three years he served with Army Co-operation and Communications Squadrons on the West Coast. Later appointments included commanding the RCAF Station on Annette Island, Alaska and No. 12 Communications Squadron, Rockcliffe, Ont.

G/C Diamond served on exchange duties with the USAF during the next three years, returning to Canada in 1951 to be Senior Personnel Staff Officer at Air Material Headquarters in Ottawa. He was appointed Director of Postings and Careers in November, 1951.

Air Commodore William Isaac Clements, OBE, of Fredericton, N.B., and Ottawa, Chief of Plans and Intelligence at Air Force Headquarters, has been appointed Chief Staff Officer of the RCAF Air Division in Europe. He will replace A/C K. L. B. Hodson, OBE, DFC, of London, Ont., whose new appointment in Canada will be announced later.

The position of Chief of Plans and Intelligence at AFHQ will be taken by Group Captain Murray D. Lister, of Calgary, who has been on the directing staff of the National Defence College in Kingston, Ont., since 1952.

A/C Clements, 46, is a graduate of Royal Military College, Kingston, Ont., and joined the RCAF in 1933. The outbreak of the Second World War found him serving on exchange duties with the Royal Air Force, and while attached to 53 Squadron he made a long distance night reconnaissance flight from Metz, France, to the Hamm-Hanover area of Germany. This flight was made September 29, and he became the first member of the RCAF to fly over enemy territory during the war. He continued to serve against the enemy with the RAF from French bases until 1940. He later served at RCAF Overseas Headquarters in England, and as commanding officer of 112 Army Co-operation Squadron.

He returned to Canada in 1940 and served in numerous senior positions, including that of Director of Operational Requirements, RCAF Representative of a British Military Mission which visited all operational fronts, and commanding officer of 2 Service Flying Training School, Uplands, Ont., and Station Gander. Following the war's end, A/C Clements has served as Director Staff at National Defence College, and Chief Staff Officer at Air Transport Command. He was appointed to the position of Chief of Plans and Intelligence at AFHQ in 1951 and in the same year he was promoted to his present rank.

A/C Hodson, 38, was born in Jersey, one of the Channel Islands, of Canadian parents, and was educated at the University of Western Ontario and at Dalhousie University, Halifax, from which he was graduated with a degree of Bachelor of Science. Receiving his commission in the RCAF in 1938, A/C Hodson took his flying training at Trenton, Ont., and in the early part of the war served as Chief Instructor at No. 8 SFTS Moncton, N.B.

A/C Hodson went overseas in 1941 and flew with 602 Fighter Squadron, RAF, and in 1942 was appointed commanding officer of 401 Fighter Squadron, RCAF. In 1943 he was commanding 126 Canadian Wing and in 1944 took the Wing to Continental Europe. He also served during the North West Europe campaign with the United States 9th Air Force in France as liaison officer. Since returning to Canada in 1946, A/C Hodson has served as chief instructor at the RCAF Staff College in Toronto and in 1949 as Director of Strategic Air Plans at AFHQ in Ottawa. In 1952 he was appointed Chief Staff Officer of the RCAF Air Division.

Group Captain John G. Stephenson, OBE, AFC, 40, of Windsor, Ont., commanding officer of RCAF Station Rockcliffe, near Ottawa, has been appointed Senior Air Staff Officer of Training Command Headquarters, Trenton, Ont.

He is replaced by G/C Alexander Myles Jardine, AFC, 40, of Victoria, who has been in charge of organisation and management in the Directorate of Organisation and Establishment at Air Force Headquarters, Ottawa.

Since 1946 he has held staff appointments at Patricia Bay, B.C., Toronto, Trenton, and at the Royal Military College, Kingston. He was appointed to the staff of the Directorate of Organisation and Establishment in 1953, and was promoted to the rank of Group Captain.

BRIG. AGNEW

Brigadier D. R. Agnew, CBE, CD, 56, of Toronto, is retiring from service after 38 years in the Canadian Army. He has been commandant of the Royal Military College at Kingston, Ont., since it was re-opened as an officer-cadet training centre in the autumn of 1948.

The new commandant of RMC is an RCAF officer, Air Commodore Douglas A. R. Bradshaw, DFC, CD, 42, of London, Ont., formerly chief of training at Air Force Headquarters. He is being succeeded at AFHQ as chief of training by Group Captain V. H. Patriarche, OBE, AFC, CD, 46, of Winnipeg, promoted to air commodore rank, and who has been serving as group commander of the RCAF's Auxiliary Group Headquarters in Toronto.

Taking over as head of the Toronto Auxiliary Group is Group Captain Z. L. Leigh, OBE, ED, 48, of Lethbridge, Alta., who has been stationed at Lachine, P.Q., as chief staff officer for Air Transport Command.

A/C HURLEY

Air Commodore J. L. Hurley, CBE, 47, of Fredericton, N.B., Commandant of the RCAF Staff College at Toronto for the last two years, will retire from the service this month.

Born in Fredericton, A/C Hurley is a graduate of the University of New Brunswick with a degree in civil engineering. He joined the RCAF in 1931 as a pilot, receiving his training and pilot wings at Trenton, Ont., the following years.

At the outbreak of the Second World War, A/C Hurley was attending a specialist course at the RAF School of Aeronautical Engineering in England, and after completing the course he remained overseas to visit RAF wartime establishments. He returned to Canada and served at Training Command headquarters, Trenton, until 1941, when he was appointed commanding officer of RCAF Station Rockcliffe. During his tour as commanding officer he was promoted to rank of Group Captain. In 1942 he was posted to Air Force Headquarters, Ottawa, remaining there until transferred overseas in 1944 to No. 6 Canadian Bomber Group, to command No. 62 Base, comprising six Canadian Halifax Squadrons.

Returning to Canada in 1945, he was transferred to Trenton, and later held senior staff officer positions at Edmonton and Winnipeg. From 1948 to 1951, A/C Hurley was Senior Air Force Liaison Officer at London, England, and on his return was appointed commandant of the RCAF Staff College, Toronto.

For his outstanding service during the Second World War, A/C Hurley was appointed a Commander of the Order of the British Empire.

* * *

Comment. A Moscow commentator gave the following description of a new Russian glider:—
"In the sky appears, towed by an aircraft, a graceful glider with long slim wings. The glider breaks the tow and we see quite clearly that it begins to flap its wings like a sea bird. It is the design of a young Ukrainian, Alexander Yurevich Monasov. He has called it "Koshuk."

(Daily Express).

• "Koshuk"—Sounds like one of Fred's party stories. Hic!

WOMEN

H-Line? Flat-Look? Don't forget there are style changes too for your

Hair

Keep your hair style up-to-date. Don't be content to wear the same hair style year after year because it suits you. Try a change—there are plenty of new ways of doing your hair that will be even more becoming because they are right with to-day's fashions. But whatever new style you choose, make sure your hair positively squeaks with cleanliness and shines with health. Brush . . . brush . . . 100 strokes every night. That's the way to give hair that sheen to make it "alive" and don't let anyone persuade you that brushing spoils a wave. Brushing stimulates the scalp and helps to condition the hair and hair that is in good condition holds a wave much longer. It is dull, lank hair or hair that is dry and brittle that refuses to hold a wave. Circular brushes are excellent as they give stimulating brushing without dragging at the hair and their shape helps you brush up your soft waves and curls into shape.

Short Hair or Long?

Very short mannish cuts are "out." They are unfeminine, unattractive. Hair should be long enough to fall into waves or soft curls at the neck—about 3ins. is an easy length to manage, and practical for every day. For evening you may like to add a chignon of matching hair—or to wear a chignon with one of the new forward tilting hats. In this case, wear the chignon, not at the nape of the neck, but place it higher to fill in the space between the back of the hat and your neckline.

Hair that is too dry or too oily deserves a tonic. Rub the tonic on to the scalp with a little pad of cotton wool. Make several partings so that the whole scalp is treated and then with your finger tips, massage it in. Dry hair will

benefit from professional scalp treatments with massage and oil. If you have dandruff, have some professional dandruff scalp treatments, for dandruff not only spoils the appearance of the hair, but can affect the complexion.

Styles

Styles must be individual. Never ask your hairdresser to copy a set style. Leave it to him to adapt it to your features, the shape of your head and your personality. Hair styles today have the hair brushed away from the face—smooth on the line of the head. If you have a rather heavy jaw line, or if you are not so young, keep the hair brushed up and away from the face and ears. The same applies if you have a short neck. Small heads look well with the hair cut fairly short in front so that it can be brushed off the face in soft flattering waves, but longer at the back, worn in soft curls or brushed out with a deceptively casual look. The more sculptured "close to the head" styles become the woman with a larger head or big features.

To Dye or Not to Dye?

Grey hair can be very smart—flattering, too, above a good complexion, but if you feel it makes you look older, by all means have it tinted. If you do, though, remember it must be expertly done, for obviously dyed hair is hard and far more ageing than beautiful grey hair. Grey hair should have a rinse to prevent any "yellow" look. There are many different tones of rinses suited to the different shades of greying hair. Mousey hair can be made to look lovely with a rinse. These are not dyes, and wash out with the next shampoo. They merely serve to enhance the natural colour of the hair and give it extra brightness and interest.



Weddings

TWO weddings took place recently at St. Stephen and St. Edith Church, Oakham. Top picture shows F/O R. Bryski and his wife, Angela Ann, whom he married Oct. 9. Bottom: F/O Pat Conlin stands with his bride Verna Marie. They were married Oct. 7.

★ ★ ★

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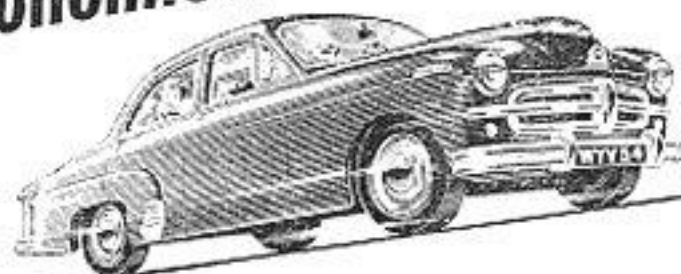
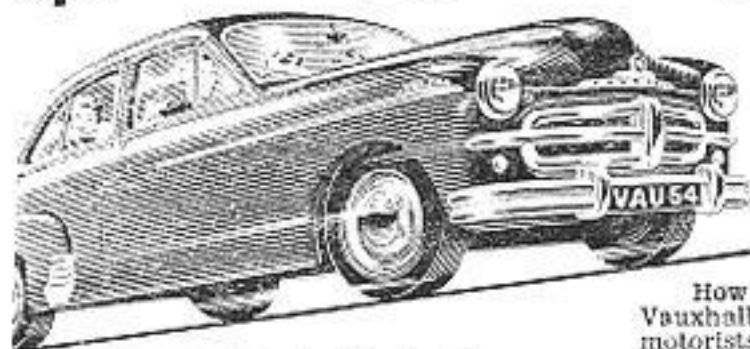
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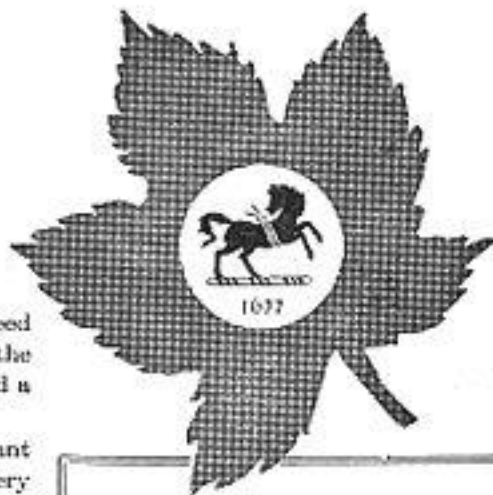
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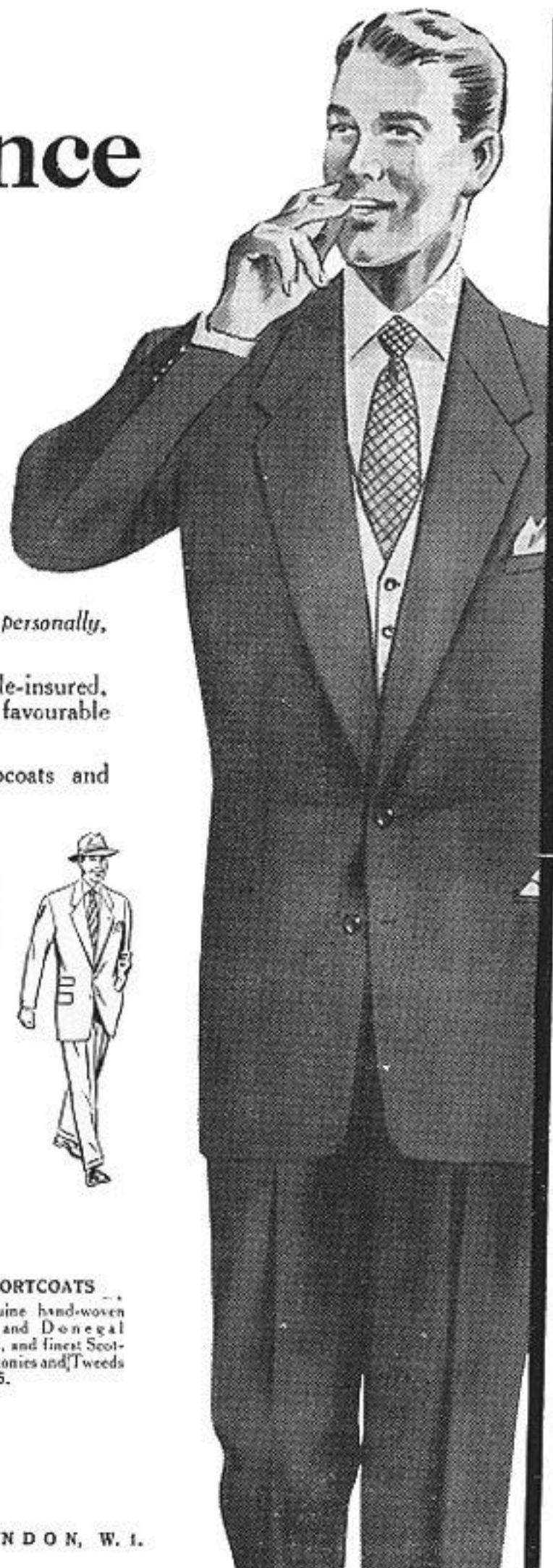
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