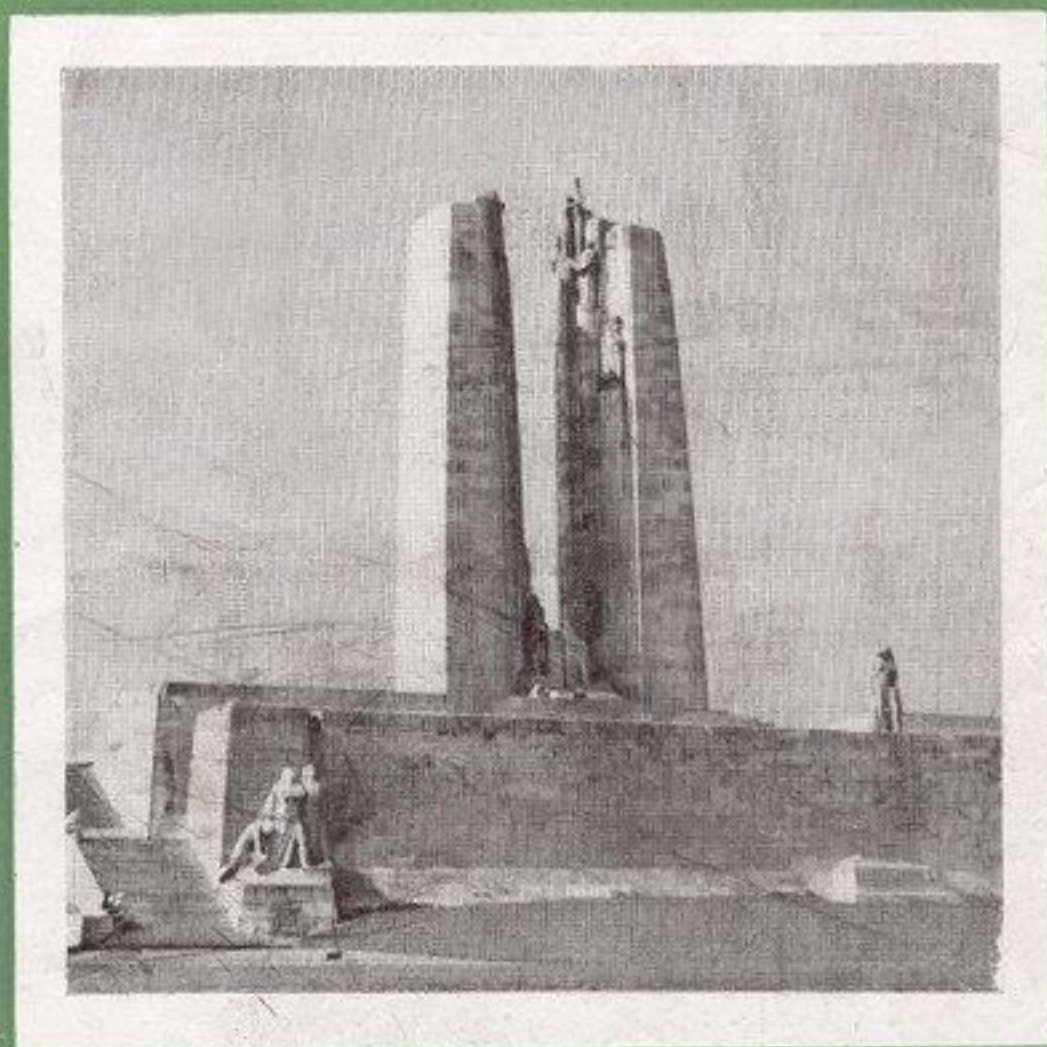


# talepipe

VOL. V

NOVEMBER, 1955

No 3



- ★ BISLEY
- ★ SERVICE WIVES



## **1955 BOND DRIVE**

*Overall Sales* . . . . . 178,950 dollars  
*Average Bond Sold.* . . 300 dollars

## **LAST YEAR**

*Overall Sales* . . . . . 118,000 dollars  
*Average Bond Sold.* . . 260 dollars

*Congratulations F/L Fox and Staff.*



# talepipe



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

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# Letters

## TO THE EDITOR

"I wouldn't live like the people over here for a MILLION dollars. THE towns and villages are filthy, unsanitary, dirty, unkempt, ridiculous, and anything else you can think of."

How many of us reading this magazine have heard a Canadian use one or many of the above expressions. I am certain that I have heard it many times within the building I am working.

BUT, how many of us have examined our present situation. Are we so smug that we won't look around at our own surroundings. Recently the French Government built and leased to the Canadians the first of our new married quarters at Longuyon. In approximately six months of occupancy these married quarters have deteriorated to such an extent that they would make first class slums back home in Canada.

Only one of the buildings being built has been occupied any length of time. We all take for granted that the building isn't as finely finished as ours back home, but it does have bath-rooms in each apartment plus all other necessities that Canadians recognize as their part of life. Oh and those steps and hallways and entrances. Have you seen them, "RECENTLY." In a few short months these have progressed from the normal clean entrances to sights that would (OR SHOULD) shock any clean living Canadian. Possibly it does shock the Canadians as we all agree the Canadian average family did the damage that you see in these entrances. Mud, paint (from children paint sets) has been splattered from floor to ceiling. Stairs are broken (of course it wasn't meant for people to roll barrels down them) but somehow or other this might have happened?

All that nice glass that was placed in the entrance doors. Broken! Dear me, what next?

This isn't one of those notices being put in because I'm unhappy with the service. Nor is it just to criticize our fellow Canadians. Perhaps it is just to remind each and every one of us that we should pull up our socks and look around us and see what can be done to stop this shame from happening in our new buildings. Spare the building and spank the child. Perhaps this would help. Come on Canadians, come clean!



Since being transferred to Marville in April I have noticed one persistent thing about the Airmens mess. There is always one consistent wail heard above the multitude of minor beefs and squawks. This article is written with the hope that light will be shed on the subject that is "straight gen" and not hearsay. Getting back to the wail, its this; "Why don't we have more milk at the mess" or "Ou est les vaches, non?"

Milk is sold each day at the commissary store, except Sunday, and every day and evening at the Snack Bar. The Snack Bar will not sell living in Airmen a quart of milk during the evening. The writer had to sign for a quart of Chocolate milk one evening before he was allowed to pay forty cents for it. In the Airmens mess we consider ourselves very lucky if we have milk twice a day. Is it that scarce in Europe? Surely there is some way it can be purchased in sufficient quantities so that it can be served with every meal, as it should be. After all, milk is one of the most nourishing drinks there is, and Canadians are used to having lots of it. I'm not running down French wine by any means, but we dont have that in the Mess either. Again, there are a lot of young people in the RCAF who really need milk, besides the confirmed milk drinkers, and our health books tell us "at least a quart a day" should be consumed if we are to have good bones and teeth. The unofficial presumption is, that the milk is purchased separately from the rest of our rations which are purchased from the Yanks, therefore we dont get enough of it. This seems hardly true, but we have yet to be given a sound reason why we have't enough milk.

Let us not put too much emphasis on that old maxim "when in Rome, do as the Romans do".

## On The Cover

Vimy memorial, a lasting dedication to the 60,000 Canadians killed during World War I. Located between Arras and Lille, near Lens it may be seen atop Vimy Ridge while driving to the channel ports.

Photo J. Pierson



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# Service

Not so long ago the loquacious wife of an airman on our station said to me that the Air Force was not like it used to be during the war when she was a "W.D." "There isn't the same spirit", she said. I replied that certainly the Air Force lacked the wartime spirit and for two reasons: We are not at war and therefore lacked a common patriotic purpose, but — more important — there were too many wives cluttering up the place and robbing the service of the things that make for comradeship and good times. I still hold this opinion and furthermore, from recent observations, I am afraid that many Air Force wives are a detriment to service reputation, deportment and morale. Unfortunately, I fear many of us husbands who took our wives for better or worse are getting the worse.

To begin with, most of the wives of airmen or officers married their husbands either as servicemen or agreed after marriage to their husbands becoming servicemen. They were, so to speak, in the picture about both their husbands work and the sort of life he was leading. You would think that with this knowledge they would accept the frustrations and annoyances of service life with a certain amount of equanimity. But do they? Emphatically no. They complain to their husbands, and when opportunity arises — say at a section party — to their husbands' bosses. They commiserate with each other over what a lousy outfit this Air



Force is. They blame the air force for every unhappy occurrence that comes their way be it the baby's running eye, or the car's slipping fan belt. Housing is a good example of an item on the women's complaint agenda which is a particular object of their venom. "You would think that the air force..." and "Really, it is terrible what they expect us to..." are the two most common prefaces to such complaints. One would imagine, to hear them, that "they", those impersonal and furry dreamers at AFHQ, were personally responsible for the housing shortages, the poor housing and the absence of conveniences in the areas around many air force stations.

Maybe complaining amongst air force women is chronic but they would do well to consider the damage they do. Did any good come from the castigation administered by a Flying Officer's wife to her husband when in a shrill stentorian voice, in the immediate presence of several other service people and within hearing of more, she disclaimed her personal feelings about the reception centre at Marville which, in her opinion, was crummy and a hole? Not very much. If anything, all the witnesses to this show sympathized with him for having such a termagant for a wife. The question might be asked next: What would any senior personage present

# Wives

think of having such a woman permanently amongst his associates? Consider also the plight of the Sergeant whose wife cornered his WO1 to labour him with reasons why her husband should be promoted over and above others with more seniority and qualifications. She can't live on the money, she says. Well, the way she is going she will have to learn. Or meditate on the young LAC's wife who, because she wants to be home (Canada) for Christmas, makes like a shrew so that her husband decides not to re-engage, although with his education an Air Force career is the very best he could have.

Possibly some of the complaints are legitimate but on close examination most appear the result of selfishness, conceit and pride. Men generally are described as average, that is to say, they are not geniuses, they are not particularly fond of hard work, and they certainly were not all cut out to be chiefs. Why cannot Air Force women realize this? Why can they not accept their husbands simply as guys who like to eat and drink and be free from worry, who each night like to come home to a house that is serene and peaceful? And worst of all, why must they embarrass their husbands (and thereby their husbands' superiors) by pushing them to do or request things that the husbands have no wish for — for example, re-muster to a new trade and lose seniority and rank, or ask for transfers three months after arriving at a new

# conflagration !

*by sgt. doug stevenson*

The old saying "Familiarity Breeds Contempt" could not be more perfectly demonstrated anywhere I think, than at the average RCAF Flying unit. What do I mean by that?, simply this: It has been proven, unfortunately, time and time again that the BONDING of a refueler nozzle to an aircraft fuel cell IS necessary. Many valuable pieces of equipment are being lost to "FIRE WASTE" every year and what is more important, many people are being killed or injured. It is true that most of us have never witnessed or been involved in such an "ACCIDENT" (If you'll pardon the expression) and many of us have probably never even heard of such a thing happening. But believe me, they DO happen and the statistics will prove this beyond the shadow of a doubt. But then it is also true that the possibility of such a thing happening to you is quite remote. The odds are definitely with you in this gamble and after all the stakes are only your life, a \$300,000.00 aircraft, a \$17,000.00 refueling tender, up to 2000 gallons of Avgas and maybe only two or three of your friends who happen to be unfortunate enough to be near you when "YOUR" gamble "BACKFIRES". These would seem to be pretty fair stakes for an amateur gambler but then maybe you have always had a secret desire to be a professional, and believe me my friend, in my book, anyone who continually ignores the fundamental rules of grounding and bonding, IS a professional gambler. The man who broke the bank at Mont Carlo, couldn't hold a candle to you. But let's look at this whole business again. You might as well have all the basic facts and reasons why these explosions occur so that in that split second after the explosion has gone off in your face, you will at least know what happened.

Static electricity is generated by friction or bringing together and then separating, two unlike substances or by almost any sort of motion of persons or materials. One thing is certain, it is IMPOSSIBLE to prevent the generation of static electricity. The hazard, however, CAN be avoided by preventing the accumulation of these charges or by draining them off or neutralizing them BEFORE a flammable atmosphere is allowed to enter the area. Now then, how can we manage this? The three methods generally used are, HUMIDIFICATION, NEUTRALIZING and GROUNDING and BONDING. The latter method is the most commonly used as the first two apply to manufacturing hazards, usually in fixed locations. (I.e. in buildings) If we have two ob-

jects, such as an aircraft on the one hand, and a refueling tender on the other, both loaded with static charges, the possibility of both objects having the same potential charges on them is not likely. One or the other will usually be much lower or higher. The fill cap is removed from the fuel cell, the nozzle on the delivery hose is passed to the crewman on the aircraft. Because the nozzle did not come into contact with the aircraft it still holds it's same charge. As the nozzle is brought to the tank opening, the higher charge jumps or arcs to the lower one in order to equalize itself. A flammable mixture is present in the area of the tank opening and the explosion takes place. Because of the lower vapor pressure of Avgas, a flammable mixture within a fuel cell, is much more likely to be present than it would be with Avgas. This was clearly demonstrated in a recent drop tank explosion. Now that we know how it happens, what can we do to prevent it. We must either drain the charges to ground by grounding, or, equalize them by bonding, or preferably, drain and equalize them by doing the both. This MUST be done BEFORE the fill cap is removed. All the refueling tenders on this unit are equipped with bonding cables each having a plug and clip. Most refueling points on our unit aircraft are equipped with a jack for the above mentioned plugs and these should be used whenever possible. Where no jack is available however, the clip must be used. The method of doing this is by pressing the clip against the fill cap BEFORE the cap is removed and then, after removing the fill cap, attaching the clip to the TANK LIP, not to the access door. This of course may not always be possible due to the lack of space but should be used whenever conditions allow. By doing this we have equalized the charges on the fuel cell and on the nozzle, therefore, no arcing will occur when the nozzle approaches the tank opening. The clip is held against the side of the opening during the transfer so the charges being built up by the movement of the fuel through the hose are allowed to run onto the tank maintaining their state or equilibrium. Whenever possible, the bond should be maintained until after the fill cap has been replaced.

Simple isn't it. A little thing like not pushing that plug into the jack could get you an early pension, (if you aren't dead) so check the odds again: is it really worth the five seconds you'll save?

# Personality Parade



This month's personality is F/S "Chuck" Baker, of the Wing Armament Section. Born Jan 6 1922, in Oshawa Ont, Chuck

attended Georgetown and Norval Public and High Schools, Collingwood High School and Toronto Central Technical School. He joined the airforce in 1940, and after spending some time in Trenton, Galt and England on course, he was posted to 3 RD, Jerico Beach. In 1942 he was transferred to 401 Sqdn. The next few years he saw duty with a number of Sqdns, including 432, 426, 415 and 408. While stationed with 408 Sqdn in England he attended three mine and torpedo courses with the Royal Navy and the Royal Air Force.

He was transferred to Greenwood in Aug. 1945 where he remained until 1946 when he was transferred to Mountain view Ont. The next few years were rather busy for Chuck as he was connected with instruction on all phases of armament at the Air Armament School. He modestly states that he had something to do with the instruction of roughly 2000 to 3000 armourers. No doubt many of

our present day armourers were students of his.

In 1947 he was once again on the move, this time posted to Trenton Ont. In 1952 he was again posted to Greenwood where he remained until 1953. While at Greenwood he received a letter of commendation from the CAS for a suggestion for the designing of a drift sight for use in the tail turrets of all Lancaster aircraft, which has since been adopted by the RCAF. He left Greenwood in 1953 for Summerside, and he left Summerside in Feb 1955 for 1 (F) Wing.

Chuck has many favourite sports such as hockey, soccer, softball and volley ball. His hobbies include fishing, and another game known rather ambiguously as "rugby".

All in all, Chuck considers the RCAF as the best place to be, and it has done him a lot of good. We the armourers, wish him the best of luck in years to come.

## IT COST MONEY TO BE SICK

by the S. M. O.

It is frequently found that dependents who are admitted to hospital have no hospitalization insurance. Needless to say, this very short sighted policy.

The prevailing rate in 1 Air Division hospitals is \$8.80 per diem. In American installations this is \$17.00 daily. Blue Cross insurance costs \$5.80 approximately and North American is \$5.00 per month. Blue Cross coverage is \$12.00 per day but does not become operative until 10 months have elapsed where pregnancy is concerned. All other sicknesses are covered one month after the initial premium has been paid. North American covers \$9.00 per day and becomes operative one month after the first premium has been paid. Pregnancy is not covered until 9 months have elapsed.

It often occurs that the wife becomes pregnant, the husband has no

hospitalization plan and does nothing about it. If the wife has a premature baby it may have to remain in the hospital after the mother has been discharged. Normally mother and child are charged \$8.88 per day and this covers both of them until eight days have elapsed. After this period of time, they are charged \$8.80 each. Therefore, the premature child who may have to stay in a month will be charged \$8.80 per day after the eighth day. However, if a hospitalization plan has been taken out immediately the pregnancy has been diagnosed, then the child is covered and the mother will be covered for any complications of pregnancy but not for a normal birth.

It is urged that every family take out insurance immediately if they haven't already done so, and that those who plan on getting married make sure they are fully covered.

## Sing While You Drive

- HYMN NO 1 - At 45 MPH - How lovely is the highway.**  
**HYMN NO 2 - At 55 MPH - I am a stranger here, heaven is my abode.**  
**HYMN NO 3 - At 65 MPH - Nearer my Lord to thee.**  
**HYMN NO 4 - At 75 MPH - O Lord will I be Present at my last Judgement.**  
**HYMN NO 5 - At 85 MPH - O Lord I'M on my way.**

### Definition of a Meteorologist

A Meteorologist is a person who passes as an expert on the basis of being able to turn out with prolific fortitude an infinite series of incomprehensible reports calculated with micrometric precision from vague assumptions based on debatable figures taken from inconclusive experiments carried out with instruments of problematic accuracy by persons of dubious reliability and questionable mentality for the avowed purpose of annoying and confounding a chimerical group of exotic fanatics referred to all too frequently as practical aerographes, or Meteorologists.

# Operation SUNSHINE

By Cpl. Al Wood

With an almost perfect landing the "North Star" touched down at "Rabat Aerodrome". We were in Africa.

Even in this modern age of ours when nearly every corner of the globe has been explored, there still remains a few places that are shrouded with mystery and intrigue. Africa is one of those places.

Although the city of Rabat, the capital city of French Morocco, is only just inland and is really just scraping the surface of Africa, at least we were here.

After unloading the aircraft, we proceeded to stores to draw out sheets, blankets, and mosquito nets, and to some of us who had served in Africa during the war, the mosquito net was quite like an old friend, but to the majority of the squadron they were being initiated to one small part of African life.

As we went in search of our billets, we could smell the Jasmin in the air, a beautiful smell, so common in most parts of Africa, where

the Jasmin trees grow so plentiful. The next morning we inspected the camp, the hanger used for maintenance, and then wandered over to the line shack.

On arrival there we found a pleasant spot for the ground-crew and a table set out on the verandah for the L-14's and other book work to be carried out in conjunction with the flying program.

The whole area was surrounded by small bushes and plants, and one could already spot the odd lizard scuttling along the sand, and although later on several of the boys tried to catch them, I don't think anybody succeeded.

Suddenly a movement in the bushes caught our eye, and out into view wandered a tortoise, but a tortoise the color of which we had never seen before, red with white stripes!! On closer inspection we found some number also on the shell which turned out to be 410 Squadron; so already 1 (F) Wing was represented. Stranger still, within

48 hours of this discovery the tortoise had acquired a slightly larger tortoise for a playmate, and on looking closer, one could see that the second one was colored red and yellow and had the inscription 439 Squadron!!

As our aircraft had not yet arrived we managed to go swimming the first afternoon, and although the beach was some 14 miles away, it was well worth the trip. The sand was lovely and white, and although the water was the Atlantic it was just as blue as the Mediterranean ever was.

With the surf breaking just a few hundred feet from the shore, it looked like the shores of a south sea island. It was paradise just to lay on the beach, soaking up the sun, and listening to the drooling of the boys, as the local beauties came down for their afternoon swim, dressed in bathing costumes that would not have been big enough for a respectable handkerchief.

And so the aircraft arrived, and we began to work in earnest, and anybody who has been to Rabat, and who has had fighter squadron experience will know that flying 60 to 80 sorties a day, especially in hot weather conditions, is no easy task. There is not much time to sit around, it is go, go, go, until the day has ended. The Pilots did very well, considering that for most of them it was the first time there, but I believe that we did leave a very good record behind us.

Please turn to page 18



The S.O. Espadon — France's experimental entry in the race for supersonic supremacy.

#### Climatological Data for September

Highest Temperature	75.6°F
Lowest Temperature	37.7°F
Total Precipitation	11"
Number of Days with Measurable Precipitation	11
Psychrometrically Yours,	
"FFMV WEATHER BUREAU"	



The present Clock Tower, standing on Hog Lees, the highest ground in the Bisley Camp area, was built in 1934 to replace the old Sectional Tower that came to rest there in 1890, after having been put up and taken down annually from 1860 to 1889 for the N.R.A. meetings on Wimbledon Common.

From Hog Lees there is a fine view over the ranges and wide heather-covered common lands to the pleasant countryside and distant hills. The vast expanse above affords lovely skylines and often of an evening the most glorious sunsets—a tranquil and restful spot when the day's work is done.

Bisley is a tiny Village in the pleasant Surrey countryside, however the shooter probably never sees Bisley, the village. He does however make his headquarters at Bisley Camp and does his shooting at the N.R.A. ranges both in the vicinity of Bisley. The camp is served by Brookwood, a station in the southern region of British Railways and one and half miles distant from the camp.

It is little wonder that the shooter mentions the name of Bisley with reverence for here congregate the worlds best shooters. Although firing continues on the range throughout the year the six weeks from the start of June to the middle of July are one continuous hum of activity. Starting with the R.A.F. Championship Shoot the first week in June the firing is continuous till the end of the N.R.A. Commonwealth Meet. Following the R.A.F. Meet is the Army and Royal Marine shoots. The National Short Range Rifle Association hold their annual championship during the last week in June, this is immediately followed by the Royal Navy meet and then by the commonwealth shoot.

To attend the N.R.A. Common-

wealth Shoot is the object of marksmen all over the world. The commonwealth is well represented, each year Canada has an official team of 18 and there are generally teams from Australia, New Zealand, South Africa, the Channel Islands, the B.W.I. as well as Scotland, Ireland, and Wales. The Canadian team is chosen from the top 18 of the Bisley Aggregate shot the previous year at the D.C.R.A. Meet on Connaught Ranges in Ottawa.



Bronze Medal won in the "Daily Mail" match at 500 yards.

# The Shooter's Mecca

By Cpl Bill WARSHICK

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"For those that wonder, an explanation — For those that know, a memento."

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The National Rifle Association run several ranges so that all distances of full-bore firing can be accommodated at the same time. The "Shorts" consists of 35 targets at 200 yards, "Short Siberia" is 20 targets at 100, 200 and 300 yards. The "Long Siberia" range has 23 targets and can be fired from 100 to 600 yards, the "Stickedown" consists of 50 targets with firing points at 800 to 1200 yards, and last but not least the "Century" range has 100 targets and is used from 100 to 600 yards. (Since three can fire on one target at one time the century range can accommodate 300 firers at one time). In addition to full-bore ranges there are pistol, revolver, light machine gun, clay pidgeon, small bore and running deer ranges.

For the small-bore meet there are over 1000 shooting but for the full-bore this number runs to 2000. There are two big differences between Bisley and Ottawa. The first is the dimension of the bullseye. In Canada the sizes are 6 inch at 200 yds, 9 at 300, 18 at 500 and 600, and 36 at 900 and 1000. The Bisley sizes are exactly .69 as large as those in Canada, 5 inches at 200 yards, 7½ at 300, 15 at 5 and 6, and 30 at 900 and 1000. This always has a depressing effect on the Canadian team for it is possi-

Please turn to page 15

# M. E. RODEO WINNERS

## "Unit Skilled Driving Truck Rodeo"

After a one day postponement due to inclement weather the 1 (F) Wing "Unit Skilled Driving Truck Rodeo" got under way at 1300 hrs 15 Sep 55 under cloudy skies. However, with the exception of one good shower the weather was generally favourable throughout the contest.

The contest was witnessed by a fair number of interested spectators which included the Commanding Officer, G/C J.D. Sommerville, and the C Tech SO, W/C WH Quinn.

Competition was keen throughout and all present agreed that the 14 competitors produced plenty of evidence of skill and good judgement over a very difficult series of exercises, which was made increasingly difficult by strict marking rules. The keenness of the competition may be evidenced by the final standing of the participants when the last demerit marks had been tallied up. Out of a possible score of 325;

The first, second and third place winners will receive \$25.00, \$20.00 and 15.00 respectively in Unit Prize money and proceeded to 4 (F) Wing to represent this Unit in the Air Division Elimination Contest held 30th Sep 55, to decide who will represent the Division in the finals held in Canada.

### FINAL STANDINGS

1st	33869	LAC Lamoureux	PE	265
2nd	33607	LAC Geldert	KM	261.7
3rd	15005	LAC Nymoan	HW	254.6
4th	28604	LAC Bosse	JR	254.6
5th	37220	LAC Leonard	BM	253.9
6th	29765	LAC MacDonald	MO	252.5
7th	34471	LAC Johnson	JN	246.1
8th	38204	LAC Chabot	JE	238.3
9th	32759	LAC Houlahan	DJ	234.3
10th	13281	LAC Honig	AF	226.1
11th	19098	LAC Dawson	EL	224.9
12th	221565	LAC Ouelette	JD	222.9
13th	34080	LAC Anderson	VK	221
14th	39966	LAC Pfeiffer	RC	199.2



The winner — LAC P.E. Lamourcau.

## OFFICIALS OF M. E. RODEO

Official Score Keeper  
 Official Time Keeper  
 Judge of Serpentine  
 Judge of off-set alley  
 Assistant judge of off-set alley  
 Judge of Straight Line  
 Judge of Parallel Parking  
 Assistant judge of Parallel Parking  
 Judge of Alley Dock  
 Judge of Diminishing Clearance  
 Assistant judge of Diminishing clearance

F/O Boyd 410 Sqn  
 F/O Doyle Tech Wing  
 F/O Westphal 441 Sqn  
 F/O Alto 439 Sqn  
 F/O Titterton 410 Sqn  
 F/O Littleton 439 Sqn  
 F/O Nilson 439 Sqn  
 F/O Holt 410 Sqn  
 F/O Morash 441 Sqn  
 F/O Clayton 441 Sqn  
 F/O Doiron Tech Wing.



Runners UP — LAC Gelbert, LAC Nymoan.

*What a pity holidays  
 Come but once a year,  
 When they are spent with someone,  
 Who is very dear.  
 Days, they go so quickly by,  
 There is no time to sit and sigh,  
 Out beneath the boiling sun,  
 Every day so full of fun,  
 Making all so nice and brown,  
 When it rains it makes us frown.  
 Then we go a'picnicing  
 And make a fire round which to sing,  
 Making toast and boiling beans,  
 'Till its night, to sleep and dream.  
 What a heavenly holiday,  
 How we wish 'twould last for aye,  
 But alas the sad day dawns,  
 Back to work our pocket warns,  
 For our money it is spent,  
 We have no more, no, not one cent,  
 Sti! we've got those memories sweet  
 To last us 'till next time we meet.*

By MURIEL BROWN.



G/C Somerville, CO of 1 (F) Wing, talking to Glen Lynes, the pilot after his impressive exhibition.

## CF-100 Display at MARVILLE

Personnel at 1 (F) Wing were impressed recently by a display of aerobatics in Canada's own CF-100. Seen above is the pilot, Glen Lynes. A biographical sketch. :—

Born at Windsor, Ontario on June 21, 1919, started flying at 15 at the Curtis-Reid Flying School, Montreal, and after soloing, flew Ramblers, Aeronicas and Travelairs.

Shortly before World War II he went to Britain to join the R.A.F., and got his wings in 1941. He was posted to a night fighter squadron flying Defiants and later flew Spitfires on "ops" and Hudsons for Army Co-operation Command.

In 1942 he was posted to a Spitfire Squadron of the Desert Air Force in North Africa. He had a record of two aircraft destroyed and two probables before being shot down by ground fire near Tunis while chasing a Messerschmitt 109 at treetop level.

He was taken prisoner.

Later he was moved to Italy and then to Germany where he made

three unsuccessful attempts to escape from prison camp before bluffing his way across Germany at his fourth attempt and reaching the American spearhead at the Rhine. Returning to Britain he rejoined a Spitfire squadron.

After the war he flew for two years as test pilot in Air Fighter Development Squadron at Centre Fighter Establishment. With Bill Waterton he carried out much of the preliminary test flying on the first Vampire.

The R.A.F. then sent him to California for a year to do accelerated flight tests on the F-84 Thunderjet project. Back in Britain he was appointed flight commander of 74 Meteor Squadron and later carried out flight trial development on Meteor Mk. 8 at Centre Fighter Establishment.

Prior to joining the Avro Aircraft test pilot department, Mr. Lynes piloted Sabres and T-33's on production, experimental and engineering flight testing at Montreal.

## Sky Lancers



## REAL GONE FLY BOYS

Metz, France, Sept. 29 — The Canadian Air Division Aerobatic team, the "Sky Lancers", stationed at the RCAF's No. 2 Fighter Wing at Grosvenquin, France has participated in one West Germany's first air shows since the lifting of the postwar ban on aviation in that country, it was announced today by Air Division officials.

The Sky Lancers, who have already put on many shows for visiting Canadian and NATO dignitaries, as well as participating in international air shows in Europe, are a part-time team. The four members are all regular pilots with their squadrons, and carry out normal flying duties, with their aerobatic shows as an "extra".

They fly the regular operational Mark V Sabre, built by Canadair Ltd. in Montreal, and powered by the Canadian Orenda engine, manufactured by A.V. Roe in Toronto.

During this summer the Sky Lancers have staged demonstrations for such visitors as External Affairs Minister Lester B. Pearson, the Canadian and United States Ambassadors to Belgium, and a delegation of Canadian parliamentarians.

They also gave shows at three different RCAF units in Europe on Air Force Day, June 11, and took part in French International Air Shows at Auxerre and Fescaty, near Metz.

In addition to the German show, the Sky Lancers had two other engagements this month, the Netherlands Air Force Day celebrations at Volkel, Holland and a French International Air Show at Tours.

Members of the team are F/L Tony Hannas (leader), of Leduc, Alta; F/O L.M. (Len) Eisler, of Odessa, Sask; F/O B.R. Campbell, of Almonte, Ont; and F/O G.E. (Gerry) Theriault, of Riviere du Loup, P.Q.

# RCAF

## News

## Briefs



Recently the Laidler family of Weston, Ont., held a unique reunion, for the "gathering of the clan" which took place in Metz, France, rather than back in Ontario.

It came about this way. In 1953, Flight Lieutenant A.J. (Al) Laidler, one of the sons of Mr. and Mrs. John Laidler, was transferred to the Canadian Air Division Headquarters here.

Shortly afterwards his brother, Cpl. George Laidler, arrived at the RCAF's 4 Fighter Wing, Baden-Soellingen, Germany. He recently married a German girl and only last month was sent on temporary duty to the Division Headquarters.

A brother-in-law, Sgt. Hal Barr, of Ingersol, Ont. came overseas bringing their sister. By coincidence, he also was posted to Metz.

The parents of Mr. and Mrs. John Laidler, who had been planning a trip to Europe, considered they should complete the family circle and meet their new daughter-in-law.



Wing Commander Leonard C. Scott, CD, 53, of Regina, Sask., Protestant Chaplain at RCAF No. 1 Air Division Headquarters, Metz, France, will exchange posts with Squadron Leader Edwin S. Light, 41, of Leask, and Saskatoon, Sask., early in September, as Deputy Director of Religious Administration (Protestant) at Air Force Headquarters in Ottawa, it was announced today by the RCAF.

W/C Scott, before joining the RCAF in 1940, was serving the Church at Indian Head, Sask. During the Second World War he served overseas as chaplain with 418 Squadron, and later with 431 Squadron.

The Department of National Defence has announced the award of \$1000 to the estate of a deceased Air Force officer whose original ideas resulted in adoption of a new type of barrack bed by the RCAF, with substantial savings to the Service and the taxpayer.

Recipient of the award was Mrs. John Purdy, 7 Morris St., Ottawa, whose husband, the late Flight Lieutenant John Purdy, submitted a sketch incorporating a "far-reaching" improvement to the then-existing RCAF barrack bed.

F/L Purdy, a native of Ottawa, and a supply officer in the RCAF stationed at Air Material Command headquarters, Ottawa, died in July, 1953, at the age of 44. Two years before his death he had submitted a design for a new type of barrack bed, to enable the beds to be used as either single units or in double tier form. The design incorporated the use of round tubing in the bed frames, in place of angle iron. By means of a round tubular sleeve, a single type bed could easily be changed into a double tier bed. The idea of stacking bed units was not an original suggestion, but its application to Service conditions in the manner proposed by F/L Purdy was new and was felt to have considerable merit.

The Department states that adoption of the new type bed has reduced administrative and accounting costs, handling time and storage space required. A vital factor in favour of the bed is that in emergency current barrack accommodation could be immediately doubled.

Changes in appointments for four senior RCAF officers and promotions for two of them were announced by Air Force Headquarters.

Air Commodore Clare L. Annis, OBE, 43, of Toronto, Chief Staff Officer of Air Defence Command with Headquarters at St. Hubert, P.Q., has been named Chief of Telecommunications at Air Force Headquarters. He will be replaced by Group Captain Edwin M. Reyno, AFC, 38, of Halifax, who is promoted to the rank of Air Commodore, and who has been serving as Director of Air Plans Strategic at AFHQ.

Group Captain Peter A. Gilchrist, DFC, 45, Wetburn, Sask., Senior Air Staff Officer of Air Defence Command has been promoted to the rank of Air Commodore and will remain at ADC Headquarters. He will be succeeded by Group Captain Reginald J. Lane, DSO, DFC, 35, of Victoria, B.C., who is currently at Imperial Defence College in England.



Air Force Headquarters has announced two new air attache positions at Warsaw, Poland and Bonn, Western Germany.

Group Captain D.H. MacCaul, 51, commanding officer of No. 6 Repair Depot, RCAF Station Trenton, Ont., is to be air attache to Warsaw while Group Captain D.M. Edwards, 47, director of air intelligence at Air Force Headquarters, will go to Bonn. Both officers will assume their new duties next month.

For G/C Edwards, this marks the second time that he has served as an air attache. He previously served in this capacity in Paris, France.

# THE FIRST - AND LAST TIME I SAW PARIS

The first time we saw Paris was a bright sun shiny Friday morning in the middle of April. I remembered it was particularly warm for that time of year in France, thus giving me an initial good impression of that fabled city. One always thinks of Paris as being warm and gay and friendly, well warm it was, but gay and friendly it was not.

Our first, but by no means last bad impression was received shortly after we arrived there as we were walking down the famous Champs Elysees. We were rudely accosted by a grubby, shabbily dressed little man who clutched imploringly at our sleeves and shrilly begged us to "Buy feely pictures."

It was only with the greatest difficulty that we persuaded him we didnt desire any of his "feely pictures". This first incident surprised us greatly but by no means proved to be our last encounter with these objectionable little characters.

One of the first things we did on arriving in Gay Patee was to find suitable lodgings. We had received the address of a small hotel on the Boulevard Pasteur, in the west side of Paris, from a friend who assured us that this hotel was neat and clean and had reasonable rates and friendly atmosphere. In the first place, the hotel was far from reasonable at 1500 francs a day for one small dingy room. The furniture was in a state of disrepair and of ancient vintage to boot. The bath was a public one about 100 yards down the hall, and bathtubs were nonexistent. Rather than trudge all over the city to find something better, we decided to stay where we were as our visit was only for four days and we would be spending our nights in the hotel, only. The proprietor and his wife we found to be extremely surly.

The Metro, we discovered then

and since, is the oldest subway in the world still running today. This much was quite evident to us on our first trip as we rocked violently and at fantastic speeds thru the tunnels.

by  
*Lac Dave Jewell*

Paris at night, as of course we had heard, is supposed to be enchanted and magical. Perhaps its that we just havent the soul of a poet or something because we found Paris by night to be just plain ordinary phony. We found ourselves continually being accosted by extremely rough, and every so often good looking streetwalkers, offering their somewhat dubious charms for sale. On all sides our eyes and ears were assaulted by the artificial glare of neon signs and the sound of cheap tinny jazz, reminding us more of a third rate transient carnival on a vacant corner lot back home, than of the fabled "Place Pigalle."

We went to the famous Moulin Rouge night club, which is a half-hearted replica of the original Moulin Rouge dance hall made famous by the posters of the inimitable Toulouse Loutrec, who would probably roll over in his grave could he glimpse the present day counterpart of the bistro he helped to make famous, with its modern glaring, gauche, facade of multi colored neon. This establishment manages to charge outrageous prices in return for poor food, mediocre entertainment, good wine, and a depressing atmosphere made dense by clouds of smoke which hangs over the premises in an impenetrable smog.

In the daytime we visited Mont-

martre, where we were constantly glared at by groups of pink faced yet bearded pseudo-intellectuals, composed of Englishmen who spoke fluent French, and Frenchmen who spoke fluent English. These people viewed us with open contempt as common tourists but nevertheless were quite willing, it turned out, to make small charcoal sketches of us, or even paint us, for large fees. The famous Eglise de Sacre Coeur, which has been immortalized on canvas so often, turned out to be infested with vendors who were selling everything from religious pictures and medals to postcards. A veritable den of commercialism, very disillusioning indeed.

By this time we had come to the conclusion that all of Paris is in one giant conspiracy directed at all tourists. It seems to be second nature to all Parisians to skillfully relieve the tourists of their money, while giving them nothing substantial either physically or mentally in return.

One thing we will say, however, is that a Parisian can take money from a tourist in the sweetest manner imaginable. We say to ourselves "Oh what the heck, this is Paris, that city of eternal gaudy, we may as well drive 'er." So the Parisian smile pleasantly and say "Oui M'sieu" and charge you exorbitant fees for a meal, a Hamburg, or a glass of beer. They smilingly extend their hand and say "Service M'sieu" whether it be the usherette at the cinema, or the man who serves you a drink. It was not till we were ready to leave that we realized the extent of their duplicity. However, we emerged from this experience as the saying goes, "sadder and wiser" but also considerably poorer.

(A fool and his money are soon parted, is a better saying).

# ALLO AND ADIEU

F/L JV Taylor	to Air Division	LAW FLB Champigny	to Stn Winnipeg
F/O JCA Chartrand	to Stn Bagotville	LAW MA Fleming	to Stn Rockcliffe
F/O PW Mephram	to OFU St Hubert	AC1 E Todd	to PRC Lachine
F/O DG Thornton	to Stn Moose Jaw Sask.	S/L DJ Bullock	From 3 (F) Wing
P/O JAN Jutras	to Laval University	F/L Mac Millan	From OTU Chatham
P/O JP Bergeron	to Laval University	F/L LE Spurr	From OTU Chatham
P/O MW McKay	to University of B.C.	F/L JGV Bisset	From North Bay
P/O NH Siefried	to University of Toronto	F/L LR Charbonneau	From Stn John, Quebec
P/O SA Berry	to University of Alberta	F/O KR Moreash	From OTU Chatham
WO1 AD Cooper	to Stn Camp Borden	F/O CV MacCaffery	From Lac St Denis
Sgt GAJ Tremblay	to 6 RD Trenton, Ont.	F/O PC Boyd	From OTU Chatham
Sgt GL Adcock	to Stn Chatham N.B.	F/O WT Krants	From Moose Jaw
Sgt F Devins	to Stn Uplands Ont.	F/O AL Gunn	From Trenton
Sgt FA Moran	to Stn Uplands Ont.	WO1 BP Polec	From Camp Boden
Sgt GD Fletcher	to Stn Chatham N.B.	FS JR Pizer	From Aylmer
Sgt CD Dowdery	to Stn Winnipeg	FS KD Andersonn	From Cold Lake
Cpl LE Sawyer	to Air Division	Sgt J Watt	From 2 (F) Wing
Cpl RC Clark	to Stn Rockcliffe	Sgt P Smith	From Stn Chatham
Cpl AV Hearty	to Lac St Denis	Cpl EP Winter	From Langar
Cpl AJ Lloyd	to Sea Island	LAC GG Mott	From 16X Depot Debert
Cpl J Boettcher	to Stn MacDonald	LAC RC Pearce	From Vancouver
LAC SRL Wakeham	to Aylmer	LAC LV Avey	From St Hubert
LAC DE Nash	to St Hubert	LAC KD McGill	From Lachine
LAC LR Hatto	to PRC Lachine	LAC G Green	From 3 (F) Wing
LAC WJ Sterling	to Clinton	LAC AF Ross	From Camp Borden
LAC EJ Ritchie	to Portage la Prairie	LAC RS Burant	From 30 AMB Langar
LAC JRL Cote	to PRC Lachine	LAW ML Metcalfe	From St Hubert
LAC JC Paynter	to 6RD Trenton	LAC JB Dunphy	From 221 AC&W Sqn, Sydney
LAC LA Noonan	to Air Div HQ	LAC FM Redding	From Camp Borden
LAC JCL Guevremont	to 2 (F) Wing	LAC PJ McDonnell	From Goose Bay
LAC JD Gillan	to TCHQ	LAC CR White	From Edmonton
LAC JJ Boucher	to TCHQ	LAC DO White	From 6 RD Trenton
LAC RG Graham	to PRC Lachine	LAC JEA Vaillancourt	From Summerside
LAC JAC Champigny	to Stn Winnipeg	LAC WO Kronkvits	From 2 (F) Wing
LAC JG Boulay	to Stn St Hubert	AC1 JP Descoste	From Chatham
LAC NB Devlin	to Stn St Hubert	AC1 LN Dyck	From London, Ont.
LAC RG Ferguson	to 428 Sqn Uplands	AC1 GC Sills	From 2 (F) Wing
LAW MTD Thibault	to PRC Lachine		

## JETZ

A Canadian-built Sabre Jet and a cut-away Orenda engine were "starring" at the Metz Fair, an international industrial exhibition which began 25 Sep ended 10 Oct.

Although actual count has not yet been determined, opening day saw French civilians and servicemen queuing up for 150 fee waiting their turn to inspect the RCAF display. Last year more than 400,000 people attended the exhibition.

Working in shifts, three Canadian pilots, Flight Lieutenant G.R. Ayres, of Toronto, Fl Lt R. (Bob) Carew, of North Bay, and Flying Officer Nelson Levesque of Rockland, Ont., were on to answer visitors' question. According to the officers, all of whom speak fluent French, the visitors asked questions galore.

"Many of the people took the under-

wing fuel tanks for pontoons and thought that a Sabre on floats was really something" Flight Lieutenant Ayres remarked with a chuckle.

## IN

Cpl. R.M. McAulay, of Sydney Mines, N.S., who is a Flight Engineer, stood by to satisfy the more technically minded.

A few yards away, a dummy pilot, fully attired in supersonic flying gear and strapped into a simulated ejection seat, "guarded" the display room. Here, the main attraction — and one of the of most popular of the whole fair, according to Leading Aircraftman S.F. Joyal, of Quebec City., on duty at the time — was the gleaming black, chrome and pastic Orenda jet engine. The ten-foot power plant took men two solid months to build at the A.V. Roe Company in Canada.

Flanking the engine, safety, telecom-

munication and armament equipment made up the remainder of the display. French-speaking personnel from the Air Divison's four Fighter Wings, augmented by RCAF photographs and French signs, gave the public a good understanding of Canadian air force life.

## METZ

Leading Aircraftman J.P. StAmour, of St. Donat, P.Q. explained the safety equipment and Cpl H.E. Baker of Crysler, Ont., demonstrated the firing of a specially mounted machine gun. At the telecommunication section, Leading Aircraft Yves Bettez of Lac St. Jean, P. Q., and Al Perfitt of Cochrane, Ont., sent and received teletype messages.

The RCAF display is part of a program to keep Europeans aware of Canada's contribution to the NATO mutual defence pact.

# Service Wives

(Continued from page 4)

unit, or write qualifying examinations three or four times to improve marks (I once knew a Corporal whose wife made him write the qualifying examinations a total of three times because she felt that the marks he first obtained were keeping his promotion back). There is a no more pitiful situation than that of an ambitious wife with an average easy-going husband, unless its an intolerably irascible one whose husband, to keep the peace, stoops to her every demand and carries her orders straight to his section commander.

I suggest that all this nagging which some air force wives exhibit is the result of their innate snobbery — rank snobbery, for it is a truism in the service that rank shows in the women, not in the men. And sad to say, this rank snobbery is common to the wives of officers, NCO's and aircraftmen. I know a F/L's wife who will not demean herself to talk to another junior officer's wife if a senior officer's wife is around. I know a Sergeant's wife who, while working in a snack bar, served a Corporal's wife only after all known sergeant's wives were served; and I know an aircraftman's wife who refused to talk to a former friend whose husband was made Corporal. (Yes, snobbery works up as well as down). Also known in former times were two Group Captain's wives who were wont to tell other officer's wives on their stations how they were to dress.

I started off this piece by stating that women had helped to rob the service of the spirit that prevailed in wartime. Instead of husbands going to the bar at 5 o'clock they go home. Whereas in former times being the Air Force was a 24 hour experience, be it operational or "hi-jinks", now it is an 8:30 to 5 o'clock job and the mess has changed from a home for all officers or NCOs to a country club for some. It is not only in the mess, however that spirit is lost. There is also the shattering effect that wives have on each other and their husbands in time of disaster, say when

one of their husbands is killed. The entreaties made to aircrew have had to give up their careers because of a distressed wife. All such happenings damage spirit.

Well wives, what are you going to do about all this? One thing you can do is face the fact that you are not leading normal civilian lives. You are the wives of servicemen who are of necessity bound by air force regulations and instructions of every description, and you are more or less tied up with these same regulations. So, if your husband is in a trade that progresses only to Group 3 and WO1 or is in an officer's branch that permits a maximum rank of F/L you can only make the best of it. If he is not so restricted, it could be that you, his self-confessed pusher, might be at fault and a little self-analysis would be commendable. For some of you of maturer years, the point of no return will have been reached so be contented.

Oh yes, one other thing. Single women are asked not to hug the arms of single airmen or officers in uniform!! Love is grand and all that, but Air Force department regulations require that you walk apart.

The author, at the time of writing this article, was a happily married serviceman.



# THE LAST POST

*In my many years of wandering around  
I've heard many a tale of woe  
But the saddest tale I've ever heard  
Was from a Radio Op named Joe.  
I met him one night, in a little town  
That I'll call here, Chattamagoo  
And the tale he told, after many a beer  
Is the one I'm going to tell you.*

*Seems he joined up, when he was only a  
[pup  
And the yen to travel was strong  
Was after the War, he was too young  
[before  
And he landed in manning, 'ere long,  
Did this hitch, without a twitch  
Was selected to go on course  
The trade he picked, and eventually  
[licked  
Was invented by Samuel A Morse.*

*He soon knew by heart, from finish to  
[start  
The circuits A/G/A and P/P  
As also the Homer, that delightful mis-  
[nomer  
And the use of G.M.T.  
Then he studied again, from beginning to  
[end  
ACPS, S forms and procedure  
Until he was sure that he had the cure  
And Lady Luck-well he would'nt need 'er.*

*In the years that followed, he sometimes  
[wallowed  
In mud at Gimli, Man.  
Or in ice and snow, where the co'd winds  
[blow  
Up north, that friendly land.  
He was doing fine, in the course of time  
Made his last, group three  
Then, by the books, he should get his  
[hooks  
When they next picked an r oh pe.*

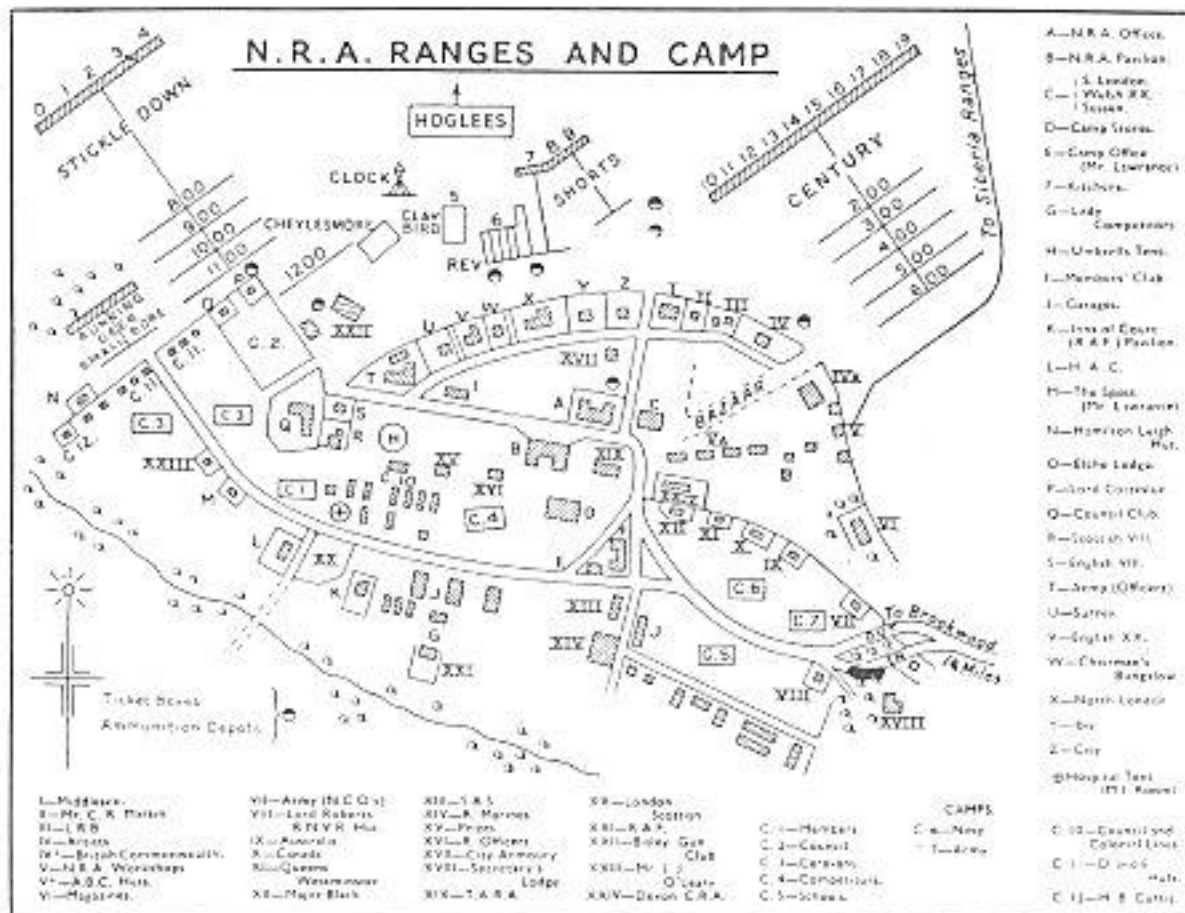
*He missed the first, but many times worse  
He missed the second and third  
When other guys, right before his eyes  
Went soaring up like a bird.  
His hopes were damped, his style was  
[cramped  
Instead of smooth morse, his hopped  
It went to his head, his trade being dead  
He was one of the forgotten, a Rop.*

*The years went by, he'd see many a guy  
Who joined up after him  
All had hooks, others just looks  
That required a slute by Jim.  
The thread of hope, had long been broke  
Resigned to his fate, was he.  
And when he retired, 'twas all he desired  
He was pensioned... an L.A.C.*

By K.F.D. (ROp).

# Bisley - The Shooter's Mecca

(Continued from page 8)



Above — Sketch showing locations of the permanent buildings and various ranges.



Below — The author blinking with amazement and checking score book after firing a "Possible" at the N.R.A. meet.



ble to score 50 at Ottawa and with the same shot holes only have a 40 at Bisley. The second difference is the number of events entered. The grand aggregate consists of 10 S.R. (B) events and about 4 further competitions may be fired, however very few shoot for the grand agg but pick out favorite ranges and events. In Canada it is the hope of every shooter to make the official team and he must shoot for the Bisley agg. The appearance of the firers are a bit of a let down from Connaught, for in Canada you are accustomed to seeing expensive shooting jackets, high powered spotting scopes and fancy rifle rests. At Bisley on the other hand a gentleman in a trench coat with a rifle slung over his shoulder and binoculars around his neck lies down and shoots a possible. No ground sheet, no waterproof clothing, no shooting box, nothing but the know how and luck to get a perfect 50.

The outstanding single event is the shoot for The Queen's Prize. From the 2000 competitors 300 are selected by their seven shots fired at 200, 500 and 600 yards. These scores are used for selection and do not count towards the prize. The field of 300 is eliminated to 100 by counting scores of the 10 shots fired each at 300, 500 and 600 yards. These one hundred form the "Queens 100" and each receives a badge. On Saturday afternoon the final stage is shot, 10 rounds at 900 and 15 rounds at 1000 yards. The competitor with the highest score for the 2nd and 3rd stage is then "chaired off" with pomp and glory to sip out of the silver cup at each and every club. His name shall be remembered forever. The Queens Prize consists of a gold medal and 250 pounds.

After the shooting has ceased at 8 P.M. there are more possibles shot in the 25 odd club rooms that are located throughout the length and breadth of the camp area. If you have fired at Bisley and departed without any outstanding scores do not be disheartened for you have left after witnessing some thrilling experiences and making some lasting friends.

# NOTES

on

# NOTES

*With Cpl Bill Warshick*

## THE NEW

New release - yes, new rendition - yes, new vocalist - no, new composition - no, the offering in question - Sammy Davis Jr. and "That Old Black Magic". No longer does Sammy imitate the top vocal stars, for he has all they have - and more. He uses the techniques which made Frank Sinatra, Frankie Laine, Billie Eckstine, distinctive. Sammy Davis Jr's talent is limitless. The ending of Old Black Magic is ultra-super-terrific. This recording is heard over the airwaves several times a day and may even reach the hit-parade. In any case its one for the collection.

Another very new release, and already at the top for the past four weeks, is the "Yellow Rose Of Texas." Mitch Miller uses the new drum rhythm with fife background to make his presentation so effective. Since the Yellow Rose is certainly not new it's the bearded maestro's unique styling that has put it across. My prediction, you'll hear it many many times in the next couple of months.

The Ames Brothers have come out with a very straight forward recording of the old Scottish Aire—"My Bonnie Lassie." Their big weapon is also the new drum rhythm. As I've said it is rendered very simply - but it's catchy. Watch this one.

To round off the new I suggest "Melody Of Love". Any slow melodious version such as Fred Waring or Matovanni, with or without vocalist, is just fine for that late evening listening.

## THE OLD

Starting the old with something very old is appropriate, and what could be more appropriate than "Ramona". To my knowledge it has been on the go for at least 28 years. When I mean on the go I mean just that. It seems that a year doesn't pass without hearing Ramona at least once. The artist doesn't seem to matter, that haunting refrain is still there. Just recently it has been aired several times and it wouldn't surprise me if it was making a comeback.



What could be more fitting after a tour in Europe, and particularly France, than a recording of "J'attendrai". The artist would of course have to be some female vibrating her adenoids at a barely audible frequency. Not only is J'attendrai a typical example of the utterings of the French Chantause but it will bring back a lot of memories to those that served in Europe in the years '44 and '45.

Ken Griffin suddenly rose to great popularity around '48. His style is very distinctive as that of Victor Silvester. One of the pieces that he helped to the top was "Little White Lies". I understand that the song was first published and released some 30 years ago, however the Ken Griffin offering will never grow old. The strict tempo of Ken Griffin makes

him a must for roller skating fans; however Little White Lies goes over best when the lights are low.

The D.J. announced that you are about to hear the "new sound" and spun Paul Whiteman's waxing of "You're Driving Me Crazy". Whether the disc jockey was kidding and Paul Whiteman was again coming into his own we don't know. We do know that there has been an effort to repopularize You're Driving Me Crazy, for after lying dormant for 30 years it's new to a lot of listeners.

With all the repatriations in the past few months I think "Sentimental Journey" a very suitable closing for THE OLD. Doris Day was making her name with Les Brown at the time that he recorded it. Quite appropriately it was a favorite with the chaps going home in '45, and after spending five years here and there it was truly a SENTIMENTAL JOURNEY.

## HIT PARADES

For all you "Ole Pea Pickers" and "Stickbillies" here's the top four this week. In fourth spot is Eddie Arnold with his slightly different version of "Cattle Call". It sounds very much as if the original yodelling (cow callin) has been dubbed to fit in with the slightly gruffer voice of Eddie Arnold. It's still kinda' nice to hear him though.

Only one of the 3 tops have been around long.

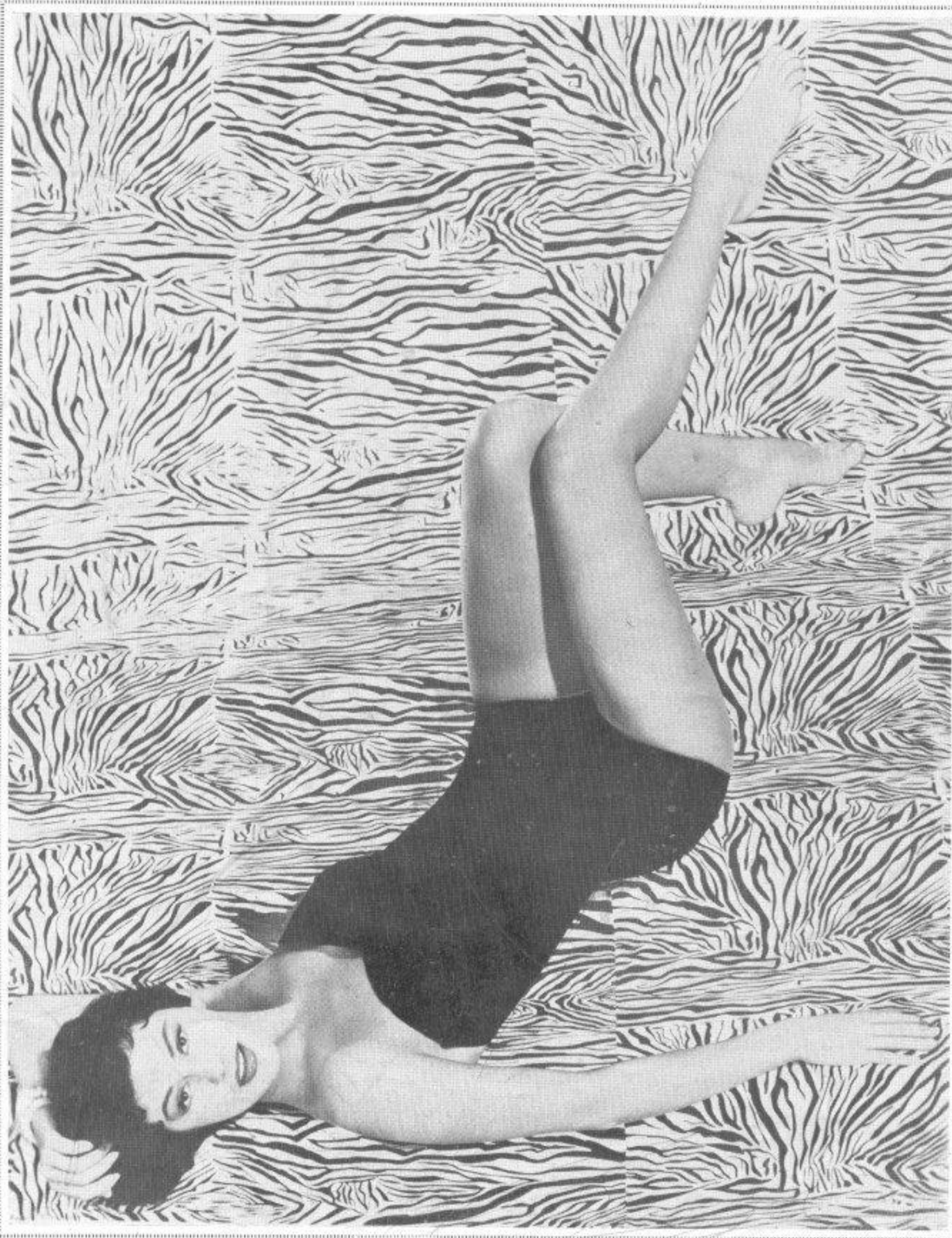
1. I d'ont care
2. Satisfied mind
3. All right

"Aint That A Shame" stayed on top for only one week, and that a month ago now. It replaced "Rock around the clock" and was pushed down by "The Yellow Rose of Texas." The Rose has been up there four weeks now and may stay there a while. Coming up from 6th to 3rd for the past weeks is 17. Ella Mae Morris may bring it to the top but personally I doubt it.

The top 4 at presstime

1. Love is a many splendored thing.
2. The yellow rose of Texas
3. Ain't that a shame
4. Seventeen.

With such an interesting background we've quite forgotten who our subject is. Can anyone help us?



## Operation Sunshine

(Continued from page 7)

During the operation we unfortunately lost our Engineering Officer, who was posted away, but even at short notice we managed to get into the American PX in town and purchase some beer and a small farewell gift for which the officers and NCO's of the squadron contributed, and that evening after work had finished we got together, had a few beer, and bid farewell to F/L Campbell, an officer we thought so much of.

Within a couple of days F/O Armstrong from 441 Squadron came down to take over temporarily until the arrival of our new E.O., and a very good job he did indeed, and as a jamy thought, 441 squadron is off to Rabat very soon, so with the experience gained by F/O Armstrong from the senior squadron (no comments please) his squadron should do very good. All joking aside, we wish 441 squadron luck, and hope that they do put on a good show because it is all for the good of 1 (F) Wing.

After a few days, everyone was getting used to working in the heat, complete with shorts and topee's, and the majority of the boys had sun-tans that would have been the envy of half the play boys of Europe. But we still could not get used to the French food, and found it hard to relish soup with eyes floating in it, fish with their tails stuck in their mouth, an worst of all, that continuous over-powering smell of garlic. However, we could eat the bead and

we had a ration of milk, and several of us who had been warned before hand, had a good supply of canned soups, beans, stews, etc., so we never really starved. As a matter of fact, although a lot of us lost a few pounds in weight, I think we arrived back at Marville fitter than when we had left.

On our nightly visits to Rabat, we were impressed by the beautiful white buildings, so common place in European towns in Africa. We were amazed at the contrast of large Buicks, Caddies and Chevs rushing by carts pulled by oxen, and the Arab riding his donkey, in exactly the same way, with the same dress, as in biblical times.

We would make for the Belina Hotel, which was the gathering spot for the boys, and descend to the basement at the rear of the hotel where the U.S.A., had an NCO's mess, there to purchase a chicken dinner and a good can of cold beer. Upstairs again to the terrace of the hotel, to sit for a couple of hours watching the world go by; French, Greek, Spanish and Arab, American and English, a steady procession all the time. Or while we were enjoying our beer to be besieged by the Arabs selling their wares, everything you wanted they had (or could get you). Bags and purses, tapestries and wallets, sheepskins and pyjamas, and all the time your could hear, "You speak last price", "What price you speak", "You crook" or "You robber", but eventually, selling, when everybody seemed happy, except perhaps himself. As we walked

around town we were accosted by the usual pimps and touts, selling or buing, it made no diference to them, "You sell script", "You want to buy script" or the next are "You buy watch" or "You want sell watch" And so it goes on night after night, it never alters and it never will.

Owing to the trouble between the French and Arabs, most of the native quarters were put out of bounds, so the boys never really got to see the real Arab, but I believe the local place of joy called the V.C.S., was visited by some members of the squadron just to say that they had seen it. (Touche').

And so the operation came to a close, and unfortunately the last 3 or 4 days were the worst. The trouble really got worse, and even Rabat itself was placed out of bounds, so we had to confine ourselves to camp, and enjoy ourself the best way we could, usually in the French Canteen drinking the local beer.

And so our replacements came, another squadron for another month and we were leaving Africa with its customs and dress, just the way they have been for several thousands of years, as we go back to our civilized world of "A" Bombs and "H" Bombs, of Rocket Ships and Space Ships, and to wars, we shall still have the memories of the so called ignorant Arab, riding his very small donkey, with his wife walking behind, still ploughing his fields with oxen, and still sayings his prayer to Allah at the setting of the sun everyday. Time and tribulation will never alter or effect him.

## YOU Tell 'em

**Y**ES, you tell them your time-saving, moneysaving ideas. Tell them, through this column, how to improve your section, this Wing or the RCAF itself.

*And if your suggestion is printed in TALEPIPE, after study by a panel of judges, your prize will be a crisp FIVE BUCKS, not to mention the prestige and personal satisfaction. So here's your chance. That headbone hassle may have far reaching effects*

Cpl. "Danny" Marshall  
— Reports on —

# SPORTS and RECREATION

## GOLF



Front row — F/L Bisset, G/C Somerville, S/L Condon, LAC Hallett. Back row — F/O Thorne, Cpl Heppner, FS Pizer, F/L MacNeil, F/L Campbell, Cpl Whidden.

## ★ AIR DIV CHAMPS ★

On the 30th September, when the dusk and divots had settled over the lovely golf course in Luxembourg, the station golf team of 1 (F) Wing had won the trophy for the Golf Championship of 1 Air Division.

Ten players represented each Wing, and 30 AMB, with the aggregate of the lowest six scores determining the winning golf team. Air Division Headquarters sent up a

strong ten-men team headed by S/L Herbertson.

The 1 (F) Wing team was headed by S/L Condon as playing captain. Other members of the team were G/C Somerville, F/L's Campbell, Bisset, MacNeil, F/O Thorne, F/Sgt Pizer, Cpl's Whidden, Heppner and LAC Hallett. In addition to winning the trophy each member of the team

was presented with a fountain pen. G/C Somerville, F/L's Campbell and Bisset won beer steins as winners in their divisions.

All in all it was a most memorable day for those who took part in this well-organized tournament which is to be an annual event. Much credit was given to the team from 30 AMB for being present.

## GIRLS BASKETBALL

As you can tell by the title of this of this article, this is more than anything else a plea to all the airwomen at #1 (F) Wing to help up out in our planned winter sports schedule. We have recently made an effort to organize a girls Stn Basketball team and have had several very enthusiastic and conscientious airwomen turn out regularly for practice but a few enthusiasts are unfortunately not enough for a full team. We have a coach and a very good one, the

uniforms are going to be very smart and we are willing to do everything to made your basketball season a terrific success but we can't do it without everyone's cooperation. Several of the girls who have been coming out to the weekly practises had never played basketball before but they found that the twice weekly practises were fun and healthy in every way—the exercise they received from the sessions alone compensated for the little time that they gave up to participate in this sport. Everyone likes to have its station with winning teams in every sport but it

is an impossibility to have such a winning team unless you have a team to field in the particular sport participated in—in other words goals we would like more than anything else to be able to enter a girls basketball team in the Air Division Basketball tournament but without your help we are afraid that once more #1 (F) Wing will be out in the cold again. This team is open to dependents, school teachers, Female Officers (Nursing Sisters) and airwomen—please turn out and support us in our efforts to have a winning team for **your** station.

# Pipers Entertain at Foire de Metz

A little over two weeks ago, the Marville #1 (F) Wing Pipe Band under the direction of Pipe Major Howie, accompanied by a station photographer and reporter for the Station Newspaper, travelled to ADHQ, Metz, France, to participate in the celebrations of the Foire de Metz (Metz Fair). This annual fête is a momentous time in the lives of the people of Metz and surrounding areas. Here can be seen all the latest in farm machinery, home decorations and home fittings, café supplies and of course a full representation of all wineries surrounding Metz. The wine tents were attractively decorated and displays of every conceivable form of wine and liqueurs were evident in every booth. There were booths of French bonbons and confectionary to make any sweet tooth water. Passing out of these buildings we were greeted with signs of industrial displays, combines, tractors, the latest French automobiles, washing machines, automatic milkers, pasteurization plants for milk and cheese. As we progressed straight through the grounds from the main gate we eventually came to a smaller group of buildings which displayed an interesting tabloid in motion, of all the French armies of the past few centuries marching under the Arc de Triomphe, next to this building we saw the Air Force display of an RCAF Sabre Jet with Air Force personnel demonstrating and explaining this wonder aircraft to the hundreds of persons who assembled to stare in wonderment at this modern machine of the speed age. Outside the airforce had a full sized Sabre with an instructor on hand to show the crowds the intricacies of this aircraft. As we stood and watched the crowds clambering up the ramp we noticed with interest how all the young people stood for literally hours and examined every little detail of the aircraft and fired endless questions at the Officer in charge of the display. As we were looking at an exhibit of antique furniture and curios we heard from outside the sound of the pipers as they marched into the small square allotted to them for their performance. At

the first sound of the bagpipes everyone crowded out of the buildings to stare in wonderment at the Canadian airmen who wore "skirts". The pipers marched into the area, lined up and gave an excellent account of themselves. The people were more than favourably impressed with this new sound and loudly cheered and clapped our boys. The entire band looked smart and well turned out, with glittering silver and smartly pressed kilts with their white webbing gleaming in the late afternoon sun.

After a full hour performance in the square the band moved out in a body to the outside fair grounds where they rehearsed for a full hour for the proceedings of the next day—a Military Tatoo. The rehearsal was under the direction of Col. St Martin, French Army, who was i/c of all the military arrangements of the Fair. After the rehearsal the band was dismissed and all the members made a tour of the fair and took in all the sights that it afforded and then all proceeded back to the hotel to prepare for the next day.

It had been arranged with the local R Spec at Metz that the band would play a short concert at ADHQ the next afternoon at 1300 hours before proceeding to the fair grounds for the Tatoo. Immediately after the ADHQ performance the boys embarked by bus to the Foire and lined up outside the small square prior to the general salute. On a command from their coordinator the band moved off into the square and lined up in a single line facing the flag stand where a Foreign Legionnaire and a Canadian airman were standing with the respective flags of their country ready to raise them on the general salute. Before the salute several French brass bands performed with military music—on a general command all troops snapped smartly to attention as General Navereaux, Military Governor of Metz and surrounding area, with his aides, Army, Air Force and Navy and W/C Atherton, RCAF Administrative unit Commandant, representing the AOC of AD for the RCAF moved into the square. After an inspection of

all the assembled troops the general salute was given and the two flags were raised into the stiff breeze of a French crisp autumn day.

After the inspection all troops marched out of the square to the fair grounds outside and assembled in groups for the Tatoo. A French motor cycle unit escorted the General and his officers onto the reviewing stand in the fair grounds and just as the show was ready to start Mother Nature dealt the assembled crowds and the performers a foul blow in the way of a torrential downpour. We all scurried for what little shelter we could find but not before everyone and everything was completely soaked. However after an hour of steady rain the sun came out and the show was on the road. The first display was carried out by a group of 12 French commandoes and gymnasts who put on a fast moving display of commando tactics, unarmed combat and tumbling. Immediately after this display the motor cycle corps did a precision drill and gymnastics on their motor cycles. At the end of this impressive drill the #1 (F) Pipers marched past the reviewing stand and did their piping and drill with the salute to the General and the W/C from the RCAF. The crowds were even more enthusiastic in their appreciation of the band and their applause and "Bravoes" were most gratifying to all the members of the unit. The Pipers had no sooner finished their display than the heavens emptied again but the boys were by this time comfortably ensconced in the bus and really didn't mind the downpour nearly as much as previously, when the rain finally ceased the fellows went for dinner and really enjoyed themselves, knowing in their hearts that they had once more deeply endeared themselves in the hearts of the French people and had contributed once more to the Public Relations of the Royal Canadian Air Force. It was with light hearts and happy minds that entire crew, though tired climbed on the bus homeward bound to Marville and #1 (F) Wing.

## Girls Club Swinging

The girls have turned out enthusiastically for their weekly Club Swinging sessions and every one seems to be enjoying themselves and we just hope that they will not lose their enthusiasm because a few nights have been missed but the reason was, I am afraid due to circumstances beyond the control of this office, however we are now ready to get things humming again and hope that a bigger and better representation will turn out for an evening of good exercise and enjoyable recreation. We now have the appropriate music all ready for you, so come on out and try this simple but graceful and rhythmical form of exercise. We would like to mention to you that there are many plans we would like to see become a reality if this sport were to really catch on—one of these is to do a demonstration with the Station Pipe Band—there are many ways that this recreation can be incorporated into other Station activities.



## ADDITIONAL LOUNGE FACILITIES

There are several facilities now available in the airwomen's lounge in case any of you fellows are visiting your girl friend on open house nights. There is a table tennis table and good bats and ping pong balls available from the bar stewardess. If you like card games there is now obtainable, cribbage boards, cards, canasta sets, chess, checkers and a new dart board and darts available from the bar stewardess. For those who have a latent gambling desire there is also the game of monopoly. These facilities are for your use—if you fell like playing any of the above games please ask the bar stewardess and she will be only to glad to give you the equipment. If you have any suggestions within reason for further activities in the lounge please let us know and we will do our best to obtain the equipment for your use.

## INTER-MESS SOFTBALL WINNERS



Front row — S/L Cuthbertson, F/O McIlraith, F/O Gilmour, F/O Drake F/O Holt, F/O Jones, missing from picture F/O Webber. Back row — F/O Sims, F/O Nishimura, F/O Bradley, F/O Bigg, F/O Greelman, F/O Nilsen, F/O Mitchel, F/O Gigliotti.

## REC HALL BRIEFS

Things are really humming around #1 (F) Wing Rec Centre and at last the Centre is looking more and more like a thriving Sports Hall. Badminton is now available every Tuesday and Thursday evenings, with basketball every Mon, Wed and Friday. The Bowling League is well under way and is proving to be one of the busiest sports on the station. Squash, the ever popular sport is really catching on and any time you visit the Rec Centre you will find the squash court always busy. Our Soccer team is enjoying unparalleled success, having won every game they have played so far. The Rifle Range will soon be fully operational and all enthusiasts had better be ready for the gala opening. Every Wednesday evening in a very short while will see a Dart Tournament upstairs in the Rec Centre in the mezzanine floor. Bingo game nights are being organized and all in all it looks like the Centre will be a busy place in the coming winter months.

## Children's Xmas Party

Plans are under way for the organization of the Children's Xmas Party in mid-December. The gifts have been purchased from Munich and are a really impressive array of lovely toys for all ages and likes—forms are being circulated to all the sections to be filled in by the personnel of the station for gifts for their children. We cannot impress on you enough here, that it is most important that every married personnel fill in these forms and submit them to the Rec Centre not later than 1 Dec if you want your child to receive a gift at the party. We cannot be held responsible for a *disappointed child* if you have not complied with these few instructions.

The season is now well under way, and at the time of going to press Marville Gunners reign supreme in encounters with Air Div, 2 Wing, and 4 Wing, all of whom they thrashed unmercifully without conceding a goal themselves. The first game against Air Div in Metz resembled more of an ancient duel than a soccer game and even though the Gunners were easy victors by 7 goals to nil both teams came off the field licking their wounds of battle. In this game it was obvious that this was going to be 1. Wings year as far as soccer was concerned and everyone felt very happy coming back home on the bus, in anticipation of future games against 3 Wing who have reigned supreme in soccer circles over here since the Division was formed. In the second game we entertained our friends and neighbours from 2 Wing here on our own ground and the local boys went on the field confident of victory after their previous weeks victory. The first few minutes of the game saw some clever touches of play from the 2 Wing forwards and it appeared that this was going to be a game where we were going to be really extended. However we had things figured out differently and after a few exchanges of play Johnnie Kerr split the opposing defence after clever approach work by his inside left, and put Gunners one goal ahead much to the

# SOCCER

by Sgt Eric Mason

delight of the numerous spectators who had gathered on the touchline. As the game continued 1 Wing slowly but surely took control of the game and at the end of play had found the back of the 2 Wing net on eight occasions. The following week we made the long haul to Baden Baden to play 4 Wing who besides playing in the Air Div league also play in the local German league. For this reason we were more on our toes than usual and went out on to the field early to loosen up after our long journey the previous night in the fog. The both teams playing fast open soccer first ten minutes of the game saw and at this period exchanges broke just about even. Our team had to be slightly reorganised due to the absence of John Kerr, and Jack Brown had been switched to centre forward and Eric Mason, to inside left, Paddy McDonnell coming in to take his place at left half. The chief danger in the opposition seemed to be coming from their centre forward although the fast vigorous tackling of the 1 Wing

defenders seemed to deter him considerably and he soon became a very disillusioned player and faded in to the back ground. Half way through the first half after a succession of raids on the enemy goal Scotty Cameron our outside right shot in a cannon ball shot from the outside right position which gave the goalkeeper no chance, and once again Gunners saw the first light of victory. The play still continued at a terrific pace and by the intermission it was still anybody's game. The struggle continued after the break period and the local boys still fought to increase their lead. In one of these raids Turnbull took possession unmarked on the left wing and after drawing his man crossed the ball to Cameron who headed Gunners second goal. From then on it was just a matter of defending our own goal which our defenders did without a great deal of trouble. In this game there were no stars and every member of the 1 Wing team played like a veteran. Art Hadden proved himself a very capable captain besides a stalwart in defence and besides leaving our impression felt in the Air Div league we are also looking forward to clashing with local civilian teams and last but not least our friends the Americans who by all accounts are taking their soccer seriously over here having engaged a professional from England as coach.

# JAZZ CLUB

by Cpl. Terry Slater

There is now in existence a 'Club de Jazz' on the Station. News of this wonderful innovation was rushed to this office and hot with the information we bring you the following hopes of the club. The club meets every Monday night in the Mezanine of the Rec. Centre at 19.00 hrs and proposes to issue music of the soul midst the softened lighting and atmosphere so conducive to his lush stuff called 'Jazz': Also served it is hoped will be the smoothest soft drinks and the coffiest coffee to slide succulently down the palates of those drinking in the cool rhythm of music and the intoxication of the

moment that modern jazz provides. Fear not subjects, this new move to groove at the Louvre is the satisfaction of at least twenty five people on the unit whos morale is ebbing fast for want of their favourite food — Music!

The bounds of this stuff is unending, for example, Jazz film shorts could be shown at the cinema, a representative of the club could present a half hour over the Radio Station when it comes into operation, a Jazz Dance could be run for funds for the club, interesting discussions on modern trends in music both classical and jazz (They are getting closer every day) could be given, plus the cultural side to it of some of the explanations into theory of music so that subjects could know that much more. (Phew!) Then a Jazz Scrap Book can be started with interesting

photographs of sessions, good musicians or groups could be paid for from club funds to appear now and again. Groups that really have the inspirations of true artistry and **play together** so that long after they have left their music and drive is still ringing in every subjects' soul so that they are thrilled with the elation of the stuff. That is what the members call elevation of morale on this unit. All the writing in the world cannot take the place of one note of music played in the smooth cool manner of modern musicians, so the sooner the club has a full membership the better. The sports store have all details, or contact Bill Moore at Armament Systems. Membership at the moment is growing so drop into Jazz Club any Monday night, let us open a new world to you and tell you why it is played.

# SECTION NEWS



## WING INFIRMARY

Extra! Extra! Read all about the birth of twins at #1 (F) Wing infirmary, born to LAC and Mrs. D. Karaganis. Mrs. Karaganis, nee Rito Marion Hawker, comes from Nottingham England, and Don Karaganis hails from Victoria, British Columbia. The twins, Arlene Marie and Dana Marion were born on 2nd September at 1915 hrs. and 1935 hrs. They were premature babies and birth weight of Baby "A" was 3½ lbs, Baby "B" 3 lbs. 3 oz. Present weight now soaking wet, minus diapers, is 4 lbs. 4 oz. and 4 lbs. 13 oz. They are thriving well under the constant care of Mrs. Peirson, R. N. who came to us during the Polio outbreak.

The Polio also brought to us Mrs. Guest, R.N. N/S Stokes and Cpl. Principe from #3 (F) Wing with some much needed assistance. During the outbreak a mass inoculation parade of Gama Globulin was carried out by our Medical Staff in the Recreation Centre. - We can match anyone in a game of darts now!

Before continuing further, I'd like to bid farewell to Dr. Taylor, now at Air Division, P/O Norma Sigfried, P/O Shelly Berry, and P/O Gerry Eaton, who have returned to Canada to continue their studies. A great trio!

To our new arrivals we bid welcome. Dr. P.E.A. Blake-Knox, SMC, an Irishman. Dr. Bisset, leaving us shortly on duty to Rabat. Dr. Miller, and Dr. Hicks, temporarily here from #2(F) Wing. Just waiting to get to know them better myself, then read the next thrilling installment!

A farewell party was held in September for LAW May Fleming, returned to Canada now. LAW "POGO" Prettie will also be leaving soon to receive Physio-therapy in Canada. A swell girl, always laughing and loves parties. Still in the celebrating mood, we have had two



The Karaganis Twins

weddings in September. LAW Ruth Smith, now Mrs. Dupuis, and LAC Davy Danskin, married in Bonnie Scotland 'among the heather and the feathers. Promotions board brought out the champagne bottle again for Cpl. "test tube" Moan, now a Sgt. and Cpl Johnny Semczyn (Uke for short) also now a Sgt. The "day after the night before" brought forth strange groans from the lab and kitchen - due sympathy was extended for all others around.

At the time of this writing, the infirmary is still anxiously waiting for Mrs. Marion Charon, wife of our Cpl. "mox-nix" Charron, to produce "Oscar". The wee mite is now two weeks over-due.

Lately we have had some very interesting war stories from Cpl. "Burrney" Penner, and blessed are they 'that go 'round in circles for they shall be called wheels - none other than LAC "pluto" Verchere sailing down the corridor spinning his homemade props!! Moving slowly but surely towards the altar is Cpl. Cassey Cassel and Cpl. Ted Barton - the

big day will be December 2nd. Sgt DanKachene, Oaff-Vidershane, pardon me, Deschane's relating fond memories of his Para-rescue course when he came down in reverse spirals like the CF-100 we had on display here. LAC E. Smith, our "walking snack bar" on 4-12 shift has left us for St.John, Quebec. N/S Freeman and F/O Kline are on leave to Spain for two weeks. Just a question which one will bring back the bull.

News from the Dental Clinic, tucked away in a small corner of our fair hospital, informs us that Sgt. Keith Laurence is leaving on posting to Winnipeg, Manitoba. LAW Shirley McMichael will be touring Europe under my personal escort, destination - parts unknown, and Major Jackson is at present touring Southern France, and Italy via car, avec sleeping bags, a tent, and if that isn't enough, the kids too.

Invigorating for the dentures!!

Au Reservoir,

LAW "Ginger" Bacon.

# GEN FROM GUN PLUMBERS GROTTO

By Cpl. G. R. White

I think I'll start off this month by offering congratulations to Lac "Jud" Chaisson of 410 Armament who ran afoul of Ol' Dan Cupid on Saturday, 17 Sept. with a quiet wedding in Marville followed by an even quieter (?) reception at his home in Florenville. Again I say, "All the best Jud and Christ", and may all your troubles be little ones.

The Rec centre was the scene of a farewell party given on Sept 9th for Lac "Ron" Graham of Wing Armament who has since departed for Canada and "Civvie" street. All I can say now Ronnie is don't think of the mud when you think of Marville, think of the good times you had. Good luck in your new venture Ronnie.

It seems to me that everyone seems to be leaving except me. A farewell party was held couple of weeks later for Sgt. "Jeff" Adcock and FS. "Les" Leslie. Oh well, Chathams' and St. Huberts' gain and our loss. We at Wing Armament wish them all the best of luck and success.

I hope nobody was wondering too much about the thick clouds of smoke issuing forth from this section on the 15th of September. We werent trying to burn the place down it was just cigar smoke on behalf of Lac "Gib" Weller, whose wife had a baby boy on the 14th of September. Belated congratulations to both you and the wife Gib.

We have several recent (?) arrivals here at Marville in the past few weeks, namely Lac "Andy" Ross, from Camp Borden, Lac "Bob" White, from 6RD and last but not least FS "Bob" Large from Turkey and North Bay. Anyone wishing information on the beauties of Turkey contact Flight Large at 439 Armament. Welcome fellows and may your stay here at Marville be a long and happy one.

Wanted by the writer: Someone from Edmonton who will help me argue the merits of Edmontons great showing in the Grey Cup last year

## Met Misdemeanors

by Barb Backwell

At long last our office can boast the services of a Corporal - Corporal Gluschenko. Congratulations Lucy.

F/L Orest Shewchuk has again made an appearance on T/D from 2 (F) Wing, taking F/L Vern Turner's place while he goes way down South (Italy) on leave.

LAC Ed Brown's hair was raised (what there is of it) when the fellow he was riding with opened his jaguar up to the 100 m.p.h. mark on a not too smooth road. "I'd open her up only I'm having trouble with the water pump", the driver said with apologies.

"Ed the Head" makes the headlines once more by threatening a remuster to "hair crew". His wife's hair was such a complete success after he gave her a perm, that he decided the Met trade could take second place from that time on.

Koblenz, Trier and Cologne were among the places visited by LAC Ken Sykes recently on a sightseeing tour of Germany.

Nothing surprises us anymore. Sgt. Taillon appeared at work last week with a lov-el-y shiner. At the time the news goes to press, there are still no comments!!

A case of mistaken identity:

LAC Shorty Freeman was looking forward to a stimulating cup of coffee come 5:30 a.m. complete with cream, as he had been drinking the coffee neat all night. He confidently poured cream (or so he thought) from a carton the early day observer had brought to work. To his astonishment and the other observer's, strawberries plunked into the witch's brew. Somebody had very thoughtfully changed the contents without the observer's knowledge. Could it be one LAW Wilf Zilinski?

Here's one for the book.  
One observer to another;

and who will also back me in a bet on the Esks for this year. Shoudln't be too hard to find some foolish Easterner who's willing to back their choice.

The Armourers made a fine showing on the last promotion board, in the form of 1 (ONE) Lac getting his Hooks. It seems to me that we had a lot more than one man eligible for them. Congratulations to Cpl. George Stinchcombe and Better Luck next time to the rest. At least the Crying Towels got a good christening anyway.

Boy: "Those jaguar sports cars are real gone. Say, did you know the ordinary model is geared for 130 m.p.h.?"

Girl: "Yes, they certainly hug the road."

Boy: "Oh, to be a jaguar!"

If you've ever walked around a certain corner and heard strange noises being emitted, don't be surprised. Its only the Met Section in action - oh but what action! Our faxsimile (a form of Met TV) gives forth with ungodly squeaks, groans and occasionally produces a map. Five teletypes contribute their bit by pounding "le papier" twenty-four hours a day.

During the first part of September, Flight Planning decided they liked us well enough to even share the same office. Space being rather limited, the furniture was again switched around - for better or worse I cant' say. Although two observers complained of shocks when teletyping because their elbows were touching. Some people would think this a cosy set-up.

Travelling was cut down in August with only three trips, all of which were to London. No doubt, S/L Jerry Kennedy, Law Elsie Zilinski and Lac Joe Swidinsky filled up their snap albums after visiting the ancient, but exciting city.

Law Lucy Gluschenko astounded us not so long ago by announcing her engabug itch sure is catching. Lucy doesn't gement to one Jack Mastellar. This love let the weather interfere with her plans though, as the wedding is scheduled for December.

\* This conversation was heard as Sgt. Taillon was relating his tour of Bastogne, Belgium, where he visited the scene of the Battle of the Bulge. An amazed observer exclaimed, "Oh! I thought that was what happened when women went on a reducing diet."

From the Armament Systems side of the building comes great sounds crying and wailing. It seems that their much esteemed WO Coombs is leaving on the 15th of October for the "Land Of Milk and Honey". A party (Oh these parties!!!) was held last night, 14th Sept, sending him on his way. Good luck from all here at Wing Armament "Art".

Well, without further ado I'll say farewell for this edition from the Gun Plumbers Grotto of Marville.

Bye Now.

# 439 TIGER SQDN

S/L Belleau (the boss) has returned home - after 3 weeks leave which took him to Switzerland and Italy, then to Germany and back. He found the squadron in top operating form, and has again assumed the responsibility of 439, plus the problems and frustrations associated with running the C Ops O's Office. Mrs. Belleau has promised to write a full account of their very interesting trip.

While the boss was away, we performed under the able direction of the Deputy OC, S/L Bullock, who recently came to us from No. 3 Wing, after getting his Jet conversion in Chatham. Originally S/L Bullock was in charge of Air Cadet Training in TCHQ Trenton. After some difficulty the second boss has settled down in PMQ's with his family, consisting of his wife, and 3, 1 repeat 3 girls.

Which brings us to F/L Richard (Borgwood) Lee, who on Oct. 8 became the father of a new baby - giving him a score of 3 boys! Peg Leg Lee, as he was called, due to his injured knee being in a cast for a week, is fully operational again.

We have another new man as Flight Commander, F/L Dan (Slim) Schneider-who spent 2 years in "3 Wing, and now brings his ability and bulk to 439 Sqn. Along with his family, he is also settled down in PMQ's. Dan was once a school teacher out on the wide open prairie.

We say goodbye this month to the squadron live wire, the man with more energy than a million watt bulb. - F/L (Capt.) Morgan, who goes to Canada to find out if 315" magnetic will get him the same results as it has here in Europe. Bob is going, and I say it in hushed tones, to FIS Trenton. You know, this lad is called the mercy pilot of No. 1 Air Division. He is considered by the M.O to be checked out in midwifery both on the ground and in the air, having made more trips to and from Wiesbaden than the stork. This is now known to be the best possible training for a future flying instructor. We say good luck to Bob, up and coming young back seat driver of the Harvard.

F/O Pat (Father) Conlin has a new baby girl, born while the Sqn. did the tour at Rabat. Pat rushed home to be with Mrs. Conlin for the first time event. He claims the excitement of all this really improved his gunnery score, but says that next time he'll stay in Africa. Its easier on his nervous system.

F/O D. H. Pickering has also taken unto himself a wife, the former Miss Sheils McCagg of Ottawa, and now lives in Virton. The newlyweds spent heir honeymoon on the Riviera, motoring home through the French Alps and Switzerland. "Pick" had the unusual distinction of procuring a best man from 410 Sqn, Brian Titterton. Lots of good wishes are extended to this happy young couple.

F/O and Mrs. Ken Castle are missing from station activities the last two weeks, having departed to Deutchland for a whirl around the big city night spots.

F/O Don Misselbrook brings back from his holiday pleasant talk of the Isle of Capri - Italy -/Switzerland - France - Cannes - Nice - Rome - Naples - the whole tour took Don and Diane around 3800 miles of tourist attraction centres. Don will write his own account of their trip for Talepipe.

We also have to say goodbye to another young pilot from 439- who came to us in Luffenham, and has been the Sqn PAI. F/O Denny Hackett is now transfered to Reserve Sqn in Vancouver. The Hacketts return to Canada under rather sad circumstances. As his wife, Sunny, has been for some weeks in Wiesbaden, suffering from polio. She has been flown home by USAF Hospital Service Plane and we gladly report her condition is improving steadily. Young Dennis was born in Singapore, where he and his parents were civilian internees for 3½ years in Japanese hands. He knocked off a high score of 64.7% (manual) in Rabat in August, and should be an asset to 442 Auxillary Sqn. F/O Hackett wishes to express, via this magazine, his appreciation of the concern and assistance shown to him and his Fa-

mily on this station during his wife's illness. He is flying home to Vancouver with his two young sons via Paris, by TCA this week. Good luck, Denny.

F/O's "Mo" Morrison and "DA" Ryan are driving the Hacketts to Paris, and no doubt will take the opportunity to visit the art galleries and museums.

F/O (Tonsils) Tor Nilsen has an appointment in Lanstuhl on Nov. 2 to have these offending pieces of tonsillar tissue removed from his throat. He says: "This light diet of 4 steaks and ½ peck of potatoes per meal is kinda weakening, a growing boy needs nourishment, you know."

F/O "Jeb" Kerr is busily engaged in captaining and coaching the sqdn, basketball team, while F/O Don Landreville is captain of our bowling team, which is already active in the league.

F/O "Had" Littleton, who has capably managed and now completed his tour as Sqn. Adj., and has now relinquished this exacting job into the anxious, willing hands of F/O Bert Davis.

F/O Eddie Rozdeba (the Copenhagen kid) is still advocating his guided tours of Amsterdam, while quiet Cal Roberts, F/O, continues to pour gas through his big black super Chrysler on mysterious tours. Speaking of super cars, 439 has them, with F/O Bob Crowther still looking prosperous in his sleek Oldsmobile convertible.

F/O Y. Hallee has been absent lately, acting as liason officer with the French Ground Forces somewhere. F/O "Siddley Armstrong" Jones, is recovering from a short illness which necessitated a brief stay in Hospital.

Our newest member is F/O Fred Isaacs, who has had considerable jet flying experience with the Royal Pakistan Air Force. He is at present on leave with his family in Wales.

This is all the news we can muster for this edition, except for one most important item- I'm fairly new here too- 30th of June - from Chatham, Jet conversion.

By F/O E. J. Alto

# 439 REPORTS

I may as well start now as any time. Sorry to have missed the two previous issues. This is my first attempt as a reporter, and possibly will not last too long, as I have been informed that some of the previous reporters of 439 Sqn are about to be released from the mental home.

We have had quite a few changes in Personnel since the last news item from 439 Sqn. I shall not be able to mention them all, but would like to take this opportunity to welcome on behalf of the Sqn. our new E. C. F/O W.P. Lockhart who replaced F/L EJ Quinn & Large, Sgt LN McEvoy, Cpl's CW Long & DJ Lauder, Lac MacDonald, and all the rest of the new lads. Lac's D. Nash & Doc Savage have recently departed for Canada with their English brides. We wish them Bon Voyage & good luck in their new Canadian homes. We also recently said good-bye to Lac's Andy Boucher, JM Johnson and GD Jones.

Lac J. Garner recently entered into the state of Matrimony. Cpl Wing also decided a single man's pay was not good enough. Welcome to Marville Mrs. Garner and Mrs. Wing. Lac CE Whyte of Electrical Sect. has sort of a lovers' gleam in his eye; so it is quite possible that he will be mentioned in the next issue of TalePipe.

There were no promotions in 439 Sqn — so no news there. LAC St Amour is on TD in Metz at the exhibition as an interpreter. He says it is the first time he has been paid for speaking French.

Sgt Newnham has a happy look about him once more, now that his wife and family have returned from England. In fact he looks like an airman who has been on charge and had it dismissed!

Friends will be glad to hear that Lac GO Herr is progressing well after the unfortunate accident he had. Lac Monette who was also involved in the same accident as Herr is back to work. We wish Gordy Herr a speedy recovery, and hope that he will soon be home with his

wife and newly arrived daughter Jo-Anne. Congratulations Lac & Mrs Herr.

Congratulations also to Lac & Mrs. RJ Almack on the arrival of their son Wayne, and to Cpl & Mrs VE Smith on the arrival of their son Nicolas.

# 439 Armament Systems

One day several weeks ago, Sgt Peterson N.C.O. i/c entered the section and burst forth with an emphatic, NOW!!! since then we've been busily engaged in remodelling the section.

The renovation also entailed construction of counters and cabinets and installation of pack-up cases to contain test equipment & spare sets to be employed on exercises requiring sqdn. deployment.

With the end of heated arguments concerning where equipment should be situated in the section, and with muffled curses incited by a hammer on a thumb, now pleasant witticisms; the work is completed, giving our section an appearance of extreme neatness which will provide better working surroundings and higher morale.

Lac "Butch" Boucher recently returned to Canada where he will undertake further trade instructions at the Provincial Institute of Technology in Toronto. Shortly after Butch's departure we were complimented with the arrival of Lac Gil Martin, who comes to us from 2 TTS Camp Borden.

After having spent several weeks compassionate leave at his home in St. Stevens N.B. Lac Johnny Dick has returned to bless the section with his shy but not yet happy smile. Lac "Louie" Armson & Lac JP Latour ventured to Notts for a few weeks leave & should be returning soon???

Late Flash — Lac "Louie" Armson just received a signal that he will return to Canada on the 25 Oct. for Air Crew Training. Lac "Cass" Cossaboom is also leaving us very shortly to return to Clinton on Course.

By LAC CH. ROBERTSON.

# THE HUB CAP

By LAC E.L. DAWSON

Once again the eleventh hour for section entries is at hand we find ourselves with the proble of getting this entry to print. It seems since the last time the entry was published there have been many happenings in the land of the turning wheels.

Promotion day proved very profitable to the M.E. Section. Congratulations to Corporals Tittle, Snow, Kwasnika, Pierson, Baird and Sgt. (dad) Murdock. Nice going fellows and to those few disappointed souls. You may be next, who knows.

Our annual truck rodeo in skilled and safe driving competition proved very gainfull to three of our (mobile cowboys). Lac Lamuroux in first place, second fell to LAC Geldert and third to LAC Nymoen to the tune of \$25.00, \$20.00 and \$15.00.

Congratulations are also in order to LAC Chabot whose wife presented him with a son. On Sunday, October 16th. Also to LAC Madeau on a new son in July.

There have been many departures from the section to the Promised Land and many more following before the next publication. To compile this list it would look like the roll call on pay parade. To save time, money, and space, we will say to one and all, "Bon voyage, and the best of luck on your new stations," their gain is our loss.

The first mixed section party seems to be shaping up for the first or second week in November. If past parties at North Luffenham are any indication. This one should exceed all expectations for fun, frolic and food. Lets hope that this is but the first of many more to come.

Well that is about if from the M.E. for this publication. Our quote for the month, "A bird has feathers so it flies low, A car has wheels, so it goes slow. Keep the low flying strictly for the birds."

### Monthly Summary for August

Highest Temperature	92.9°F
Lowest Temperature	45.2°F
Total Rainfall	2.55"
No. of Days with Measurable Precipitation	7

Stratocumulussy Yours — Law Barb Barkwell

As a new contributor to Talepipe, though one of the older sections at Marville, I should start off by telling who we are.

Our official name is No. 601 Telecommunications Relay Squadron. We are situated east of the station where one can see a radio tower, truck and trailer. The latter houses two not so quiet deisel power plants which keep those residents of nearby barrack blocks awake all night. What do we do to earn our keep at No 1 (F) Wing?

Contrary to popular belief we are not guilty of any of the weird howls and squeals that may be heard on your radio at barracks or caravan site. Instead, we substitute for long distance telephone lines between the Wings and Air Div. This is a matter of taking a number of telephone or teletype circuits, or both, and shooting them by way of our outpost, or repeater stations as we call them, to Air Div Hq and on to the other three Wings. These repeater stations keep the signal from dying out, in other

## 601 Micro Wave

CPL R.T. Russel

words, they pep it up.

The system of mixing together many conversations or channels is called multiplex. For lay people; after our conversations and teletype circuits are mixed up and ready for transmission, its multiplex. The multiplex signal is then transmitted by an ultra high frequency transmitter known as a microwave transmitter. It will pass through a series of micro wave transmitting stations (repeating stations) to its destination this system is called relay and in all reality is just an electronic version of the pony express, which carried mail in the western states of America.

The micro wave system is widely used throughout the world today, rapidly replacing unsightly telephone poles and wires, because of the many channels and types of information that may be transmitted simultane-

## MESSAGE CENTRE

This article is written without any thought being given to a caption. If I think of one before I finish I'll tack it on, otherwise, ca faire rien.

We have in our section (Message Centre Radio Room) a strange sight. The subject is animal, almost extinct, and great care is being given to it by the government in its struggles to preserve, increase, and if possible, retain. Whooping Cranes ?? Negative OM, Negative. The subject is a Cpl, but more than *that*, a *radio op* Cpl!! All readers must agree that is indeed a strange sight, and one to be remembered when things are at a very low ebb. Heartiest congratulations are extended to this worthy airman, and best wishes during his airforce career. Nice going, Bill. Recently we lost two of our section, Cpl Ablett and Cpl Lloyd, the former going to Rockcliffe, and Jeannie to Comox. Both were popular members of our happy family and we wish them all the best. Our latest arrivals are F/S Ken Anderson, who came from Stn Cold Lake, Cpl Hazel Pouliot, on TD from Quatre Wing, and LAC Ed Cormier on TD from 3 wing. No new developments in the ROP Section other

than the switching of one ROP to TT duties shift, and one to TT duties straight. Get that?

Since moving into our new location (same building) everyone seems to be developing strong legs. Ours is the only msgcen in existence with a dias! The legs results from climbing a long three/step flight of stairs from the floor proper to the "mezzanine". By the way, that slot in the counter under the "window" is to put messages in. Keeps them from blowing down the hall to the Met Section.

A word of thanks to the Teltechs Bill and Chuck. These chaps are doing a very good job, and are almost always being called out during movies, from their beds, or from the wets. Nice to be so popular eh boys? Best part of it is, no one ever hears them beefing about their "EXTRA" duty. Maybe they wait till we are out of hearing, and then they cut loose!

Anybody want to buy a good used car? I hear that Red Leverington is going to sell his if he can get a good used pacer instead. That rite Red?

Until next month, don't get your feet wet, stay out of pool rooms, and remember to buy spring maid sheets.

KF Doucette

ously over a single system.

Microwave relays have many uses to mention only a few Telephone, teletype, television, broadcast radio, photographic maps and wire photos.

Its military importance is great owing to its mobility, and to the fact that advance HQs could be kept in direct communications.

It can move to a new theatre of operation as quickly as the headquarters itself, whereas when telephone lines had to be erected and strung it took a long time. To show how fast a microwave station can be set up; here at 1 Wing we installed the complete unit, including the 120 foot tower, in twelve working hours from the start of unpacking to the time when we were on the air. However for operational systems which use telescoping hydraulic operated towers the time can be cut down.

Microwave facilities here at Marville now are steadily improving over those of six months ago, when very many people had to put a very important call on ice because micro wave was u/s again. The microwave system being very new to the air force had many bugs to be overcome, and gradually we are being familiarized to the characteristics which are peculiar to this type of communication.

## WING TELECOM.

By SGT G.S. Work

With 1 Oct came the airmens promotion board, when it was all over we had one new Cpl — we all congratulate Wally Geisler who works, either at GCA or on his car.

All is quiet in the workshops today (13 Oct) the reason being WO2 Ken Rankin is not feeling to well today. We think the reason for his sudden illness may have something to do with the fact that we really had a bang up Telecom Stag last nite.

Since last month the ground workshops have lost three more of their personnel, namely LAW Rye and LACs Shane and Park, all three are going to try working for a living. LAC Musten who has been Sgt Norm Turnbolls right hand man has just returned from 3 Wing hospital in time to pick-up his clearance on posting to Canada on course so it looks like Norms going to have to clean his own floors from now on. LAC Beattie is now spending a few days TD in London.

Thats about all for this month.

# Protestant Chapel Corner † S/V R.P. Condon

The past month has been a busy Chapel. The newly acquired choir and pleasant one in the history of this gowns worn by the Chapel Choir add much to the attractiveness of the services. With the training and experience of singing together for a while the expected harmony has been produced along with a very fine fellowship among the members. Vocies have been strengthened and mellowed by a coffee break at each practice now on Thursday evenings. Much appreciation is felt for the faithful, and unpaid, labors of this group. The leading in the Sunday singing; the anthems given which enrich the worship services; and their appearance at funeral services, are but a small part of the contribution made by this organization. Mention should be made of the beautiful anthem sung on Thanksgiving Sunday. As the choir has grown in numbers it was found necessary to procure additional gowns.

The Chapel was the scene of two beautiful weddings the first being that of F/O Doug Pickering to Sheila McCagg and the second that of F/O James McIlraith to Phyllis Peryer. The best wishes of the congregation are extended to the happy couples.

World-Wide Communion Sunday was fittingly observed on 2 Oct 55 during the morning service at which

68 remained for the Communion Service.

Sunday School classes have been resumed under the capable leadership of Mrs. Neilsen. Classes are held in the Rec Hall each Sunday at 1100 hrs. It has been gratifying to observe the number of teachers who have volunteered their services in this important phase of a child's life. We look forward with confidence to the coming year's work with this staff on hand.

A newly formed Chapel Committee has been elected and will be headed by F/L Len Fallis along with F/L Doug Campbell, F/L Dick Lee, F/O Wilf Thorne, LAC Bert Leverington, Mrs. B. Neilsen, F/O A. Bigg as President of the Chapel Choir, Cpl. MacCallum LAW E. Bacon and LAC A. Boyce.

Services have been well attended in spite of the many extra-curricular activities offered on the weekends. One notices the particularly good congregational singing each Sunday in this Chapel.

The prayers and warmest wishes for recovery to good health are extended by the congregation to the sick and particularly this month to Mrs. Hackett, LAC Johnny Rodgers, F/O Dave Stewart and LAW Caines who are undergoing treatment at

Wiesbaden. Also best wishes are extended to LAC GO Herr in our Station hospital as a result of an explosion of a fuel tank while at work.

With the completion of PMQ's, resulting in a more centralized community, it is planned to have a Chapel Guild, a Bible Fellowship Group and a Young Married Couple's Club.

The support of the parents is requested in connection with the Sunday School classes. See that your child is present, prepared and participating in the class activities. The material for instruction is of a high quality; the teachers are enthusiastic; and we have for our classes good facilities in the Rec Hall. Support these devoted teachers and you are giving to your child an immeasurable good for his life.

Not very long before his death President Franklin D. Roosevelt asked his friend Stephen Vincent Benet to write a prayer that the president could read on a special occasion. This is what Benet wrote: "Our earth is but a small star in a great universe. Yet of it, we can make, if we choose, a planet unvexed by war, untroubled by hunger or fear, undivided by senseless distinctions of race, color or theory." Such, in a small way, is the program of your Chapel.

Will you assist?

## C. E. CHATTER

By Sgt WEAGART

Here at the CE Section we were all very pleased with the results of the last promotion board. We had three promotions which are as follows.

Sgt Threlfall to F/S better known around the section as "how ya doin".

Sgt Bell to F/S.. he is the man that keeps us warm on those cold winter nights, if you get cold. He's the NCO I/C the heating section. Cpl Howard to Sgt.. who is with the carpenter section, and we wish to say congratulation fellows.

In the RCAF we are always making new acquaintances and saying good bye to the old. We have two of our

staff that will be returning to Canada. They are Sgt Lane of the carpenter shop who is transferred to RCAF Stn Trenton and Cpl. Al. Bonica, our pump man who is transferred to RCAF Stn Uplands, bon voyage, and the best of luck fellows.

In the vacation department we have F/O Le Page and family who I understand had a very enjoyable time in southern France. He visited places like Nice, Montecarlo, Saint-Tropez and Morocco. F/O Lepage recommends this trip and adds especially in June.

We have Sgt St. Lewis, who toured Germany Austria and Switzerland. Lewey tells us that the Cadillac climbs just like a mountain goat. We'll believe you Lewey.

Say, what's this I hear about our bowling team beaten the very first

night out, could it be? Oh well I suppose the old arms were not in shape.

Main topic around the section these days seems to be hunting and shooting and with Sgt Bill Mosely in our midst there's plenty of expert info. Bill's sport of course is deer hunting. And he favours a 270 bolt action complete with scope which must be a 2 3/4 x 5 power variable. I mustn't forget that Bill promised he would get me an article on hunting, especially on the finer points of good shooting. We'll be looking for this article Bill.

I also approached W02 Maxfield our foreman of works for an article. As most people know, W02 Maxfield is up to his ears in work, but never the less he promised an article for the next issue, so I assure you we will be hearing from him then.

# N<sup>o</sup> 4 Hangar Wheelhouse

BY CPL TED BARTON

Our first topic for this month may be called "Business - Practical and Personnel Problems of a Maintenance Section." In this, we of the aircraft trades wish to point out to lesser trades of this airforce the reason why we consider ourselves more important.

Primarily, an airforce is formed so that a maximum of serviceable aircraft of various type will be available to meet any or all emergencies. To bring about this desirable situation we must first have aircraft, and then, we must have the means to support them, which in our system gives us the squadrons to fly and service them, together with a central maintenance system to repair them - the latter being called Wing Maintenance.

As to the business and practical problems - we can only say that they are usually a standard type of problem ranging from aircraft to pencils. The more important and deeper technical problems are handled by the "executive" branch of the section - their decision is then sent down to the tradesmen affected.

Personnel problems in our line of work are secondary - we, with our petty troubles, are doomed to spend the rest of our lives watching the aircraft walk off with the bacon. I have seen an aircraft sit in a nice warm hangar and rest for a week

simply because it had a hole in its fuel tank, while we, with equally severe holes in our heads, had to keep on working. I have seen grown men cry when their aircraft came limping back to the hangar to be comforted by the soft hand of an aircraft "technician". Oh, what a hard life is this!

Now, if you are to take this theory to some person of a lesser trade, such as accounts, Wing Orderly Room, Hospital, or even the SWO's office, you would find yourself being laughed right out of their section. These ancillary trades people actually believe that we have aircraft on the station so that they can idly watch them as they doodle around with "pay ledgers", "corn plasters", and "orderly corporal rosters" or whichever the case may be. And then they have the gall to call themselves "essential".

Can you imagine yourself in the midst of a bombing raid, with bombs bursting on the left of you, things burning on the right of you, other things exploding in front of you and a little man shooting at you from behind with a great big gun? Then, can you see yourself running to the Hospital for a new corn plaster or to the Accounts to pay what you owe on a two dollar travelling claim? Ha! No Sir! you 'd be hiding in a ditch somewhere just like the rest

of us. But we **can** imagine the Hospital saying, "I'm sorry, but we can't do anything about that broken arm right now. You'll have to come back tomorrow on sick parade and don't forget to bring an M25 properly signed by the NCO in charge of your Section Orderly Room."

- This all reminds us of the old days on basic training when our instructor told us that the Air Force was not **all** parades and joe jobs. He told us that when we finally got transferred to a real front line station such as "overseas", where they have great big "jet" planes with huge guns sticking out all over them, then we would make us feel "jammy". But, my gosh! did you single guys ever try to get a cup of coffee in **our** Snack Bar at 3:00 in the afternoon, and did you have to wait for all the, shall we say, non-uniform air force types to leave?

In summing up all that has gone before in this article, let's say that if all the "other" trades on the station will show a great deal more respect to the "technical personnel" in the aircraft trades, we of those trades will try to patronize their sections as little as possible. If it were possible to bring this "deal" about, we are sure that our boss would be very happy - because then we would be able to spend more time working on those wonderful aircraft of ours.



# GUARD HOUSE CAPERS

BY SAL SPADE

As the section representative, having been detailed to get the facts, and produce for Talepipe something of the happenings in the AFP Section Section I was immediately seized with writers camp, this being my first venture into its pages.

First a welcome to our newly acquired staff, Sgt. Kerster and Cpls Limoges and Riddel.

Our former W. Sec O, F/O Howson was bid a hearty farewell from the section (wow what a party) to his new unit Torbay this leaving F/L Reimer to the daily problems of the AFP, which are many.

CONGRATULATIONS are due for our new substantive Cpls, namely Sicotte, Pfahl and Sawchuck, not to forget yours truly, also our attached personnel Smith and Hervie that are now among the coveted ranks.

Sgt Wood, our famous Sam Spade,

sans wheels, is at present spending his leave touring Longuyon by bicycle and all used car lots this side of Belgium trying to get mobile again. Good luck Woody.

Also enjoying some well earned leave at this time Sgt Waite, our NCO i/c of Orders and Disorders not mention that he has even taught our detainees how to brew coffee.

Now to another dept in our busy little bureau, AF Licencing. Cpl Potentier, (our Liberace) version of a harrowing days is computed by the number of persons who have to be driver tested, for an AF operators licence. Just the other day he was seen talking seriously with a life insurance salesman. Could be the odd driver has scared him, I guess. The barrier boys, on seeing Bernie in the passengers seat immediately fling the barrier to its most upright

position and hope for the best.

Now down the hall to the Identification Section or Civil Laisser-Passer as the French call it. Here Cpl Sicotte and yours truly will really get the goods on you. Don't try and tell them you're blonde if its grey hair your wearing and we are getting good at guessing weights by now. Uncooperative customers usually end up with finger print ink up to the elbow.

Investigations hasn't too much to report except that the interrogation chair is becoming more uncomfortable each day.

One thing to bear in mind is that our over-nite accommodation is considered quite good and our customers always get up for breakfast.

Thats all to next month.....



## NEWS & VIEWS of the SABRE RIFLE & PISTOL ASSN

BY CPL. BILL WARSHICK

We have read that the Norweigen team has again won the shooting end of the Britania Shield Competitions for the umpteenth time. Congratulations to them on their fine showing. Did the R.C.A.F. have a team this year? No some old foggy decided that if they could not win they would not compete. What a fine example of sports and sportmanship. There is one thing to look forward to, this should not happen again.

There were three Canadians in the Queen S 100 this year. Sgt J. H. Blais of the R.C.M.P. made the best showing and placed 22nd. It is to be hoped that next year this list will include at least one member of 1 (F) Wing Team.

The indoor range is finally open. It took a lot of scrounging, a lot of thinking, a lot of work, a lot of patience, but we think that it was worth it. There is one thing for certain, there are few ranges anywhere that can compare with it. It is there for your use - use it.

There are three competitions which have a years time limit and in which you compete against yourself. The R.C.A.F. awards which are described in the Club's Information Bulletin, the Dominion Marksmen awards, open to sporting rifles, and the C.C.A.M. awards for any Rifle Including Matches Rifles. A Sporting Rifle is defined as any mass produced .22 whose weight without sights is not more than 7 1/2 lbs and with sights not more than 8 lbs.

Each month there will be competitions for three classifications of shooters. The prizes are very attractive and there is no cost to enter. Your classification is worked out by the last 10 targets that have been shot.

The annual turkey shoot will commence in November, and will be open to non-members as well as members. There is no skill required - come out and win your Xmas turkey this year.

Well see you at the range.

REAL SOON!



**SABRE  
RIFLE  
&  
PISTOL  
ASSN  
ANNUAL**



**TURKEY  
SHOOT**

**NOW  
TILL  
XMAS**

