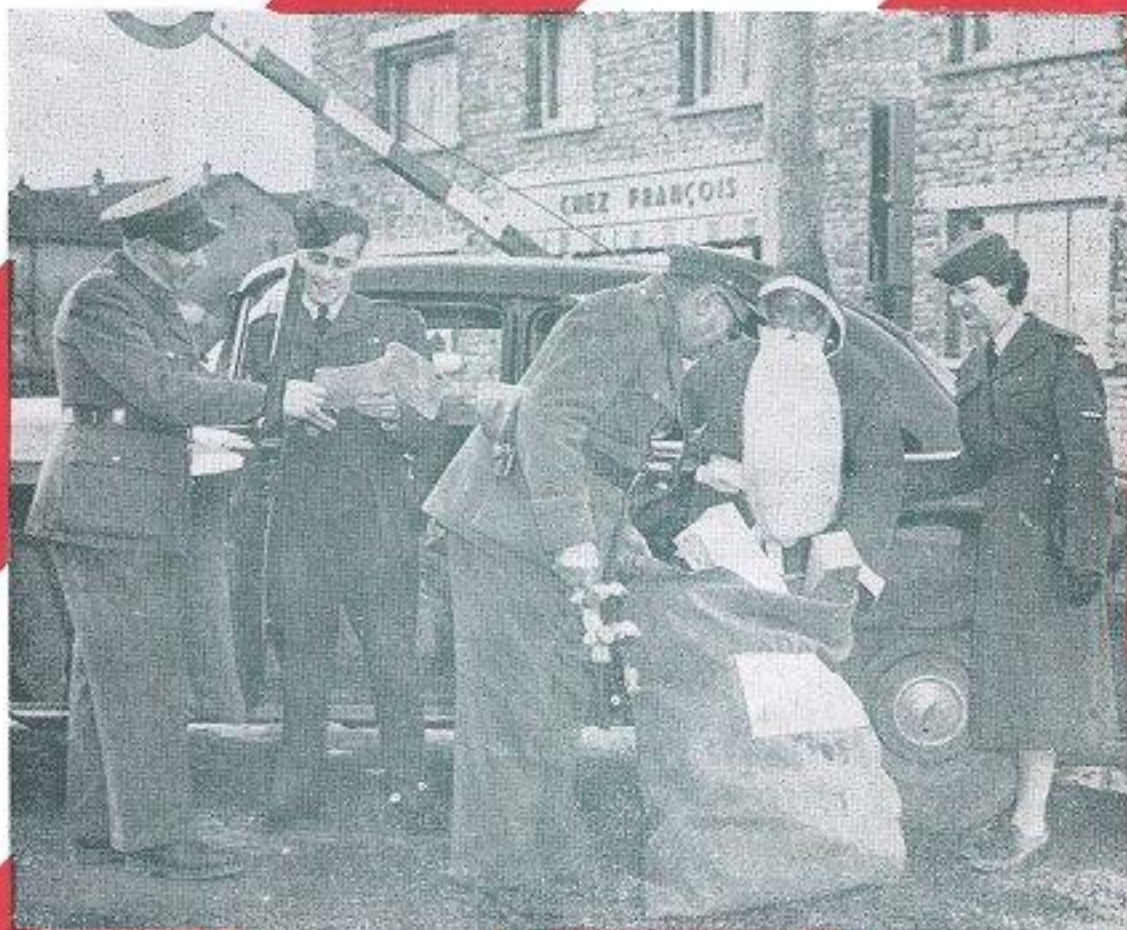


# talepipe

VOL. IV

DECEMBER, 1955

No 4





It was with deep regret that personnel at 1 (F) Wing learned of the death, Dec. 3, of 43672, F/O Peter Pigot, in the crash of a Bristol Aircraft near this wing.

A popular member of 441 (F) Sqn, F/O Pigot joined the RCAF, 2 June 52, at Lethbridge, Alta. and trained at Gimili FTS. He joined 441 (F) Sqn in April of 1954.

Born 18 Jan 26 in Manchester, Eng, F/O Pigot attended Gatby High School, Cheshire. From 1943 to 1945 he was a member of the Royal Navy Fleet Air Arm and was undergoing flying training in the United States at war's end. From 1945 to 1948 he was a Lieutenant in the British Army, and saw service in India. He was a recipient of the War Medal.

A funeral service was held here, Dec 6, with later burial in England.

Married 23 Dec 53, F/O Pigot is survived by his wife Vivian (Kristy Anson) and a daughter, Shiela.



F. Simpson

Merry Christmas  
et  
Joyeux Noël

# 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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"Talepipe" has a circulation of 1,300 free copies. It is distributed in Canada and other parts of the globe. Advertising rates for display ads may be obtained on application.



# EDITORIAL

By S/L R.P. CONDON † Chaplain (P)

*This year Christmas falls on a Sunday morning. In that respect it differs from the last few years in that Christmas fell on a week day. Many people dismissed the idea of going to the church, even for Christmas morning, because it just didn't seem necessary to worship on a weekday. Then, too, Christmas morning provided sufficient activity in the home without rushing off to church. But this year Christmas in on a Sabbath morning. Just a reminder.*

*Also this year there will be the opportunities offered by Saturday night. I have often suspected that the hymn of the church which begins, "Christmas, awake! salute the happy morn," was written specifically for the day when Christmas fell on a Sunday morning. (Incidentally, the exclamation marks are those of the composer.)*

*There will be the many social events again calling on your time and nervous energy in the days leading up to Christmas morning. It is pleasant to respond to the call of gathering with friends at Christmas time because everyone seems happier, kinder and laughter comes easily. As a matter of fact, laughter bubbling from happy hearts is almost an act of worship. God is more surely worshipped by a shining countenance than by a sombre mien on the occasion of His birthday. There is, as we are reminded elsewhere, a time for laughter and a time to mourn. Surely with the terrific fact of history which this day commemorates there should be rejoicing, gay gatherings and the feeling that life is rich and meaningful. But in this, as in all the affairs of life, there should be tem-*

*perance. (Now in case that nasty word cast a blanket of gloom over some reader's heart let me hasten to explain that what is suggested is not abstinence but rather balance.) In all the rejoicing there can be no balance if we do not stop for a few moment's reflection at Christmas time.*

*Worship must be an integral part of the Christmas program and celebrations or they be come as tinkling cymbals or soundings brass. Worship, in a humble, grateful outpouring of your heart for the gift of Jesus Christ to a staggering, purblind humanity to redirect our footsteps, should come to a man as naturally as the eating, drinking and presentation of gifts which characterize our mode of life during the Christmas season. By kneeling, in a figurative sense, at the Manger at Christmas a man immeasurably increases his stature as a true man. I have known people, basically good-hearted, who would blush in shame to hurt or unthinkingly insult another person, but who will sail blithely through the Christmas season on a sea of alcohol with no recognition of the religious background of the event they celebrate. I frequently wonder now long God will tolerate our calloused stupidity in many of the practices that have crept into our modern standard of observing Christmae?*

*For a man to leave his wife and children on Christmas morning and head towards the Mess with one purpose in mind and on the fulfillment of that purpose to return home sometime late in the afternoon and utterly ruin the day for his children is as ungentlemanly an act as can be ima-*

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## On The Cover

Santa Claus was almost late arriving at Marville because of a hold-up at the Belgian Customs. Alert Talepipe photographers got the picture and overheard Santa being quizzed with: "Any whoesky?"



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## About Milk

Dear Sir,

The November issue of Talepipe contained an article about the Airmen's Mess not providing sufficient milk to living in airmen and women. In replying to the writer and others interested it should be known that the messing personnel have not been approached for an official answer. There is a misapprehension about our source of supply which is the same for milk as all other commodities (The USAF commissary at Etain). This is how our good friends, the yanks, operate. A monthly menu is drawn up by a competent staff of dietitians and others of the food services branch. Rations are issued in accordance to the menu, and when milk is included for a meal it is issued on a basis of 24 qts per 100 men on ration strength. The RCAF being accustomed to 25 oz per man per day, requested to have the milk increased to 74 qts per 100 men or approximately 20 ounces daily. The yanks granted our request so long as we do not exceed the daily allowance of between 95 c. and \$1.00 per day per man, or the cost to feed an American airman. In order to live within our allowance many deletions of less important commodities are made and the credit applied against the extra milk drawn. This constitutes a complicated system of accounting for the messing staff and the accounts section, as every commodity received must be priced. All in all 20 ozs of milk per day is considered sufficient for an adult, however, 40 ozs or 1 qt is issued to RCAF cadets in Canada.

If the writer would require more information a messing committee is now functioning and it would be only too happy to have you as one of its members.

L. R. Charbonneau, F/L  
W. Mes O.



## The Real Paris

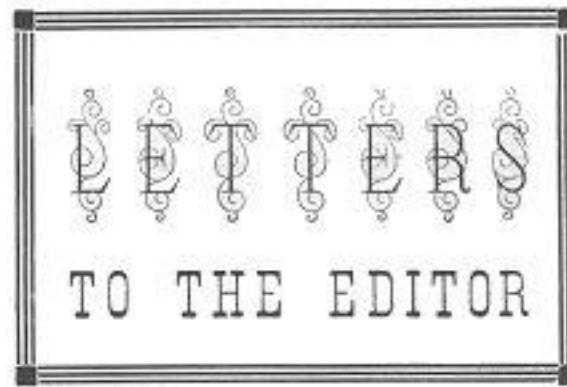
Dear Sir,

In your last issue of Talepipe I read, along with all the other articles, "The first and last time I saw Paris".—An article which was very well written but quite evident to me that the writer must have certainly been wrongly directed and certainly went to the wrong places.

Of course it is only natural for any one who goes to Paris for the first time to want to go to Pigalle, Montmartre and places where you expect to see so many things that you've never before (need I explain). And why? Because some of your friends told you, or you heard back home that the place to go while in Paris is Pigalle. I know I had the experience my first time, but the 12 to 14 times that I have gone to Paris since, I have made it a point to visit Paris, the real Paris, the beautiful Paris.

To really see Paris as you should, would take about three years. Of course we don't have three years, to visit. There is so very much to visit in Paris and these places must be visited at the right times. For example, the Champs Elysées should be seen during the afternoon or early evening. To see what I mean sit in a sidewalk cafe, sip a glass of good wine and just watch what goes on around you. Visit the Eiffel Tower in the early forenoon along with the gardens and parks that surround it, and at the same time across the Seine, the Palais de Chaillot, one of the modern museums. The Arc de Triomphe (otherwise known as l'Etoile, the Star), should be seen at the rush hour. The traffic in that square is terrific. During the afternoon a visit to "Les Esplanades des Invalides" where the tomb of Napoleon rests and gardens that also surround it should be seen. The Opera House is also a must to visit. If you are fortunate enough to visit the inside or take a tour of the opera don't miss it. If you are with your wife or want to buy something for the girl back home, visit "les grands magasins", the large stores. You will see these along the "Rue de Rivoli", "l'Avenue de l'Opéra", "Rue de la Paix" (with its perfume shops), and the "Champs Elysées".

An entire day would be needed to visit a must while in Paris, and that is "Versailles". Versailles the residence of Kings and Queens of France for centuries, where the famous treaty of Versailles was signed at the end of the first



World War. You will visit the hall of mirrors where this important document was signed. The rooms of this chateau are covered entirely with paintings by famous artists of the times. If your visit is during the spring you will see gardens and parks like you've never seen. The colour is beautiful. Marie-Antoinette's little cottage and mill are situated away from the chateau and in the woods. Yes, Versailles is a definite must on anyone's list.

The famous museum of the "Louvre", the "Bois de Boulogne", a small forest in the heart of a city, a stroll along the Seine in the spring is also highly recommended. There are so many places.

The great churches of Paris: "Notre-Dame", "La Madeleine", "Sainte Chapelle", "Saint-Sulpice" and yes "Sacré-Coeur". But when visiting a church one must visit the inside; its altars, choirs, murals and paintings, not the vending stands that are outside the church along the street.

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## Service Wives

Dear Sir,

Since "Talepipe" printed a most interesting article on service wives written by a married serviceman, would you care or dare to print the views of a service wife on service men? This is not written in a spirit of revenge because I admit the serviceman has hit the nail on the head where some service wives are concerned. However, it is unfair to insinuate by silence that service men are angels. Could it be that the writer of "Service Wives" wears wings over his left-hand pocket and somehow, over the years, has come to associate those wings with the "status" of service men? Well, let's disillusion him!

Canadian airmen are fairly normal in Canada but once they land on foreign soil, they suddenly change into "special items" and brush aside anyone or anything standing in their way to a good time. Some have no respect for the people or the laws of the countries they live in or visit so convinced are they that theirs is the privileged race. They throw their money around and then accuse Europeans of robbing them.

Our government gives our service men a free trip to Europe and instead of taking advantage of it to see as much of Europe as they can to round out their education, most of them stay at the camp, drink and crab-crab-crab, or is it drink-drink-drink? Yet these boys will volunteer their impressions of France, its people and its government. Although they have not been to Paris, they are firmly convinced that the Eiffel Tower is held up by a pile of manure. If they were stationed at North Luffenham where their behaviour pattern was the same, they are likely to tell you that London has thatched roofs.

Another type of service man does a bit of travelling and generally gets to Paris because he has heard that it is a wicked city. Ignoring the artistic and historic, he heads straight for Pigalle - then comes back to camp moaning that he has been robbed. THAT type of entertainment is not free anywhere. Obviously those boys have

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## Service Knowledge

Dear Sir,

Every Aircraft Tradesman has a right to be proud of being a "Tradesman" but when that pride reaches a point where he starts looking down on the other services within the RCAF it is no longer pride in his accomplishments and in himself, but conceit and conceit shows ignorance, and in this case, ignorance of Service knowledge. Now there is only one suggestion I have for people who fall in this category and that is, that they return to a Manning Depot and re-learn a few of the basic facts about what makes the RCAF or any other Service function. I am listing below a few questions for these people to think about:

1. If the GD or Civilian cleaners did not clean the halls and washrooms of their barracks; clean the dishes in the Messes; clean his club or Mess, who would do it?
2. If the clerks in the Orderly Room did not keep their records; issue DRO's; answer a thousand-and-one questions and handle reams and reams of necessary paper-work and red-tape, then how would this get done?
3. If the Account Section were to say "To heck with it; we may pay them some time." Or if they did not keep the Pay Records in order, would you be happy?
4. If the ME Section didn't haul the material to maintain the aircraft could the Tradesman put them in the air? If they didn't truck in supplies, eg: food for the mess-hall, beer for the Corporals' Club, would the Tradesman be happy? And after all, you can't have an efficient Tradesman unless he is happy
5. If there were no Cooks or Dieticians to prepare his meals how well would he get fed? They say that an Army marches on its stomach and in all truth it can be said that an Air-force flies on its stomach, though there are times when some of us are flying that we wish we didn't have one.
6. If the AFP's did not look after the Security the the Station and did not try to maintain some kind of law and order, just what kind of a barbaric conditions would come into-being?
7. If the people in the TOWER and GCA did not control and guide the Aircraft once the Tradesmen got them ready to fly, what would present Air Traffic-jams and bring the kites back to base in bad weather?

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## PMQs

Dear Sir,

Last month's issue of the Talepipe contained a letter on the PMQ's at Longuyon from a very sanitary type whose name did not appear at the close of his letter. As one of the first occupants of the PMQ's at Longuyon, I take violent exception to his remarks on one or two points. My immediate reaction on reading his letter was to bail up and spew the searing sulphuric content of my wrath upon the writer's noble and sanitary brow. A moment's reflection revealed that this violent reaction was exactly that of the writer of last month's letter. Now that my indignation has cooled off to the simmering point, I feel better disposed to answering his letter, not only on my own behalf, but, I believe, on behalf of the majority of the first occupants of PMQ's.

When the undersigned moved into D. Block last April, it was incomplete (in fact it was only completed a few days before he moved to B. Block). However, despite the incompleteness of the apartments themselves, they were quite comfortable and these were little or no grumbles on that point. As a matter of fact a most cheerful atmosphere prevailed. We were a new station in a new country, we had new quarters, and it was Spring. Spring, as anyone knows, brings the gentle rains and in PMQ's, which were under construction, that brought mud. Such paths as existed rapidly disappeared from sight, and, at times, it was difficult to even locate the road. It was over, great periods of time,

Please turn to page 26

# Alkit

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## Personality Parade

By F/L Tom Gigliotti



This month's personality carries two and one-half rings and was one of the first arrivals at Marville, the exact date being January 3rd of 1955. He was also the first living-in officer.

He was born at an early age in the thriving community of Viking, Alta., took leave, also at a tender age, for Waskateau, Alta., where time passed to the extent of public and high school. By this time he had been joined by two sisters. After high school came the Univ. of Alta. where a B. of Com. was obtained in 1943. Being a peak year, he enlisted in the Army right after graduation in May and received his commission in November. His Army stay took him to the U.K., where he made his first contact with Meteorology, amongst other things, one being a stay of four and one-half months at various RCAF stations. Back home and rehad, in April, 1946, and then Univ. of B.C. for one year which resulted in a B. of A. degree.

The supreme moment came shortly after when he joined the Dept. of Transport as a member of the first Post War Introductory Courses to Meteorology.

This took him to Trenton, Churchill and AFHQ as a civilian meteorologist. Then a further temporary commission in the RCAF and his arrival at Marville.

His career has brought forth a claim by our hero, "To have never worked, since I've

always been either civil service or military service."

His extracurricular life at Marville took the shape of bartender plus housing officer of the mess committee.

Taking an active part in Marville Flying Club, photography plays a close second as far as hobbies are concerned. They also tell me that he never misses a party which accounts for his quick wit with any occasion. Whether it be work or play, he's "right on the ball", ready for most anything.

Love life has been most secretive though rumour has it that on his last leave, his days were brightened by the presence of two companions, neither male!!

When departing from the realm of AFHQ, his cronies presented him with a beer mug engraved with these words: "DICEBOUND, DASSBOUND and DIVBOUND", which briefly sums up his career to date;

"Dicebound" for his stay at the "froid" domain of Churchill and the "dice denoting the fact that the dice were kept busy a great deal of the time."

"Dassbound" standing for Director of Staff Services. As you can gather, there is a slight sarcastic insinuation that the person under consideration is chained to his chair.

And finally "Divbound" refers to is posting to One Wing and is present position as head of the Met Section.

# THE Soft TOUCH

You're sitting in your torch at the end of the strip. All checks have been completed. The familiar voice of the tower operator makes you sole owner of the runway and you automatically ease your left hand forward. The anticipated surge of power is there and the invisible pressure pushing you back in the seat feels real good. At first you are aware of your forward motion. There goes the first intersection. The brilliant yellow of a cruising fuel truck catches your eye. There goes the tower in a slight blurr. As your forward momentum continues to build, the world outside your cockpit narrows down to a centerline, a panel of instruments and the horizon directly ahead. Your plane has just reached the unstick speed as you start to ease back on the stick, NOW STOP!

No, this is not an article on how to abort a takeoff. I don't profess to know too much about that but I do know about aircraft brakes. So, I got you into this mess in order to illustrate the terrific amount of heat potential that you build up for your brakes, with every takeoff you make.

You pilots of the modern, fast military airplanes depend more on good brake performance now than in any previous period of airplane development. The reason for this is the higher wing loading and lower lift coefficient current on the thin-wing and swept-wing configurations. This speed increasing combination has necessitated changes in the brake assemblies which in turn has affected the technique required of the pilot in stopping his rolling stock. A good example of these brake changes may be found in the F-86H.

On the landing approach, the pilot will find that the F-86H differs from the F-86F and D, in that the "H," with the "6-3" leading edge, has a higher approach speed due to heavier weight and the lack of leading-edge

slats. The fixed leading edge of the F-86H increases its performance at the high speed range but at landing speed, due allowances must be made for directional control and rate of sink. All of these conditions increase the safe touchdown speed of the airplane, which should be around 135 knots, depending the landing weight. Excessive landing speeds increase the possibility of tire blowouts or failure of the brakes because of excessive temperature development.

It should be borne in mind that an aircraft brake is a heat reservoir where the kinetic energy of the airplane, because of its weight and landing speed, is converted from foot pounds to BTUs or heat units. Therefore, the basic premise of brake de-

sign is resolved by how many BTUs can be absorbed in the brake rotors before the critical temperature is reached.

The amount of heat involved can be explained if you consider the analogy of the airplane accelerating from a standing start to takeoff speed. The forward velocity is attained by virtue of burning fuel in the engine. The fuel represents so much heat in BTUs which is converted into kinetic energy in the airplane. When the airplane is brought to a stop during landing, the reverse of the above takes place and the kinetic energy shows up as heat in the brake. This energy is proportional to the square of the landing speed.

On high performance airplanes such

Please turn to page



Sabres like these old 441 Sqn. MK2s were easier on brakes and tires because, fitted with slats, they had a lower approach speed.

# STAFF WORK

# STAFF WORK

(It has been remarked that there are heap plenty chiefs but too few braves. However, were the proper proportion exists, we feel the following smoke signal can do no harm. It is an excerpt from an article copied from the United States Infantry Journal of March, 1942.—Ed.)



✠ The French Government gladly paid an outstanding debt recently by honoring an RCAF Corporal for his action with the Free French Air Force during World War Two.

Four-times winner of the Croix de Guerre for his outstanding services as a French Navigator, Cpl. Jack P. Prior was presented with the French Médaille Militaire, which he would have gotten in 1946 if he had not left France.

Flying in Bostons and Mitchells from June 1943 to war's end, he operated from bases in England, France, Holland. His 59 sorties against the enemy in Northern France, Germany and the Low Countries earned him this citation:

"As lead navigator of his formation he particularly distinguished himself, on the 18th of May, 1945, by directing an accurate attack on a very important target."

Discharged in June, 1946, Cpl. Prior worked with the French Civil Service for the following year and then as a flying control and GCA operator under the Dept. of Transport at Orly Airport, Paris.

In April, 1951, he joined the RCAF and various units in Canada prior to his transfer to North Luffenham in November, 1954. He moved with 1 (F) Wing to Marville in February, 1955, and was promoted to his present rank the following April.

Cpl. Prior, a keen skiing enthusiast, spends most of his square time now navigating the slopes of the French Alps.

The impulse which often comes to the inexperienced staff officer to ask the chief what to do, recurs more often when the problem is difficult. It is accompanied by a feeling of mental frustration. It is so easy ask the chief what to do, and it appears so easy for him to answer. Resist that impulse! You will succumb to it only if you do not know your job. It is your job to advise your chief what he ought to do, not to ask him what you ought to do. He needs answers, not questions. Your job is to study, write, restudy and rewrite until you have evolved a single proposed action—the best one of all you have considered. Your chief merely approves or disapproves.

Do not worry your chief with long explanations and memoranda. Writing a memorandum to your chief does not constitute completed staff work, but writing a memorandum for your chief to send to someone else does. Your views should be placed before him in finished form so that he can make them his views simply by signing his name. In most instances, completed staff work results in a single document prepared for the signature of the chief without accompanying comment. If the proper result is reached, the chief will usually recognize it a once. If he wants comment or explanation, he will ask for it.

The theory of completed staff work does not preclude a rough draft but the rough draft must not be half-baked ideas. It must be completed in every respect except that it lacks the requisite number of copies and need not be neat. But a rough draft

must not be an excuse for shifting to the chief the burden of formulating the action.

the completed staff work theory may result in more work for the staff officer, but it results in more freedom for the chief. This is as it should be. Further is accomplishes two things:—

(1) The chief is protected from half-baked ideas, voluminous memoranda, and immature oral presentations.

(2) The staff officer who has a real idea to sell is enable more readily to find a market.

When you have finished your completed staff work the final test is this:—

If you were the chief would you be willing to sign the papers you have prepared, and stake your professional reputation on its being right!

If the answer is in the negative, take it back work it over, because it is not yet completed staff work.

Two new models are to be added shortly to the RCAF's growing fleet of helicopters, it is announced by Air Force Headquarters.

RCAF crews expect to fly two H-34 helicopters to Dorval, outside Montreal, from the Sikorsky plant at Bridgeport, Conn., within the next few days. Six of these big single-rotor helicopters are on order.

During November the RCAF expects to accept delivery of the first of six Piasecki H-21 B helicopters, from the Piasecki plant at Morton, Pa.

The new helicopters will join other types, obtained last year, on transportation chores during the construction of the Mid-Canada early warning line, being pushed through along Canada's 55th parallel of latitude.

The train stopped for 15 minutes at a large station in Western Canada and two elderly American ladies, visiting the Dominion for the first time, stepped out on the platform to stretch their legs.

"What place is this?" one of them asked a man lounging against a baggage truck.

"Saskatoon, Saskatchewan", he replied.

As they turned away, one whispered to the other, "Isn't it exciting?". They don't speak english here."

# PLEASE Colonel...

From Air Force Magazine

IF YOU ARE NOT sporting lower grade shoulder ornaments in Washington military circles, you probably never heard of me, though among the humbler ranks in the Pentagon I am a minor celebrity.

My admittedly limited fame rests—as fame so often does—on a rather simple fact: I happen to have completed a duty tour in the capital in less than a year. Ordinarily, a stretch of about four years is the fate of most men picked for Washington duty.

My premature decomptment from the Potomac area was the result of a simple telephone call—or perhaps I should say a series of telephone calls. As a result, the word went out that a nonconformist was abroad in the Pentagon corridors; irrefutable proof existed that I had committed military sacrilege by "going out of channels."

Since public revelations of monitored telephone calls seem to be the rage these days, here is mine. It is an almost exact transcript of one of the last telephone conversations in which I was involved while serving as an Information Officer on the Air Force desk of the Press Branch in the Department of Defense.

Secretary: Equipment Planning. Miss Malprop speaking.

Sobbee: This is Captain Q. N. Sobbee. Is Colonel Ramble there?

Secretary: Colonel Ramble is out having coffee just now. Will you speak with anyone else?

Sobbee: Yes. Let me talk with his deputy.

Secretary: That's Colonel Flak. Just a moment, please.

Flak: Colonel Flak.

Sobbee: Colonel, this is Captain Sobbee of Air Force public relations. I wonder if you can help us? We've been asked if the new clothing allowance for airmen permits the issuance of replacement shoelaces for old worn ones. Can you give us anything on that, sir?

Flak: I see. Well, I'm not too well versed on that end of the program. I should imagine, however, that there would be a monetary deduction if replaced, though perhaps slight. But I would prefer that you speak to Major Retread on that. He's been handling the project and has been in on the ground floor. Just a moment.

Retread: This is Major Retread. Can I help you?

Sobbee: I don't know. This is Captain Sobbee from Air Force public relations. We've been trying to find out if a new pair of shoelaces is issued as a replacement for the old pair.

Retread: Hmmm! That's a good question. Off-hand, I couldn't say, but hold on a second. Who did you say this was?

Sobbee: This is Captain Sobbee, public relations.

Retread: Just a minute.

Sharpey: Colonel Sharpey here. Say, captain, just what is this information to be used for?

Sobbee: Well, sir, we have a query here from a newspaper. They have a letter from one of their readers.

Sharpey: You mean this is for publication?

Sobbee: Yes, sir.

Sharpey: Well, I don't believe we can give out that sort of information. What do they want that sort of stuff for?

Sobbee: Well, I guess they want to answer a reader's question, sir.

Sharpey: Well, dammit, it's none of his business. Tell the man to put his questions through proper military channels.

Sobbee: I don't know the man, sir.

Sharpey: Find out from the newspaper then. We can't be answering questions from every Tom, Dick and Harry.

Sobbee: But, colonel, we can't ask the newspaper to name its readers. We must give out all the information asked, if it is not classified.

Sharpey: I'm not too sure about that, captain. You public relations people are always shooting off too much anyway. I don't think I want to give out an answer for publication.

Sobbee: Well, colonel, we have to decide that in this office, sir. If you will just give me the answer, I'll take care that it gets to the paper without any distortions or mistakes.

Sharpey: Captain, I'm afraid I can't go along with you if it's for use in a newspaper. You never know what might be behind such a question, you know. I suggest you call Colonel Backlog in supply. He is in charge of the division. Try 76459.

Sobbee: Thank you, colonel. I'll try him.

Secretary: Supply Division. Miss Nudnik speaking.

Sobbee: Is Colonel Backlog there, please.

Secretary: Just a moment and I'll check. I think he may have stepped out for a minute. Oh, here he is now!

Sobbee: Thank you.

Backlog: Colonel Backlog.

Sobbee: Colonel, this is Captain Sobbee in public relations. Can you tell us if an issue of shoelaces is deducted from an airman's clothing allowance, or is it made free?

Backlog: Captain, I'm tied up right now. I wonder if you would call Major Retread on that. He's in Equipment Planning. 76832.

Sobbee: Colonel, I just spoke to him and his office referred me to you.

Backlog: Captain, this is a policy-making division. We can't go into anything like that on this level. Haven't time. I suggest you call Station Issue at 65484.

Sobbee: All right, sir. Thank you.

Backlog: Not at all. Any time.

Secretary: Station Issue. Miss Knapsack speaking.

Sobbee: This is public relations. I'd like to speak to somebody there about the issuing of shoelaces.

Secretary: I'm sorry, sir. There is nobody here just now. Do you want to leave a message?

Sobbee: No. Can you tell me where else I might be able to get some information on it?

Secretary: Well, you might try Colonel Backlog in Supply, or Colonel Sharpey down at Equipment Planning.

Sobbee: I've already talked with them. Isn't there some officer there who could give me a little light on the subject?

Secretary: Oh, here comes Colonel Porterhouse. Maybe he can help you.

Porterhouse speaking.

Sobbee: Colonel, Captain Sobbee from public relations. Can you tell me if an airman must pay for new shoelaces, or does he get an issue of new ones?

Porterhouse: Captain, if you call Major Retread at 76832, he can give you the latest word on that.

Sobbee: I already spoke to him, colonel. He referred me to somebody else.

Porterhouse: Well, if you try the Facilities and Storage Branch I'm sure they can help you out.

Sobbee: Thank you, colonel.

Secretary: Facilities and Storage Branch. Miss Pepperoni speaking.

Sobbee: Is there anyone there who can give me some information about the issuance of shoelaces?

Secretary: I'm sorry. There is no one here just now. They are all out to a conference.

Sobbee: Thank you.

Operator: Bolling Air Force Base.

Sobbee: Give me the supply room, please.

Supply room: Base Supply, Sergeant Nodice

Sobbee: Say, sarge, I know I'm out of channels and all that. This is Captain Sobbee over at the Pentagon. Does a guy get a new pair of shoelaces when he breaks his old ones?

Nodice: Hell, no, captain! He pays for 'em.

—Capt. Q. N. Sobbee.

The SMO gens you up on...

# STATION HOSPITAL

By S/L P.E.A. Blake-Knox

The Wing Hospital has many functions to perform in this unit. It is there to treat sickness both in outpatients and inpatients. It maintains a very close liaison with the STORK and believe me - that bird must nearly be ready for a new issue of feathers as he has been working hard. The hospital is responsible for the Public Health of the STATION and PMQs. This entails frequent examinations of the water supply and close check in Messes and places where food is handled. We also act as Father Confessors and folks come to us with their problems and sometimes we can help.

The purpose of this article is not to spin a hard work story - we do do our share of work and we enjoy it. It is a great change for a doctor and his staff to treat real sickness instead of the minor ailments that are found in service personnel.

It is hoped to explain in this article why the hospital and its staff has certain little quirks and to justify them to you the potential patient.

For instance, the infections fever period is just about to roll up. We don't want mothers to bring their children into the waiting room on Maternity Clinic afternoon. Why? up to approximately the twelfth week of pregnancy, a great deal of damage may occur to her unborn child if a mother catches any one of the virus fevers eg. measles, whooping cough, mumps, chicken pox etc. The result of her getting one of these, may be a child with a deformed heart or some other part of its body. So play along with us, and leave the kids at home - remember you would be so mad if you caught measles from somebody else's child if your pregnancy had not reached the twelfth week. Keep out of homes where these diseases are known to exist. If you do come in contact, see us at the hospital, we may be able to help you.

Thermometers! Yes they are on sale at the PX, both oral and rectal. Every family should have a thermometer at home and know how to use it. If you don't, we will show you so bring it along to the hospital. Why a thermometer? If little Willie has a cold and cough and you are worried about him, take his tem-

perature. A temperature of 99.5F or below in a child with a cold is not an urgent matter. However, a child with a cold in head who appears to have an ear ache (ie: pulling or rubbing his ear) should always see a doctor - but not necessarily at midnight or after.

A half or whole aspirin, depending on age, will probably see him over the night and we will see him the next day. The reason of a thermometer - a child with a normal temperature will always survive the night so go to bed and sleep well and so will we. A normal temperature is 98.4°F or 99.4 if taken rectally. Children up to the age of six should have their temperatures taken rectally. All you have to do is insert the thermometer (having shaken it down first) about an inch into the rectum and HOLD on to it carefully for 2-3 minutes.

House calls!! It is not possible for the doctors to make house calls. There are many good reasons why this is not possible. Too much time would be consumed; a separate set of documents would have to be kept; there would be no continuity of treatment by the same doctor (it is very hard too for the same doctor to see you each time at the hospital) and finally there is really no where for the doctor to have as an office - he cannot be expected to carry all the medicines he might want to prescribe. Every day there is a doctor on call at the hospital and he stays out on the station so he can be contacted easily. For this reason, don't go around to a medical officers apartment. He may have been up all the previous night delivering somebody's baby and he needs a good night's sleep as anyone else, also his wife and family like to see him too. Doctors do not like to give advice about patients they have never seen. They may be given an incorrect description and so the treatment will be wrong. As a result, we request you, and we really meant it - bring whoever is sick out to the hospital. It is properly set up and we have all our gadgets and medicine there. You will get better treatment that way. Only in the case of a real emergency, contact a doctor at his home. Emergencies that will require this are very rare. It won't do a sick person or a very sick person any harm to wrap them up in a couple

of blankets and drive them out to the hospital.

When you are sick we want to see you at our hospital and we will do all we can to help you and make you better. If we can't do that, we will send you to somebody who can. Remember it costs \$8.80 a day in all RCAF Hospitals in Europe and \$17.00 in American ones so make sure you have some insurance it is too late when you are sick.

A last word of advice. Certain medicines which we prescribe for you or your family are not harmful if taken in the dosage that is stated on the bottle or box. However many of them can lead to tragedy if a child manages to get a drug include, aspirin, iron pills (as are hold of them and have a feast. Such prescribed to expectant mothers) oil of wintergreen (for your sore back or hubbies), cough syrup with codein, etc. Be very careful to keep them well out of hair's way - you may have a budding Tarzan in your family and he will never become one if you are careless. Height and concealment are not a substitute for a lock and key. However a reasonably safe place would be the top sliding cupboard in the master bedroom.

It is also very important to realize that cream, milk, products of these two and ice cream are not always safe to eat in France and Germany. Items that are sold through the EES and AFEX systems are quite harmless. Cheese is usually safe too.

Starting the 1st Wednesday in January and on the 1st Wednesday of each month thereafter, inoculations will be given to dependents and their children at the school. This will be from 1530 - 1630 hrs.



A French Under-secretary was invited to the silver wedding anniversary of a distinguished English bishop.

"Silver wedding?" he asked the bishop's nephew. "It is a ceremony which I do not quite grasp."

"My aunt and uncle," was the reply, "have lived together for twenty-five long years without being separated a single day."

"Ah" said the Frenchman. "And now he marry her? Magnifique."

## SANTA CLAUS

The Stn Recreation Centre will ring with the happy voices of some 650 children of personnel of RCAF Station Marville, Dec. 20. On this exciting day for the kiddies Santa Claus will be making a short stopover before going on to see other children in the other wings. With him will be his own clowns, bags of candy and presents for all the children. Santa has promised us, when we were last talking to him that there are wonderful presents for all and his clowns have been practising at their home with Santa in the North Pole and they have promised to make everyone laugh at their silly and crazy antics. The Recreation Center is going to be decorated with festive and colorful decorations, there will be a huge Christmas tree, tall and full branched, with glittering coloured lights and multi-coloured balls and decorations. Of course no Christmas tree is complete without an angel on the top and if all the kiddies will crane their little necks they will see standing at the top of their tree, a beautiful angel---don't forget to watch for her kiddies.

Santa is also bringing a magician to entertain the children with his slight of hand and tricks to please you all---the pipe band will also be in attendance in their colorful uniforms and their stirring music. From all reports, it looks as if the Rec Hall will be ringing with the booming good cheer of a hearty Santa, mingled with the piping and trilling of small excited voices, while every-where the atmosphere is tingling with excitement good cheer and happiness.



As is the custom on most stations in Europe, a group of volunteer Airwomen, give of their time, wrapping Christmas gifts for the children of RCAF personnel. Here at Marville, a group of airwomen are to be seen busily wrapping and marking some 842 toys for children ranging from the ages of under 1 to 14. As can be seen from the photo, tables have been set up in the squash court at the Rec Centre, and it is here that the hub of activity lies. Gifts were purchased by the Station from Munich, Germany and include such articles as, stuffed and rubber toys, pull toys, tops, rubber cars, dolls, boats, holster sets, helicopters, raffia sets, charm bracelets, and hunting knives. The job of wrapping some 842 toys is a long and tedious job but all the girls pitched in with complete enthusiasm, working steadily on well to get the job done in record time.

In the above picture, Cpl Lucy Gluschenko of Enderby, B.C., and LAW "Billy" Alexander, of Ottawa, Ont., are busily examining a few of the many toys yet to be wrapped. Both these girls are volunteers in the Wrapping Bee, and have given up much of their time to help make the Christmas Party for the Kiddies on Tuesday 20 December, a tremendous success. Many thanks are due all those who assisted in any way in this volunteer effort.

## BEYOND THE CALL...

Who said that "Variety is the Spice of Life" ?  
 No doubt 'twas first said by an airman's wife.  
 For the poor girl knows not where she's at;  
 Her home is wherever HE hangs his hat.  
 She moves each two years into a new set of quarters,  
 During wick time she bears sons and daughters.  
 She packs up to move - Fort Churchill's their station,  
 Then the orders are changed - they've a new destination.  
 She may live in a hut with no room for expansion,  
 Or maybe a tent or perhaps it's a mansion.  
 Then she uncrates the furniture in snow or rain,  
 And lays the linoleum yet still remains sane.  
 She scrounges saw horses and builds all the beds,  
 Makes curtains of hessian she last used for spreads.  
 And during each move - now isn't it strange?  
 The kids catch diphteria, measles or mange!  
 She no more gets settled when she must dress up pretty  
 Go to a party be charming and witty.  
 She must know contract rules, mah jong and chess,  
 And whether a straight or a flush is the best.  
 On every subject she must know how to discourse,  
 She must swim, ski and golf and ride any old horse.  
 She must know the traditions of his famous Force,  
 And she fast learns the ways in which they won wars.  
 She jitterbugs with P/Os who always are glamorous.  
 Then waltzes with COs who are usually amorous.

She must drink all concoctions, gin, wiskey or beer -  
 But in moderation or she'll wreck HIS career.  
 He insists on economy, questions every check stub,  
 Yet her house must run like a hotel or club.  
 For she entertains at all hours, both early and late,  
 For any number of guests, either eighty or eight  
 The first of each month there is plenty of cash,  
 So she serves turkey and ham - but the last week it's hash.  
 She juggles the budget for tropical worsted,  
 Though the seams of her own best outfit have bursted.  
 Then she gets uniform payments arranged,  
 When the jacket's no good - Regulations have changed.  
 One year she has servants and lives like a lady,  
 The next she does housework and has a new baby.  
 That there'll be a bank balance she has no assurance -  
 It all goes for likker or some darned insurance.  
 At the age to retire, HE is still hale and hearty,  
 Fit as a fiddle, the life of the party.  
 While she's old and haggard, cranky and nervous -  
 Really a wreck after HIS term in the service.  
 But even at that, when all's said and done  
 She goes on believing the Air Force is Fun.  
 She has loved every minute - and the reason why -  
 She'd have been bored with the average guy  
 Then HE gets for His service the OBE,  
 But in actual fact, it should have been SHE.

From the MEO.

## Religion at Rabat

Three of us from the station were to have our first experience in North Africa. We did not know what to expect but we did anticipate the experience and were glad of the opportunity to visit this romantic spot on the globe.

We had heard many weird and wonderful tales of Rabat but had discovered earlier that stories of "far away places," were sometimes rosier than the actual experience. I tried to keep an open mind about the place until I had discovered it for myself and could evaluate it.

Believe me, I wasn't in the least disappointed with what I found there.

One question disturbed my thoughts on the way down and that was whether or not I was going to find a church there that conducted services in English. Very few people had spoken of the religious experience they had there.

On my first day there I was delighted to learn, purely by accident, that there was a church used by the U.S.A.F. personnel. The name of this church was "The French Reformed Church of Morocco." The "Base Chaplain" at Tamara was the preacher. His name is Capt. Wade Tomme and it was a pleasure to meet him.

My first Sunday there was enjoyable and interesting. By attending that first morning church service I met, among other people, two missionaries who have a mission station in the village of Tamara. These missionaries were from England. I was invited to their home the following Sunday for tea (supper to most Canadians).

An American family invited me to their villa on Monday evening for a "Spanish dinner" which was a rare gastronomical experience.

On Sundays, at a villa located at 34 Rue Lamartine in Rabat city, there was a Bible Study class held at 1830. At 1930, the Vesper service began. A garage had been converted into a Chapel for these services. After the Vesper service everyone went into the Upper Room where refreshments were served. These rooms had been dedicated to Christian fellowship periods.

There the Scriptures were read and discussed in a round table manner. Songs were sung and high on the list were the familiar hymns belonging to all faiths. In all things said and done "The Lord God of our Salvation" was the central figure.

At the close of this fellowship hour everyone would join hands, in the manner adopted when singing "Auld Lang Syne," and sing, "Blest be the tie that binds," this was followed by "God be with you till we meet again." Then the chosen Group Leader would close the fellowship service with prayer.

When I left these Sunday evening meetings I always felt the words of Job in II Samuel 14:32 were very appropriate: "It had been good for me to have been there."

LAC White.

## Christmas...

# Act of Love

By F/L F.L. Mallette

RC Chaplain

Christmas is the mystery of Charity of God's love towards men.

Reading the Bible we are astonished with the simplicity of the text "and she brought forth her first born Son, and wrapped Him in swaddling clothes, and laid Him in a manger, because there was no room for them in the inn". (Luke II..

This act of love from God was the perfection of Justice. We owed something to God, and Christ by charity was rendering justice for us. As the great Aristotle put it so wisely, "Where justice is, there is a further need of friendship; but where friendship is there is no need of justice.

Real Love, even if someone thinks otherwise, is to a great extent a stranger on earth. It finds momentary satisfactions in human hearts, but it soon becomes restless. It was born of the Infinity and can never be satisfied with anything else.

### Love Rejects

Thus He teaches us that all love on earth involves a choice. When a young man expresses his love to a young woman, and asks her to become his wife he is not just making an affirmation of love; he is also negating his love for anyone else. In the act of choosing her, he rejects all that is not her.

There is no other real way to prove we love a thing than by choosing it in preference to something else. Words of love may be expressions of egotism or passion; but deeds are proofs of love.

No one has ever done as much

and so fully as God did to men. Son of God being born in a manger, in poverty, being ignored and rejected.

And Christmas is a feast of joy because it's a feast of love. The Angels, the Shepherds and the Wisemen are filled with happiness.

The essence of Christianity is love. But not always love a sour world understands it, not loving those who love us, but even those who hate us. Love is not in the organism, but in the will, not in affection but in intention; not in satisfaction but in preference.

The most degraded man on earth is precious and Christ was born for him. He might not seem lovable to us but he is loved by God.

Most of people are kept back from a perfect love of God, fearing of losing something by obedience to Him, a hesitation of venturing all in God.

At Christmas, Jesus is coming to us as the most lovable thing on earth, as a child with simplicity and kindness.

"To ignore Him would be everlasting folly".

Christmas is time to rejoice, be happy merely because it is a time for Love, love of our Redeemer.

In that occasion may the blessings of Jesus descend upon our families and fill them with the real peace and happiness, it is my wish for Christmas.

A l'occasion de Noël, mes meilleurs vœux de joie et bonheur à toutes nos familles et au personnel civil travaillant avec nous et à leurs familles.



The Station Theatre echoed the tumultuous ovation accorded to the musicians who made up Sunday's Jazz session at the Theatre and who provided jazz at it's very best. There were eleven players who had plenty of drive and imagination in their music and on three occasion the audience cheered and rose to their feet in applause which is always very encouraging to the boys on the stand.

Five coloured musicians were present; Harry Webster, cousin of the famous Ben Webster, has been with such bands as Count Basie and The J. J. Johnstone All Stars. Then there was Herb' Lewis on a very fine tenor sax who displayed an

excellent top vocal on 'The Moon' (Shortened name for 'How High the Moon' and showed us how one could play a tenor with one arm controlling the instrument from behind. This boy really had 'em rocking! Coulored piano man George Poll sat in at one minutes' notice and was far above anything this station has seen in its young age. John Montgomery and Percy Benton also came across from Etain and Metz respectively and added great liff to the rhythm section on bongoes and conga drum.

Bob Tipple, the new bandmaster at 2 Wing, blew a smoth version of 'Tenderly' and also contributed much on electric guitar. Seems Bob is as good a musician ashe is cracked

up to be for he sure filled in the empty spot created when our own guitarist failed to show up. Other men taking part were from our own Station Orchestra, namely, Jim Duff on bass, Johnny Kerr on drums Mike Chaisson, clarinet and Terry Slater on tenor sax, who also M. C. 'd the show.

Highlights of the program were a terrific, and we mean tarrific, session which lasted some fifteen minutes, on the tune 'Jumping with Symphony Sid'. Enthusiasm was so great that the house was in a state of frenzy with musicians and audience really jumping. This was also a good sign as the audience at first were apprehensive of what they were going to witness at this, the first jazz session ever held on this unit. During the number, all the boys on the stand rose and played like they never did for many a month, and the drive and enthusiasm was so great that the audience let out a rousing cheer that was the nicest music any musician can hear.

Smooth music was also played: 'Lover Man' by pianist, George Poll and 'Memories of You' rendered in Getz' style by the writer.

It is hoped to have more of this stuff called Jazz and soon, but it takes help and real help from all of you on the unit and not just a slavedriving effort by one man, who even had to pay out of his own pocket to ensure that the day was a success. Even so, thanks every one for coming and we hope to see you at our next and better Jazz Concert.

Cpl. T. Slater

## 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**



# NOTES

on

# NOTES

By Epl. Bill Warschick

## THE VERY OLD

The joyous music of the Christmas carol is a pagan note in our church service. Back in the Middle Ages carols were secular songs - often dance tunes, as the term "carole" indicates. In England and Europe the carol was generally danced by a chain of male and female dancers, moving with clasped hands while the stanza was sung, then marking time while they sang the burden. The carol was so much cherished by the people that the church sagely accepted it, pagan connotations and all.

The dramatic origins of the old folk carols were not ignored by the church either. It is believed that the origin of the famous "ADESTE FIDELES" centres around the tradition of children bringing gifts to an infant's cradle set up in the church. St. Francis incorporated this drama into the church of Italy during the thirteenth century.

The unchristian tradition of old carols dates back to Druid and Roman worship. In much of Europe the use of holly was banned because of its Roman origins, however in England the holly became so much a part of the national folk tradition that the church accepted it. The mistletoe has no Christian origin, the green plant was used in religious ceremonies in England and in France, where the Druid sects were predominant.

## THE OLD

Perhaps it was these frivolous beginnings of the Christmas Carols that made them so hated by the Puritans, who during their Reformation banned all such songs. For two centuries and more, after this wave of reformation no new carols were written, the old ones were preserved in the affections of the people, and we still have many of them today. During the middle of the

last century carol singing became a vogue again and many of our present carols were written then.

Our simplest and loveliest of Christmas Carols was written in an emergency. One evening the choir of a small German town had gathered to rehearse the carol service only to learn that a sudden cloudburst had ruined their organ. In desperation Franz Gruber sat down with his flute to compose what was to become our most touching carol. 'Twas thus that "Silent Night", was inspired.

## THE NEW

Christmas songs on the lighter side were more or less limited to "Jingle Bells" until the year 1941. I remember the date December 2nd not because it preceded Pearl Harbour Day, by 5 days, but because on this day in 1941 at the Odeon, Leicester Square, the premiere of "Holiday Inn" was held. By the time that Xmas rolled around "White Christmas" was one of the hit songs, now it and Bing Crosby is a must at Yuletide.

Seven years ago Johnny Marks wrote a little ditty, since that time heir have been almost 80 different recorded versions of this ditty. This year there are eleven new releases, and total record sales not including this year have exceeded the 18 million mark. You've guessed it, we're referring to "Rudolph The Red-Nosed Reindeer."

Written by Tommie Connor, arranged and directed by Mitch Miller, and sung by Jimmie Boyd, this hit has been going strong since 1952. "I Saw Mommy Kissing Santa Clause", without a doubt there is no one that could put it across like the eleven year old Jimmy Boyd.

Hardly in the same category however still regarded as a Christmas release was last year's "Santa Baby" as presented by Eartha Kitt.



## BINGO!

The first bingo of the winter season was held in the Rec Centre on the 27 November at 2000 hours. The bingo was well attended and the prizes (merchandise) were well received. Some of the prizes awarded that night were: carving set, radio, watch, electric train, Hudson Bay blanket, electric toaster, binoculars, travelling rug, camera, clock and some smaller consolation prizes. Due to the success of this first attempt it was decided to hold the second bingo in the station Theatre on the 17 Nov. The price of admission was \$1.00 which included 10 games of bingo and the movie. The prizes were all cash awards ranging from \$7.00 to \$20.00 with the Giant Jackpot of \$100.00. The house was filled to capacity with almost 400 people attending, the jackpot was a full house and was won by Mrs Terry Slater. The bingo enjoyed great success and because of this the Recreation Staff planned another big Bingo to be held on 1 December and every 2nd week thereafter. Come out and support your Station Bingo night and also have an enjoyable and perhaps profitable evening.

The RCAF has announced the appointment of Group Captain R. B. Whiting, MBE, of Vancouver as Chief of Construction Engineering at Air Force Headquarters, and his promotion to the acting rank of Air Commodore. He replaces A/C Harle B. Long whose appointment as the Canadian Representative on the infra-structure airfields section at SHAPE was announced last July.

Two Canadian schoolboys took a dislike to each other, and the hatred grew more intense as the years passed. One entered the RCAF and finally became an Air Commodore; the other went into the church and eventually was made a bishop. Years later they met on a Toronto railroad station platform. They had changed of course, and the bishop had grown very plump, but they recognized each other. The bishop swept up to the Air Commodore, who was standing there resplendent in his uniform with gold braid glittering all over him, and said: "Station master, from which platform does the 10:05 leave for Montreal?"

The Air Commodore promptly retaliated: "Platform 5, madam. But in your condition, should you be traveling?"

*Turn this page and look at....*



To become a safe driver one must seek the highest possible degree of ability. Ability covers not only performance, but physical, mental and emotional qualities as well. We all know that a driver must be able to see, hear, and move quickly. He must be able to learn easily. And he must be emotionally stable. Some shortcomings along these lines can be offset by corrective measures—hearing aids, glasses, basic learning, man to man talks and so on. But in most cases we can go still further—proper instruction on how to drive, how to use your vehicle for the safest and best performance and how to adopt yourself to the various driving conditions.

One must cultivate within himself those attributes that give him skill in the operation of a vehicle. Now it is perfectly natural to assume that your degree of skill should be the same as, or at least a reliable indication of your degree of performance. But experience shows this just isn't true! There's a mass of evidence showing that some people who are relatively low on skill are safe drivers. On the other hand, we find some drivers with exceptional skill who are repeatedly involved in accidents. Persons lacking training sometimes are more reliable drivers than those with extensive training — why? The answer to that question is the Key to accidents.

Skill can be added to, or subtracted from by driver attitude which is the controlling factor in performance. The whole problem boils down to this fact — it is not the degree of ability — not the amount of training — not how much skill has been developed — rather, it is the degree to which that skill is applied. To put it another way, it isn't how well one can drive but how well one *will* drive.

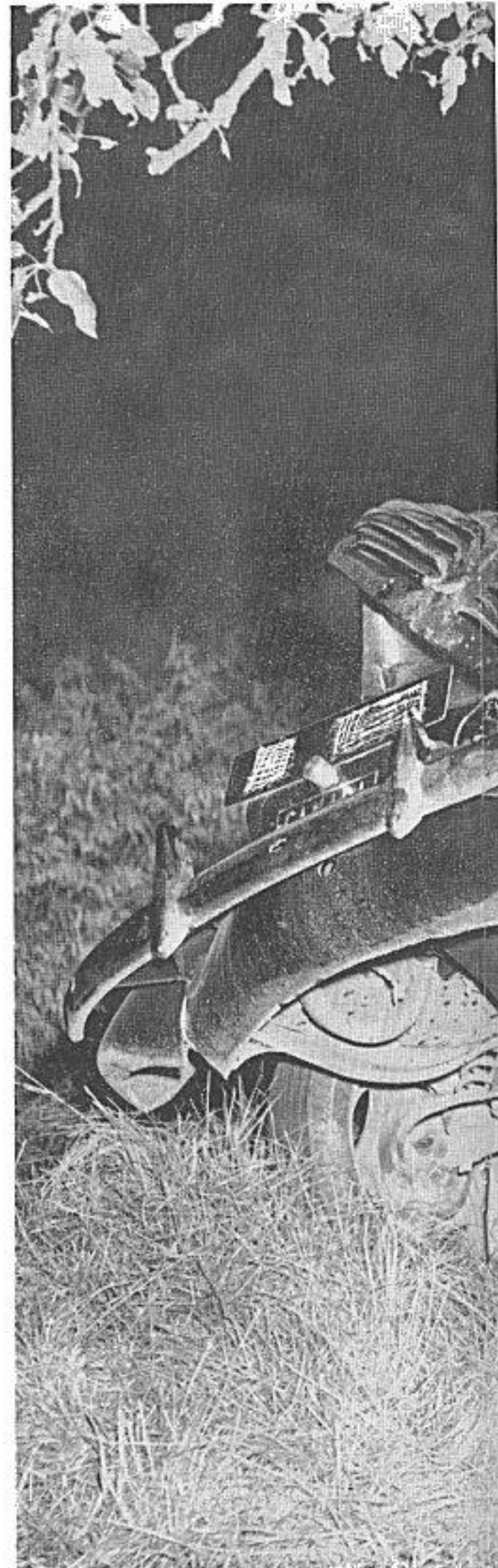
Attitude of a vehicle operator toward his driving responsibilities is, then the real Key to accidents. All right, what do we mean by attitude? Basically it can be defined as a driver's mental or emotional regard for himself, other persons, vehicles, and the conditions under which his vehicle is operated. Poor attitude usually takes the form of looking for so-called "legal" reasons why he is "right", and why the other fellow, the vehicles, or driving conditions are wrong. Fortunately, it has been found that attitudes are made, not inborn. Therefore, they can be corrected. Anyone who teaches or supervises drivers should take heart with this fact.

You doubtlessly know men and women who look and act perfectly normal — until they get behind a steering wheel. At other times they are perfect gentlemen and ladies — patient, thoughtful, courteous. When not driving they will show deference to children and the aged. At home they are eager to share their hospitality. They are all-round nice people — until they enter a vehicle — when a remarkable transformation, or revelation, occurs. You know the type — nice people out of a car, but when they have a steering wheel in their hands they are transformed into cowboys on wheels — or they hate everyone — or they are daredevils — or they feel like "big shots" — or they are suddenly in a tremendous hurry — or in some other way their faulty attitudes take over. Then these people become a real menace, to them-

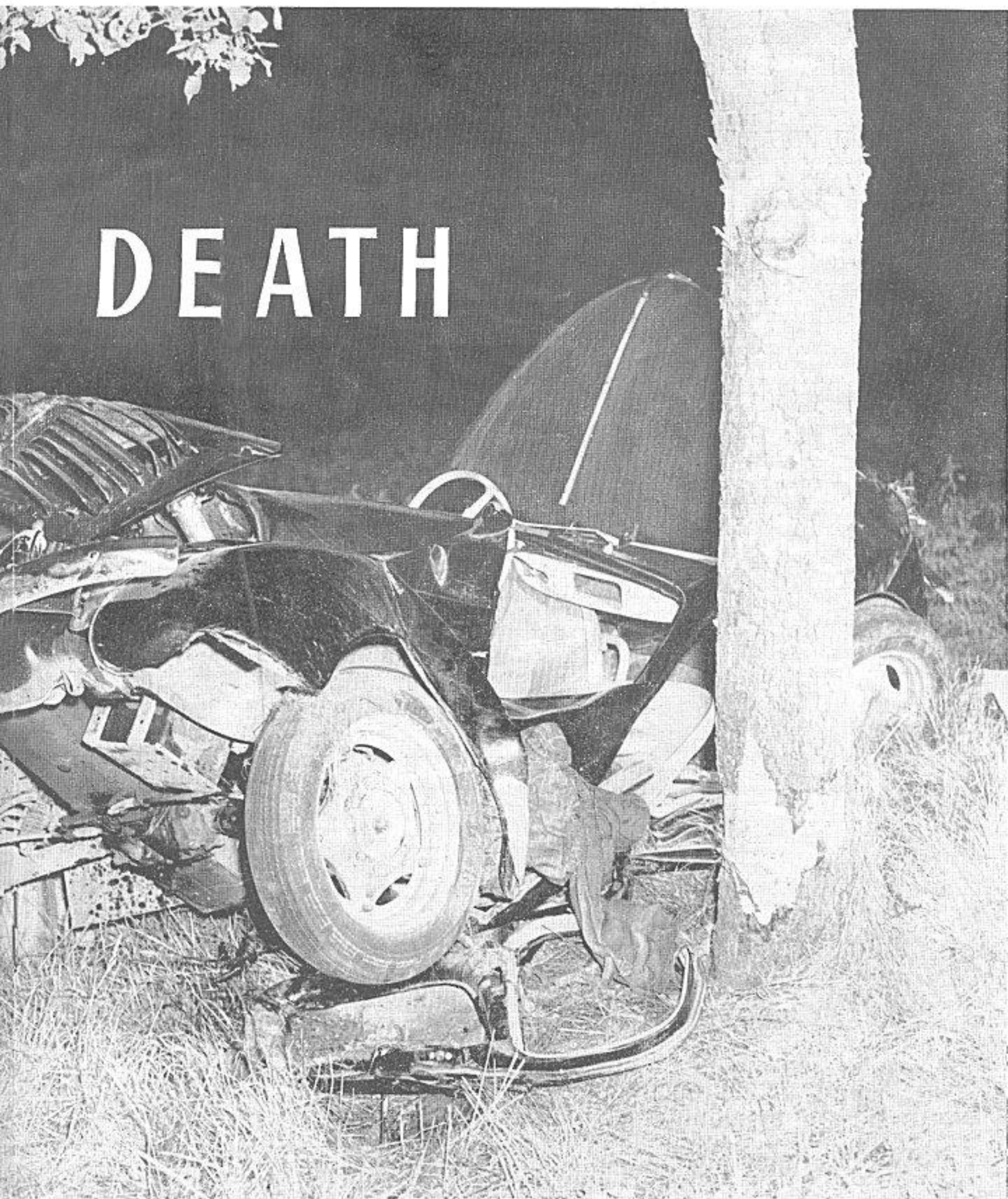
selves and others. Let's identify a few of these faulty attitudes:

- (a) *Overconfidence.* Overconfidence in drivers causes a lot of headaches for a lot of people. Such drivers have a serene confidence that their vehicles will always perform exactly as they will it — and that every other driver will be "on the ball". This type may not live long, but he is free from worry.
- (b) *Minimizing the Seriousness* of so called minor accidents is an attitude common in too many drivers. A miscalculation that merely nicks a few splinters from a post may seem a minor accident to such a driver — if he calls it an "accident" at all. He laughs it off: "Just a little scratch". But if an identical miscalculation should scrape the hide from a hard-boiled individual, the incident would assume serious proportions. That's for sure! Thus, "little" accidents are "little" only because of providence. And the person who habitually backs their car out of a PMQ or playground area without checking behind and underneath their car, will continue to have "little" accidents — but only until that tragic day when they run over a small child playing behind or underneath the car. The only way to prevent serious accidents is to prevent the acts that cause "little" accidents.
- (c) *Pride in Past Safety Record* has led to the undoing of many a driver. Many graves are filled with people who could honestly say, "I never had an accident — until this one"
- (d) *Faith in Experience* is another attitude that is occasionally upset by facts. Experience develops *bad* habits as well as *good* ones. Usually too, experience has been gained through having accidents — not through training in preventing them. While accident records do show that the young man of 20 gets into more than twice as many accidents as the experienced man of 40, it is apparent that the elders have survived 20 years of their own driving.
- (e) *False Ideas* about himself and his vehicle reflect a woeful lack of learning on the part of the driver. For example, a quiz of hundreds of drivers reveals that 90 % of them, in estimating stopping distance at a given speed, were short by more than 40

Please turn to page 18



# DEATH



feet! And that is just one of the many misconceptions held by drivers. Actually, most drivers constitute a remarkably uninformed group — relying on guesses, estimates, legends and fiction — instead of on facts.

- (f) *Self-righteousness* makes a driver strongly prejudiced concerning his own actions, and in judging responsibility for an accident he usually decides in favour of himself. This leads to buck-passing instead of reliable facts in reporting accidents. Thus it becomes difficult to arrive at conclusions that will assist in preventing future accidents.

Self-righteousness frequently impells a driver to punish those who, it seems, trespass in traffic. You know the kind — the driver who says, "Look at the dumb so-and-so 'jay walking' across the road. I'll show him". Then he swerves close to the pedestrian to "teach him a lesson" — and fate will decide whether the poor guy has the wits scared out of him, or is knocked head-over-heels into a ditch, and, thereafter under six feet of sod.

- (g) *Impatience* suppresses a driver's good judgment. The state of mind of a driver who is in a great hurry leads him to take needless chances. This gets him into tight situations, results in traffic violations, and inevitably manifests itself in accidents.

Not one of these attitude factors is directly related to actual ability or skill. Although they reflect a mental outlook only, they undoubtedly cause far more trouble than lack of skill.

To sum up these attitude factors, we can say,

- (a) *Unsafe drivers* are frequently characterized as perennially expecting the best. They rely on luck, the alertness of others, and continuing favourable conditions; and they are surprised by, and prepared for, the unexpected. They figure on the "odds" that no one will be coming around a curve, that no one will cut out in front of them, that no train is due at the crossing, or that the traffic light will not change.

- (b) *Safe drivers* on the contrary, expect the worst. They take nothing for granted, and as a result are at all times mindful of changing conditions. They constantly anticipate foolhardy actions on the part of others, and are ready with planned preventive action for the emergency when it comes. They rarely find it necessary to resort to brake and horn, since they strive to avoid getting into hazardous situations. They exercise patience and reduce speed until the way is clear and safe. They drive with such smoothness and alertness that while they are driving one could relax and sleep in their car.

Another attitude factor in accidents, — a factor usually called "causes" of accidents.

For instance — bad weather, bad roads, age, women, liquor, and acts of God. Now we know that these factors may enter into an accident, but are they actually causes? Let's see.

- (a) *Weather* is blamed by drivers for all sorts of accidents, such as "icy or wet pavement causing a skid" — "fog or heavy rain destroying visibility" — and so on. The truth is that bad weather does not cause the accident. Rather, it sets up a *condition* to which the driver must adjust his operation and speed, even to the point where he may driving until the condition has improved. Bad weather tests the ability of the driver to adjust his operation to offset the condition. This explains why other vehicles travelling through the same bad weather may avoid similar accidents.

- (b) *Bad Roads* are unjustly blamed for accidents in many reports. Yet accident figures show that at least 70% of accidents occur where highway conditions are normal. Even in the other 30%, where ice, bumps, or loose gravel are in evidence, such conditions can usually be offset by the driver if he recognizes the situation and exercises greater caution.

- (c) *Age* is another factor conveniently seized upon by drivers in explaining their accidents. The older driver righteously blames the young whipper-snapper, while the youth points his finger at the old fuddy-duddy. It is true that an older person is likely to be slower on reflexes, or have poorer vision, or be more absent minded. But it is also true that the younger person tends to offset his youthful fitness by driving faster, taking greater chances, and being less considerate towards others. But in neither case are these weaknesses *necessarity* accident causes. Investigation usually uncovers adverse driving performance which could have been offset by good driving habits.

- (d) *Women*. While most men righteously maintain that women cause most accidents — because of their inexperience, their emotional instability, or their lack of mechanical aptitude — the real facts cannot be laughed off. The words "women drivers" — generally followed by a "hiss" — have become a curse phrase with millions of males, but the implied scorn and accusations are hardly borne out by the facts. In several controlled studies, it has been found that women, driving competitively with male drivers under identical conditions, actually surpassed the stronger sex in staying out of accidents. Accidents stemming from excessive speed, or driving while intoxicated, are characteristically the accidents of men. Further, most of the really bad smash-ups are blamed on the males. The women, true enough, often scrape

fenders, or make bewildering hand signals, or get flustered in parking lots or heavy traffic, but its usually a man at the wheel when another of these big ugly traffic accidents hits the front pages. Men may be able to drive better — but women, as a group, drive more safely. (Amen.)

- (e) *Liquor* is frequently the cause of traffic accidents. Contrary to popular belief, *its use does slow down the reaction time of the average driver, and interfere with his vision and judgement.* Unfortunately, the drinker has a better opinion of his abilities than the facts warrant. He takes added chances instead of added caution. This ignorance of the real detrimental effect of a "little drink" or "a couple of beers" accounts for the fact that most drinking accidents involve drinkers, not drunkards!

- (f) *Acts of God*. The term *Acts of God* is often applied to accidents involving such conditions as slippery roads, dense fog, heavy rain or snow. This is reaching to the bottom of the barrel for an alibi, since there is no other person onto whom the blame can be conveniently transferred. Actually the term can be properly applied only to natural phenomena are sudden earthquakes, tidal waves, or landslides.

Now, are all of these factors really causes of accidents? Or are they simply the *conditions* which any competent driver will overcome by exercising intelligent care and caution. You will agree they are conditions — important and troublesome, but still conditions — which cause accidents only when a driver fails to adjust for them. As a matter of fact (and we must face it) the only true causes of accidents are the driver's failure to adjust to conditions and mechanical failure, such as outright brake failure. It is vitally important that drivers learn to distinguish clearly between accident causes and contributing conditions. They must learn to drive defensively. Only by developing a sharp appreciation of this critical difference between *cause* and *condition* will the drivers attitude be improved.

Earlier we considered the attitude of "minimizing the seriousness" of the so-called minor accidents. This point deserves further consideration, because it involves a very serious error in reasoning which must be corrected if we are to have better drivers — drivers who are intent on preventing *all* accidents so far as it is within their power. First let us consider the most serious of accidents, those that cause *death*.

- (a) *Fatal Accidents* - Thousands of them each year in Canada and Europe — are the "headliners" and "front pagers". The primary causes of fatal accidents include four familiar types. This is divided into four areas, each area representing the possible percentage of the total resulting in death. Exact figures may vary somewhat from these ratios; however these will

serve for the sake of illustration.

- (i) *Speed*. Let's say that excessive speed has been found to be the cause of fatal accidents in about 25% of the cases.
- (ii) *Following too Close* - that following too close is the cause of about the same percentage.
- (iii) *Failure to Signal* - that failure to signal another 25%.
- (iv) *Other Unsafe Acts* - and that other unsafe acts cause the rest. Now, does this comprise the entire accident picture? No indeed!
- (b) *Permanent Injuries*. How about permanent injuries which number about three times the fatal ones? These are the accidents resulting in amputation, blindness, or other permanent impairment. It may surprise you, but figures show that here again the causes hold to the same ratio of people killed by unsafe speed are permanently injured by unsafe speed, and the same is true of other causes. But is this the entire accident picture? No.
- (c) *Disabling injuries*. Every year, more than 100 thousand persons in Canada suffer disabling injuries in accidents, but eventually recover. In disabling injury accidents, too, the same situation is revealed — the cause ratio still holds constant.
- (d) *Property Damage*. Annually, in these millions of accidents which result in property damage only, we find the same causes showing up in the same proportions. To complete this ironic picture — it is quite probable that, if we could measure it.
- (e) *Near Misses*, we would find that near misses in driving are also brought about by exactly the same causes — and in the same ratio as we found them in property damage accidents, in disabling injury accidents, in permanent injury accidents, and in fatal accidents. If this is the case, how can any accident be considered *minor* so far as driving technique is concerned? What determines whether the next misjudgement of distance will result in a mere scratched fender or in a disastrous collision? What determines whether the next time a driver gets into a tight spot because he exceeds a safe speed he will get by with only a scare, or with property damage or will finally maim somebody for life? I'll tell you, it's just fate and fate alone that decides the severity — but a driver's failure determines that an accident will happen in the first place! In view of these facts, no driver should feel smug because of a near miss. It could all too easily have been more serious, and his mathematical expectancy for an accident is constantly running out on him as he continues take needless chances.

Accident prevention cannot be accomplished here. These are dead lessons — learned too late. Yet this is usually where most action is initiated — too little and too late. The real answer to the prevention of acci-

dents must start at the roots since a reduction here controls the entire picture. The same measures that reduce near misses will be equally effective in cutting down all accidents and by spreading the infallible logic that fewer misses also means fewer accidents, we have found the key to accident prevention.

It is important that you keep this firmly



## GROUND DEFENSE

By F/O A Gunn, W Def O

As some of you are already aware, Ground Defense Training started again in the middle of November. We have a fairly heavy training commitment ahead of us but with the facilities that are now available we have every hope of achieving our aim.

Those of you who have already attended a course at the school may have noticed a difference from any previous training. The weapons are still the same, the rifle pistol, and carbine, but in addition we have Atomic, Biological and Chemical Warfare, or ABCW as we call it. This is in keeping with the trend in modern warfare, based upon the potential of any aggressor nation and his capability of attacking us with something other than conventional weapons. Let us take a brief glance at this atomic warfare business and see how it affects us.

In spite of the horrifying articles you may have read in newspapers and magazines, all need not be lost if we are subjected to atomic attack. Indeed, there is much we can do to mitigate the effects of such an attack, particularly through ground defence training. We hope that we can give you the knowledge to protect yourselves and to assist the Wing in preparing for any eventuality.

Since the enemy is capable of delivering a heavy blow little warning, we must concentrate on:

- (a) Preparation before the attack
- (b) Survival and protection during the attack; and
- (c) Recovery from the attack in order to assume our primary role.

We are now passing through the preparation stage and the training you receive is only a part of it. The atomic weapon is a deadly affair, as was proven at Hiroshima and Nagasaki, but had the Japanese people received the necessary instruction or education they would have suffered

in mind! Attitudes — good or bad — tend to be contagious. Whether you teach or drive, you are a "carrier" of this germ called attitude. Remember your neighbour can "catch" the attitudes you reflect in your own driving.

This is both challenge — and answer.

Attitude is really — the KEY TO ACCIDENTS.

fewer casualties and recovery would have been for more rapid and complete. Since we can expect only a short warning of impending attack we must become conscious of the rudiments of self-protection and survival: knowing what to do and when to do it. We hope to achieve this through the courses that you will attend at the Ground Defense School.

After the attack we will the task of recovering from the blow in order to support our own attack. Again, some of you will be trained for this specific task. Preparations are now being made for the training of specialists in the following subjects:

- (a) Radiological monitoring teams.
- (b) Decontamination teams.
- (c) Cleansing centres.
- (d) Reconnaissance teams.
- (e) Rescue and fire-fighting.

All these things are necessary if we are to get back into the battle and get the aircraft flying again.

Now let us consider an attack with conventional weapons i.e., High Explosive bomb, strafing attacks and so on. Against this type of attack we need a more active type of defence and for this purpose we have: deleted. Specialist gun-crews are now being trained to handle these weapons, the specialists being personnel selected from the squadrons. In addition to learning to handle the guns the crews must also be able to maintain the guns and recognise different types of aircraft. Therefore, aircraft recognition is a very important part of the course.

One more word before parting—if you are selected for specialist training in addition to basic training don't look upon it as a "joe-job". It isn't. You have been chosen for a specific duty and therefore will play an important part in the recovery of the Wing after an attack, and much will depend upon your ability to carry out this task effectively.

Cpl. "Danny" Marshall  
— Reports on —

# S P O R T S and R E C R E A T I O N

## DARTS

At last RCAF Station Marville is really rolling in regards to a continual dart tournament. The start of the tournament was 26 October and it is reckoned that it will continue through until the end of April, with a short lapse for the Christmas vacations.

The tournament is held every Wednesday evening in the Mezzanine floor of the Recreation Centre, where four new dart boards have been mounted and the whole area upstairs is set up for an enjoyable evening of entertainment and competition. On the opening night at 2000 hours the Rec Centre was a scene poignantly reminiscent of the good old Kipper Pubs and the sport of "Diddle for the Middle". Every team was well represented and raring to show their skill and as the first darts were thrown the "Battle of the 8 round robin Tournament" was begun. All 48 men were out after doubles of high scores and as the captains called out encouragement to their various teams the 1½ hour competition quickly passed with its inevitable winners.

The way the tourney is going it looks quite safe to bet that the winners will be between the Cpls and the Airmen. After the Xmas vacation, if everyone has sufficiently recovered from the effects of the Yuletide season, the tourney will begin again with the start of the second round.

Good luck to all those competing in the tournament and as usual "May the best team win". See you after the New Year---to one and all a very Merry Xmas and a Happy 1956.



Bid For Challenge Cup.

After a series of trials and regular practice sessions 1 Fighter Wing entered the Air Division Challenge Cup feeling very fit and confident. After defeating Air Div HQ by Seven goals to nil and 2 Wing by eight goals to nil we came up against what was anticipated our first real opposition, 4 Wing. The long journey by road to Baden Baden proved to be a greater hardship than the game, and after groping our way through fog we eventually arrived at our destination in the early hours of the morning feeling very tired and not in very good shape for a strenuous game of soccer. Four Wing had already beaten last years champions by 3 goals to 2 and the 1 Wing boys felt that if a draw could be forced we could feel well satisfied. The game started at a hectic pace and for the first twenty minutes play swung backwards and forwards with both teams playing attractive attacking soccer. After some clever moves on the right flank by Moore and Cameron the latter finally cut in from the wing to shoot the ball in the far corner of the Krauts net. From then on 1 Wing kept their lead and came away winners by 2 goals to 0. The following week we played 4 Wing again on our home ground and after a close exciting game the local boys registered their fourth victory by 3

goals to 2. Last year's champions at this stage had still only lost the one game against 4 Wing although on this occasion three of their best players were on the injured list. For our game against the Zweibrucken boys a Dakota had been laid on by Air Div and the team arrived feeling fresh, and ready for the ensuing battle. The Marville line up for this vital game was as follows:

Harvie

DeSilva Mathies

Mason O'Connell McDonnell  
Cameron Moore Keer Brown Barker

The first few minutes of the game found 1 Wing in full retreat due chiefly to lightning raids from both wings. Clive De Silva and Whitey Mathies were completely bewildered by such opposition and it wasn't surprising after a further few minutes play to see the ball in the back of the Marville net after a cannon ball shot from the Zweibrucken right wing which gave Harvie the 1 Wing goalkeeper no chance. From then on until the intermission play fluctuated with our boys still standing an outside chance of victory. After the interval both sides scored further goals although 3 Wing still maintained their lead. The final score found 1 Wing in arrears by 5 goals to 8.

After the game had been put back for two weeks the big clash for

the challenge cup was finally scheduled for Sat Dec 3 at Marville. The homesters were determined on this occasion not to allow a repetition of the game at 3 Wing. Ground conditions before the game appeared to be just about the worst we were likely to experience and it was obvious that the fitter of the two teams would start with an advantage. The start of the game was delayed by Drs Simpson and Lloyd assisting at the hospital with the casualties of the Bristol air crash, and the game finally started with only ten 3 Wing players on the field. This situation wasn't to last long however and the two Docs soon appeared on the scene. The game started at a cracking pace and 1 Wings reorganised defence soon showed that it was going to be a tough outfit to crack. Whitey Mathies one of our weak links in the game at 3 Wing was going into the tackle like a veteran and invariably coming out on top. Bill O'Connell also was going about his job with his usual vigour. Art Hadden was as usual playing it cool at centre half and the 3 wing forwards were by no means getting things their own way. As the game continued most of the play centred around the enemy goal although the local forwards weren't combining as smoothly as usual. Jack Brown on the right wing wasn't effective at all and several corners and balls which should have been in the goal mouth went behind the line. Johnnie Keer was trying very hard at his new position at inside forward although for some unknown reason the local boys always seem to make their best shots before the game. Scoring opened with a fine opportunist shot from local boy Barker who was playing right half. Play continued around the 3 Wing goal and 1 Wing should have gone ahead on two more occasions if chances had been taken. Ten minutes before the intermission and much against the run of play the 3 Wing forwards broke away and after a centre by their right wing their left wing tapped the ball into the Marville net with Harvie the local goalkeeper well out of position. The intermission found the game tied, both teams having scored a goal each, and all twenty two players

earned their half time refreshment. The hectic play continued after the break and on one occasion Kerr came very close with a beautifully timed header. The home right wing of Cameron and Moore were also putting in some hard work at this stage although chances were still being wasted in the middle. Even though both teams were tackling extremely hard, play was very clean although Doc Simpson wasn't too happy when Johnnie Kerr undeliberately tried to carve a lump out of his shins. Roars of disapproval came from the local supporters at the home teams wasted chances and matters when 3 Wing broke away again and after an infringement just outside the penalty area they scored an easy goal after the ball had been fumbled by goalkeeper Harvie. The game came to a close with 1 Wing going full out to try and get that elusive goal and make a draw, and when the final whistle blew the local forwards were crowding round the 3 Wing goal. After the cup presentation by F/L Palmer, the Wing Rec O, congratulations were offered to our victors whom we are looking forward to meeting once again after New Years when the Air Div league cup will be competed for.

## HOCKEY

The 1955-56 National Hockey League season opened officially on Thursday, October 6, on two fronts. Montreal Canadians were hosts to the Toronto Maple Leafs and the Stanley Cup champion Detroit Red Wings entertained the Chicago Black Hawks.

The revamped Chicago club opened their home season October 7 when they met the New York Rangers. Toronto performed before their hometown fans for the first time this season on Saturday, October 8th against the Detroit Red Wings. The Boston Bruins played their initial home contest on Sunday, October 9. Traditionally the last team to open the season at home, the New York Rangers tangled with the Toronto Maple Leafs in their 55-56 Manhattan curtain raiser on Wednesday, October 19.

Each club will again play a 70-game schedule and the complete 210

games will end on Sunday, March 18. The October 6 opening is the earliest in the history of the league, which incidentally is commencing

Montreal and Toronto play all of their home games on the same nights as they have for the past several years. Canadians engage in 13 Thursday nights tilts and 22 Saturday games. The Leafs play a full complement of 24 Saturday games and 11 on Wednesday.

Boston Bruins with 18 have more Sunday night games than any of the United States clubs. Besides playing 18 times on Sunday, the Bruins play 11 times on Thursday, 4 on Saturday and single games Tues and.

New York Rangers lean to Sundays and Wednesdays as the most popular home nights. The Rangers are at home for 16 tilts on Sunday and 16 on Wednesdays. They play two games on Thursday and one on a Saturday. Chicago Black Hawks have scheduled 16 Sundays at home, 11 Fridays, three Tuesdays and three Saturdays and two Thursdays.

Detroit Red Wings play at the Olympia 15 times on Sunday, 13 times on Saturday, 13 times on Thursday, four times on a Tuesday and three times on Saturday in their 1955-56 home schedule.

Eleven games on Friday is the most ever scheduled by Chicago for that particular evening. Last year the Hawks played three times on Friday. Detroit has increased the number of Tuesday games from one of a year ago to four this season. The Wings have decreased their Saturday home games from 10 of a year ago to three this season. They also play four more Sundays this term.

Clubs play four games in five days 14 times this season. Last year they played four games in five days on 25 occasions. Toronto play four times in five days on four occasions this season, Montreal and Boston each do it three times while Detroit and Chicago each do it once.

Teams play on successive nights a total of 124 times this season. They played 137 times on successive nights in 54-55. Toronto has the most doubleheaders with 24. New York and Boston follow with 22 each, Detroit has 21, Montreal 20, and Chicago 18.

# SECTION NEWS

## 439 Pilots

The OC of the squadron, S/L Belleau, quietly returned on 3 Nov, from a mysterious Air Div assignment in Canada. He brought frightening news of the high cost of cigarettes and liquor - not to mention the ghastly three color combination of the 1956 automobiles.

And speaking of Canada, F/O Jeb Kerr, one of the senior pilots, will soon be confronted with this unnering type of living, as he and Irene and young Kim, sail for home 20 Jan 56. Jerry doesn't know yet where he is going - but he has been assured of the usual 24 hours notice granted to all pilots on transfer under the policy - top secret!

F/O Ken Castle flew by North Star to Moose Jaw, Sask., to be with his mother, who passed away shortly after his arrival there. The squadron members join in an expression of sympathy at his loss.

439 has another pilot home - but only temporarily. This is F/O Sid Jones who goes home to Edmonton, 14 Dec, on leave for Xmas. Sid will then take the PAI course in Trenton and Chatham and return, with fire in his eye, to inspire us on to greater efforts and higher scores, at our next "shoot" in Rabat.

F/O Don Misselbrook made the Air Div. hockey team at the try outs at the Hague last month. The bowling team continues to make a good showing in the league, and the squadron. Basketball team plays its first official game Monday, 5 Dec. Such enthusiasm for volley ball was shown in 439 that we now have 2 teams in the league. Scores, results and league standings will be announced next month.

Last month it was mentioned by

this reporter that F/L Dick Lee had recovered from his wrenched knee. It was later discovered to be much more serious, and necessitated an operation. This was performed at Weisbaden where Dick is now convalescing. According to Mrs. Lee he is doing well and should be home shortly.

F/O's Hallee and Roberts took one of Eddie Rozdeba's guided tours of Copenhagen 2 weeks ago - but refuse to comment on the trip. However, it was noticed that they suffered from a great lowering of resistance at Yvonne and Cal returned with a touch of "la grippe".

F/O Bob Crowther and myself took the USAF oxygen and decompression course at Weisbaden on 10 Nov. Since I survived and returned intact, it was decided safe enough to send F/O's Fred Isaacs and "Mo" Tatton a couple of weeks later. They too have met "the requirements for the USAF Physiological Training Program", as prescribed in AFR-50-29. Ahem!

Two new members of 439 are worthy of mention - F/O's Doug Redmond and Jimmy McCann - arrived at 1 Wing on 1 Nov. Doug or "Red" as they sometimes call him, was originally sponsored by 403 City of Calgary squadron (auxiliary). But before Red finished his training, he saw the light, and joined the "Regulars". He is interested in hockey, baseball and curling. The other half of this duo, Jim McCann, comes from Barrie, Ontario, and started his training firing a locomotive for the CNR. So it naturally follows that he fires-up the Sabre with all the enthusiasm his 190 pound, 6 foot frame can muster. Welcome to the sqn - men!

Oh by the way - a fitting conclusion to this edition is the announcement that F/O DA Ryan has succeeded Capt. Bob Morgan (lately retired to Trenton) as truck pilot on the C45 delivery run to Weisbaden.

Hello from 439! Things are very quiet in the squadron this month, and there isn't much news. I guess everybody was resting after the squadron party, which held on the 25 of November.

Sgt VS Anderson who has been with the squadron since May 1953 has been posted to 410 Sqn. We all wish him good luck.

Lac Ron Reisig has returned to us again after being hospitalized for injuries received in an automobile accident. (Watch out for the third one Ron) Lac R. Speirs who was also involved in an automobile accident, and was hospitalized, is back with us again.

Anyone wishing to make a tour of Luxembourg should see Lac J.W. Barry, as he seems to know the most interesting places.

Cpl Fred Kummel will soon be on his way to England, where he will take for himself a bride. Congratulations Fred.

Cpl JCR Messier, Baker and Forget are new arrivals. Judging by the pin-ups in the Electrical Section the boys are missing Nottingham badly. Congratulations to Lac and Mrs. R. Veilleux on the birth of their daughter. Lac's Webster and Palmer, two gen Instrument types, have returned to Canada. Lac JAR Vallee says anyone who does rolls should do them in an airplane.

Here's a little joke I heard the other day. Two fellows were travelling on a motorcycle. The fellow on the back complained of a draft blowing in the front of his coat so the driver of the machine stopped and told his friend to put his coat on backwards. After continuing on their way the driver discovered his friend was missing from the pillion seat, so he immediately turned the bike around to look for his lost friend. When he found him there was quite a large crowd gathered around. One of the crowd informed him his friend was dead. "Ad it is a funny thing too. He said he was alright until we turned his head around the right way."

C. H. Robertson

F/O E.J. Alto

## Flashes from the Tape Factory

By K. F. D.

ANOTHER NEW GIRL IN...GERRY HAND...PORT ARTHUR...TELETYPE OP...VERY NERVOUS WHEN SHES TYPING, BUT WE HOPE TO CURE HER OF THAT IN THE NEAR FUTURE. CHUCK GILL...BACK OFF LEAVE...VIENNA, TRIESTE, ETC...SHOULD HAVE SOME INTERESTING STORIES TO TELL, AS WELL AS MORE COINS TO ADD TO HIS COLLECTION. BILL COFFILL...RELEIVED...DUE FOR A REST...FATIGUED. ST. ELA... BOWLING WELL...MOODY... BACK IN THE LAND OF MILK AND HONEY (SAYS WHO) SOON. HAL LAVERTY...STENAY BOUND, AS ALWAYS...SEEMS AS THOUGH HE MAY BE THINKING...OF WHAT, WE ARE NOT SURE...STILL A HAPPY GO LUCKY...FOR HOW LONG...HAL? ED BLANKE...TAKING LESSONS... BOWLING...FROM HIS FRERE. RUSS HYGAARD...ANOTHER NEW TOP... GERRY'S NEXT DOOR NEIGHBOOR... AWAITING HIS BETTER HALF...DECEMBER WE THINK...HAS BEEN SAMPLING THE VIN ROUGE...ON THE WAGON NOW. FISH-N-BRUISE... FRIENDLY AS EVER...HEAR SHE'S TAKING HER VEHICLE HOME...POOR NEWFIES...BETTER LEARN TO STEP FASTER. SMITTY...WONDERING... STILL LIKES COWBOY SONGS... MAY BE BREAKING UP HOUSEKEEPING SOON...STRICTLY A LONE WOLF...SOME THINGS, THAT IS. KEN ANDERSON...STILL TRYING TO FIGURE OUT HIS SECTION...WELL LIKED BY ALL...(SO FAR)...GOOD TO WORK FOR...LIKES PMQS BETTER THAN AN HOTEL...NO WONDER. BILL WARSHICK...BUSY AS EVER... PERFECT TARGET ON DISPLAY... TWO BITS ADMISSION...GOOD JOB ON INTERFERENCE...MUST HAVE BEEN A GUARD AT ONE TIME. RED LEVERINGTON...MUSICIAN... ALWAYS IMPROVING HIS MIND... GETTING BUGG HAPPY...DUE FOR A POSTING IN A COUPLE OF YEARS. TOMMY ROBINSON...FIVE PERSONAL ENEMIES...BOWLING PINS... EXPECT HIM TO BRING A SLING SHOT ONE OF THESE EVENINGS... WE WAY LOSE HIM...HATE TO SEE HIM GO. DEUCE...YODELER...MIS-UNDERSTOOD...GOING TO PEI (DONT LAUGH) ON LEAVE...CIGARS... (ANYBODY WANNA POTATOE)...FINIS...



An aviator's plane was acting up and he had to bail out. As he was coming in his parachute, he was startled to see a little old lady, all disarrayed, streaming upward through the air.  
"Say", he said, staring at her as they passed, "did you see a fighter plane coming down?"  
"No", she replied. "Did you see a gas stove going up?"

## SUPPLY

At this festive season the Supply Section wishes to issue to all personnel of No. 1 (F) Wing "Our Best Wishes for a Very Merry Xmas and a Happy and prosperous New Year". Please note that this is a *free issue*. However, all other issues will still require Form E.42.

The SSO, F/L Fallis, just returned from a vacation in Italy and rumour has it that F/L West has been assisting him in the recruiting of a special Air Force to supplement the present Swiss guards.

Speaking of F/L West, the Supply Section will soon bid adieu to him, on his transfer to Ottawa, where will become the AMCHQ specialist on stocks, garters, braces, underwear, etc. F/L West was one of the original pioneers of 1 (F) Wing, Marville, and he has given untiring service to the Station in general and the Supply Section in particular. Whatever degree of efficiency the Supply Section has attained, is due in no small measure to his efforts.

Surprise! one of our members actually received his preference posting, and so! we will shortly say "Au revoir" and Good Luck to LAC Pitt of POL group on his departure for 5 SD, Moncton.

LAC Denis, our Major Equipment impressario will shortly say "I do" to Mlle Arlette Begeot, of Longuyon. On the 31st day of December, 1955 to be exact. Our congratulations and best wishes to them.

Sgt. Lemaire is presently holidaying on the Riviera, and we will expect a gearing account of the beautiful sunshine of Nice and Cannes.

A big welcome to our new arrivals, LAW Muriel Gloade from Stn Chatham, and LAW Marge MacDonald from Stn Summerside.

Yes! we will be having our Section party around Xmas, and so we would now offer this friendly suggestion in closing:—

"If you drink — don't drive,  
"If you drive — don't drink".

## 410 SQUADRON PILOTS

wish you all a

Merry Christmas

and a

Happy New Year

## Met Briefings

The outlook for a "White Xmas" does not appear too bright at present, but you can't say we didn't try. A few snowflakes braved the boundaries of Marville during November. The mercury compensated by giving us a high of 68.0°f and a drastic low of 25.0°f. Brr. (not beer either) The ever changing clouds poured 1.09" of rain unto us at various intervals making a total of eight day on which rain fell. All in all, November provided us with fair weather plus spasms of sunshine.

F/L Tom Gigliotti spent a few days at his summer home in leisurely recluse; swimming and enjoying the hypnotic waters of the Atlantic. An unexpected holiday proposed itself when the two venturers (Tom and the pilot) had trouble with their aircraft at Rabat. But all good things must come to an end. Alas! Repairs for the jet arrived and we have our tanned amis with us once again.

The winning beauty of the seven month old daughter of Mr. and Mrs. Red Taillon brought home the grand prize from a local Florenville Baby Contest. This entitles her to an entry in the National Contest to be held at a later date.

Contrary to what you may have heard, we have not been transferred to London. The dense fog which isolated us on the 5th and 6th of December may be attributed to a HIGH which insisted on invading our territory.

"THE NUMBERS RACKET"  
As ever,  
Law B. Barkwell.

# AIRWOMEN'S ACTIVITIES

December is to be the month of weddings at #1 (F) Wing, Marville France. There are three of them coming up in the first three weeks of the month with Cpl "Cass" Cassel leading off with her wedding to Cpl "Ted" Barton, Wing Maint, on the 2 Dec in the Protestant Chapel. The next day, LAW "Katie" Johnston married LAC "Jimmy" Gauthier, Cook and PMC of the Airmen's Entertainment Committee. One week from the Gauthier,—Johnston wedding saw Cpl "Lucy" Gluschenko and LAC Jack Mastellar, tie the marital knot at the Catholic Chapel. Both the Gauthier and Mastellar wedding receptions were held in the Mezzanine Floor of the Rec Centre. It is with regret that we lose the above airwomen, but our loss is the grooms' win. Nevertheless we would like to wish both the bride and groom of these three weddings our very best wishes and congratulations for a happy and successful future.

We are losing several other airwomen in the next few months but not for matrimony. They have been posted back to Canada, some on release and some going home as their time on overseas duty is over. LAW "Flo" Stanley, the live wire of Marville and North Luff, departed from our midst Thurs, 10 Nov; headed for RCAF Stn Lachine and her release. On her discharge Flo will return to her home in Vancouver, BC. We were all very sorry to see her leave as Flo was one of the old timers who fought the battle of North Luff and the early muddy days of Marville, France. She has seen just about all of Europe with her buddy and cohort "Hazel" Barteaux and their Famous Chev. We know that even though Flo was happy to be returning to Canada she was not happy to leave her old friends from Luff and Marville. We had very little opportunity to say goodbye but would like to officially say good luck and goodbye from all

her friends in Marville—we will miss the Stanley saying: "Just 'A Drivin' her"—

## Newcomers

LAW "Sophie" Andrmuk has also left us and is probably at this moment in her new Station at Rockliffe. Bon Voyage Sophie, and a very enjoyable stay in Rockliffe.

Cpl "Stella" Kolomitz will be returning to Canada in January and to her home in Niagra Falls—Stella is quite happy to be leaving, even though she has enjoyed her stay so far. We are all sorry to see her go.

Several of the girls took advantage of the 11 Nov weekend tour to "San Sebastian" and from all reports they enjoyed themselves reasonably well. The tour service is still in its infancy and although several things may be wrong the mistakes will be 100% operational. It was a good tour, and we believe that the three girls who went enjoyed all had to offer.

## Newcomers to 1 (F) Wing

We have had up to date five newcomers from Canada to join the rank and file of the Airwomen's Barracks:

Cpl "Jacque" Nichols—Photo—posted in from RCAF Photo Establishment Rockliffe, her home is Vancouver and she has brought to us many talents that we are going to be able to make good use of in her 1½ year stay at Marville. Jacque is also, besides being an enthusiastic camera fiend, an addicted car bug. So happy motring Jacque and many happy hours with your camera and its accoutrements.

LAW "Marg" McDonald—Supply—transferred from Summerside, PEI, the best station in Canada, to quote Mar. Marg is most uncommulative about her capabilities but the writer has known her for several years and can tell all the readers that she will be an active member in any sport tackled by the airwomen of Marville. "Welcome Marg and a Happy stay."

LAW "Stella" Dorish—Clerk Typist—comes to us from RCAF Stn Camp Borden—Stella is a welcome asset to the station and we are more than glad to have her.

LAW "Jerry" Hand—Teletype Op—posted from Stn Sea Island—Jerry is not a little sad to have left the beauties of her last station but in true style is adjusting herself very well to the complexities of Marville. Jerry is proving herself to be an all round good type and is more than valuable on the Airwomen's Basketball team. Welcome Jerry—

LAW "Marg" Gloade—Supply—posted from RCAF Stn Chatham—we haven't much news on this young lady but from all appearances she looks as if she will be an asset and a welcome addition to the barracks.

As this is the Xmas edition ON behalf of all the airwomen, we would like to wish everyone on the station a very Merry Christmas and a Joyous New year. May all your hopes for the future materialize in the New Year of 1956.

Cpl. "Danny" Marshall

## HANS SCHNIBBLE and the HOMER

HELLO, IST DIS BEN M.E. GESECTION?  
YES, THIS IS THE M.E. WHAT CAN WE  
DO FOR YOU?  
ICH BEN WANTEN DAS GEPULLEN  
GEHAULER DAS TRUCKEN.  
WILL YOU SAY THAT AGAIN PLEASE?  
ICH BEN WANTEN DAS DOMKOPFT GE-  
HAULER TRUCKEN.  
WHAT IS IT YOU WISH U STO HAUL LAC  
SCHNIBBLE?  
DAS USELESS GEPUTTER OUTEN DAS  
VOLTAGEN UND BENSCHOCKEN ICH—  
DAS WHAT?  
DAS DOMKOPFT ELECTRISCHEN GEPUT-  
TENOUTER  
OH I SEE. YOU WANT US TO SEND OUT  
A TRUCK WITH MECHANIC EH, WELL—  
NEIN. DAS GEHAULER TRUCKEN BEN  
BRINGEN OUTEN LOADEN—  
LAC SCHNIBBLE, DAS TRUCKEN WILL BE  
RIGHT OUTEN AND  
NEIN DOOMKOPFT, DAS TRUCKEN BEN  
BRINGEN UN LOADEN DAS BOMBENS,  
ICH BEN GEBLOWING DAS GESPUTTEN  
APU SKYHIGH.

## Station Workshops

Once again we are about to enter another year and if we look back we can see many changes in and around the Workshops. New faces have come and old ones departed. During the past month two of the Workshops personnel have departed to the greener fields of Canada. LAC Hickey has gone back to mending cod traps and LAC Dawe has taken up bird shooting, namely "The shooting of the Baulks". We here at the shop were sorry to see them go and we wish them the best of luck at their new places of residence.

She Stork has visited the home of Cpl West and presented them with a "little bundle of joy". (We think it will be an AIRWOMAN!!!)

Arriving in the shop during the past month is LAC Christie direct from Sea Island. He says it is a little different here than at Sea Island. We wonder what he is trying to hide?

Cpl Bale and LAC McCusker were victims at the hospital this month. Glad to have you back, fellows.

LAC Mooney is the man of the month, having spent some time on Ground Defence he now knows all the angles and shortcuts in defending the station.

Back from Rabat came LAC Sutcliffe with tales of his adventures in Africa. Must have been interesting, because now, F/O Doyle, our Maint Adjnt is all set to try his luck after the New Year. LAC MacDonald isn't feeling so happy since his 9 weeks TD to Rabat was cancelled - we all feel for you, Mac!

By the time this is seen in print the Trade Board will have come and gone and to those who pass we offer our congratulations and those unfortunates we ask them to think of the great difficulties that Abraham Lincoln overcame before he became President.

As Xmas comes and we enter into the New Year we wish each and every one at Marville a "sober Xmas" and a "hangoverless New Year".

That's 30 for this month. See you all next year!

## GUN PLUMBERS

This seems to be one of those months when news is as scarce as the old proverbial "Hens Teeth", but in the best tradition of the armourers, Wolf Clubs and Boy Scouts "I'll do my best".

First of all I would like to take the opportunity to welcome, on behalf of all of us here at Wing Armament, there new members to the Fold, namely WO2 "Gus" Evans, who came to us from Camp Borden; Sgt. "Jim" Hooper from Chatham (Is that in Canada Jim?) and last but not least LAC "Smitty" Szczerbaniwicz also from Camp Borden. Hope you all have a long and happy stay at 1 Wing.

Rumour has it that LAC Bergin's expected visit from the stork was delayed. Reading up on A/C Spottling wont help any Bill!

One visit that was not delayed however was the one to LAC and Mrs. Cliff Amor when Cliff became the father of a baby girl on 25 Oct 55. Congratulations to you and Mrs. Cliff and thanks again for the cigars.

A number of systems "Types" have departed these shores for the "Land of Milk and Honey", #2TTS Borden and the MG2 Course. Good luck to LAC's Hedges, Murphy and Coady. Also transferred home was LAC Mason from systems who goes to Clinton for the basic electronics course and then to Borden for the MG2 Course. Best of Luck to you also Lionel.

I guess everyone who wrote the September test has the results of it firmly entrenched in his hot little head by now so I wont rub it in, but I will say congratulations to all who made it and "Better Luck Next Time" to those that didnt. However, if its any consolation to you, it was A H—of a rough board in a lot of ways.

Work in the meantime. Sorry the usual hubub of activity and with beaucoup changes being made, (All for the better we hope). We HOPE to have the best looking section at 1 Wing when its finished even though it means a lot of hard? Work in the meantime. Sorry "Chuck" I was forced to say that.

That seems to be all for this

month so I'll close for now with "Hasta La Vista Amigo's".

Cpl. G. R. White.

## Telecom Workshops

Since last month our new arrival to the section, the only one, is Sgt Lorne Blythe, from Stn Clinton. Cpl Ken Parkinson has changed places with Cpl Hopley (441 Telecom) just so he could get a second look at old Rabat. Lac Ivan Biglow has changed his hat rack from # 4 hangar to Telecom Workshops.

With the results of the September Trade Board we find that Lac's Barter, Cox, Miller, Purdy and Robinson now have an increase of pay to the amount of \$20. per month.

Both F/O Snow and Sgt Bab Barr have just returned from a few days leave. We now have Lac's Cox and Purdy preparing for a spot of leave in Nottingham, London and elsewhere, with the elsewhere depending on their financial statement after reaching London.

(Cont. from page 5)

Now let's cover the night life and clubs to visit. Again it is only normal for a stranger in Paris to want to go to Pigalle Montmartre to the small clubs where it is expected to see (du déshabillage). For vaudeville I would recommend the Folies Bergères. They are world wide known and you will see a very good show for the money. To see a real good floor show or, as the French call it, a "Spectacle" then go to a large club, like the Lido, the Ball Tabourin, etc. You may say, "but they're expensive". Naturally they are but nothing comes cheap in Paris, but you will at least get your money's worth and in some instances more. I am afraid that my friend was disillusioned by the American Movies version of the Moulin Rouge. How those American movies can disillusion people. And we must not forget that this movie was to have happened quite a few years ago.

Accommodation in Paris. The hotel situation: I don't know who the writer's friend was that gave him the address of that Hotel. If the hotel was as bad and as expensive as you say, he must not be much of a friend. Now if you had gone to the "Hotel Regeance Opera" which is in the centre of Paris near the Opera House or the "Washington Opera" hotel you could've had a very nice room at a very reasonable rate. (800 frs single room, 1250 to 1700 frs double with bath). I suggest however that before you go to Paris or any large city for a visit you contact the travel agent on the station. He will give you any information you might want which will help you to enjoy your stay in that particular city.

I hope my friend is not offended by my remarks but I couldn't help feeling sorry for him and for so many more fellows who will probably do the same things and feel the same things and feel the same as he did on their first visit to Paris. Paris is a beautiful city, don't kid yourself. When you visit Paris, visit it as you should or would any city back home. Don't look, only, for things you hear about, such as Pigalle and what it stands for. I know it's appealing to the animal instinct but visit everything that Paris has to offer in line of beauty, artistry, pageantry and scenery. I know fellows, it sounds corny, but I dare anyone to try and say that he hasn't enjoyed it. I'm sure you will come back with a much better view point of Paris and the Parisiennes.

From one who has been, enjoyed and still enjoys the beauties of Paris.

Paul Hamelin, Sgt.

(Cont. from page 5)

not visited the entertainment centres of New York or Montreal. Why should it be cheaper in Paris? The French have a saying, "Paris is a woman". Well, you boys should know women are expensive. Confess though, don't they make life interesting?

Then, there are the car owners. A large number developed persecution complexes on this side judging from their stories that - the air force "conspired" with insurance companies - English judges and policemen had "special traps" for Canadian service men - the Belgian and the French border official "insisted" on proper credentials but, worse still, they refused to speak English and would not let any service man pass through in a car with fraudulent plates! There is also a phantom French driver who stalks Canadian cars causing them hit trees, turn upside down, etc. He has been known to put liquor bottles in Canadian cars too—really mischievous, something should be done about him. However, I am not quite clear from the versions I have heard if it is always the same phantom or if there are satellite phantoms. And I cannot recall hearing about phantoms in England but ask some of our service men to describe the English judge they "met". Any resemblance between their description and the original will be purely accidental.

Service men will also gripe about housing—this is another air force conspiracy with the Housing Officer as ringleader. However, they never mention the special overseas allowance they receive to compensate for high rents and it is remarkable how quickly they have forgotten the prices of rents for furnished houses back in Canada. Service men who are familiar with inventories in the service are highly indignant when asked to sign their landlord's inventory. One NCO told his landlord he was "worse than a Communist". Another tried to leave with an expensive household article which the landlord had installed a couple of weeks after the airman had moved in and which he had forgotten to add to the inventory signed by the service man on arrival. Why should a landlord have to resort to a fist fight to reclaim his property? Would service men behave or misbehave like that in Canada?

Maybe the boys do not stop at the bar at 5, as your writer claims, but they must stop somewhere else because a lot of them are drinking - more than a social drink, too. Some of them started at North Luffenham, staggered through Calais or Dunkirk, and carried on at Morville, Iré-le-Sec, Paul's... What can people think of Canadians like the one who apparently thought he was on a merry-go-round and drove car 'round and 'round the main square in our town until the local gendarmes decided he might get dizzy (?) and hit someone, OR the other one who held his wife under the shower at 2 or 3 a.m. this summer and her screams could be heard all over the same square? Canadians are considered "peculiar" in some quarters, is it any wonder?

On a different slant, I wish to protest against the attitude of the Royal Military College officer in air force blues who replied to a wife's remark that her husband did not have any medal "Well, I never got around to buying one either". Should a career officer or any other service man, for the sake of a bad joke, make light of medals which represent sacrifice and duty? Look at those medals closely - they are marked "For Valor", "For service in defence of the principles of the charter of the United Nations"...

The writer of "Service Wives" blames the wives for coming to Europe, at least that is the implication I get from his remark "too many wives cluttering up the place". A typical man's remark. Why shouldn't wives benefit from a European tour? Why should the men have ALL the fun? And more important, why should our husbands be left at the mercy of European women? We must admit our service men like women (thank goodness) and their resistance is nil when these women trot out their bags of tricks. The way I see it, either the air force is "stuck" with the women in Europe or the Welfare Officer will be "stuck" with the broken marriages when the European tour is over. While taking measures to ensure peace amongst nations, let us also take measures to ensure peace in air force households.

To the service men referred to in this article: your bad behaviour reflects on the service and, above all, on Canada which you represent over here. Some of you are letting down the country

of which you are so proud. Do not let the FACT that Canadian service men are the handsomest, best-built specimens (as well as the highest paid) go to your head. We grant you that distinction but let's keep it a secret amongst Canadians, shall we?

## SERVICE WIFE

P.S. - Will the writer of "Service Wives" please let me share his dog-house?

(Cont. from page 5)

8. If the SUPPLY people were to close up shop and to no more ordering and handling where would the Tradesman get supplies to maintain the Aircraft; or to cloth himself; or secure a blanket to cover himself at night?
9. If the MEDICOS were not there to look after his slightest ache or pain, how long would it be until disease reached epidemic proportions?
10. If the I SPECS did not scrutinize personnel and weed out undesirables how long would it be until the whole service was shot through with 'reds' or worse, their willing helpers?
11. Who maintains the hangars he works in, the billets he sleeps in, makes sure there are runways for the aircraft to take-off and land on (sometimes) if not the CE personnel?
12. How safe would the station be in case of a if there were no Firemen to answer the Fire or Crash-bell twenty-four hours a day?
13. And last but by no means least, if there was no SWO to look after and allot housekeeping duties that must be done to keep a Station running smoothly and to keep reminding the would-be 'Long hairs' that Barbers have to make a living too, and that Caps and Buttons have a definite function, how long would it be till the place looked like it was run by "Cox's Army"?

Yes, these people mentioned in the questions above all been referred to as belonging to the LESSER TRADES, but after giving the questions thorough thought and honest answers if he can honestly say that they are not essential and can show the RCAF why, they will gladly release them and save themselves Millions of Dollars. But, I think that Mr. A/C TRADESMAN would find that if it were not for these LESSER TRADES, that instead of repairing Aircraft he would be back behind a plough or holding down a place in a Broad-line, because there would be no RCAF for him to join.

If A/C TRADESMAN will carry out his own job efficiently, keep himself out of trouble, and get up on his service knowledge, he will find little call to patronize the section of these LESSER TRADES and in that way keep not only his Boss but their Bosses happy too.

(Cont. from page 5)

impossible to gain entry to Block D, without tracking in great gobs of gooey gumble-like mud. Therefore, much of the mud stains in block D are the result of moving into quarters before they were completed.

Now, I'll be the last on eto blame the deplorable state of affairs in PMQ's in general, and in Block D in particular, on the state of the surroundings alone. Much of the damage, mud, and broken windows have been the results of accidents, and much has been the result of delinquency, mostly juvenile, but then juvenile delinquents are invariably the result of parental delinquency. It is inevitable under the system of allotting PMQ's that we get some unsanitary and delinquent families who require pressure from the authorities to make them conform with reasonable norms of civilized conduct, as memos, letters to the editors or entreaties and threats of their more cleanly and civilized neighbours are to no avail. It was regrettable that the writer of last months letter saw fit to tar everyone with the same brush. I, personally, take exception to being blamed for the actions (and non-action) of others, especially if there is no effective means by which I can exercise control over their actions. It is felt that the many other occupants of PMQ's who battled against the mud and delinquency feel the same as the undersigned, perhaps not so strongly, but justifiably so.

Further exception is taken to the labling of all

occupants of PMQ's as Canadians when we have not a few occupants who are, technically, not Canadians, many of whom have never seen our sunny shores, and, who number amongst them, a share of delinquent and unsanitary types who have contributed their share towards the existing deplorable conditions in PMQ's. These British subjects, as I shall call them, who are to blame as much as any, are contributing to the blame placed on Canadian heads. It is regrettable that a few delinquent Canadians give the rest a bad name, but it is unjust to the umpteenth degree when others, some of whom to the undersigned's knowledge, have no desire to become Canadian citizens, add to our disrepute but take none of the blame.

The undersigned feels that it would be advantageous to the general public welfare of the occupants of PMQ's if an organisation with authority to govern the occupants were setup, not only to eliminate the negative situation existing, but to promote a positive public welfare program to aid the occupants in taking a fully, conscious part in the life and spirit of the community and to aid in establishing good relations with the towns and people in the surrounding area. Also, it is felt that the writer of last month's letter should be censured for his indiscriminate blaming of all occupants in PMQ's for the action of a few and for bringing the name of Canada into such disrepute.

L. P. Ricks, FS

(Cont. from page 7)

as the F-86H, the landing gear designer has the problem of stowing a wheel that will carry the maximum takeoff load and provide adequate brake capacity. In order to provide a brake would be adequate for the F-86H and fit within the space available, the Bendix people have developed a new inorganic lining material. It replaced the organic materials used on the F-86F and D. This new brake lining is a cintered cerametallic material. It greatly increases the allowable operating temperatures, thus producing higher braking capacities.

An added advantage of the cerametallic lining is its ability to sustain a conscient coefficient of friction throughout the landing run. This eliminates the tendency of the brake to fade at high temperatures.

By necessity, the F-86H brake gained a bit more weight than its predecessors. The brake weighs 80 pounds against 55 pounds for the D series. However, our 80-pound binder is capable of absorbing 9,000,000-foot pounds of energy as compared to 4,900,000-foot pounds for the "D."

Reports from various service activities indicate that there have been numerous failures of the F-86-H main landing gear tires. Actually, this tire is larger than that used on the F and D airplanes and has a lower tire pressure. This should normally give longer service. In the majority of

cases the tire has been blown shortly after touchdown which indicates that failure may have been caused by one or all of the following:

- Over-braking one wheel to correct for loss of directional control on touchdown. Loss of directional control just prior to touchdown, causes the airplane to yaw and drop one main wheel ahead of the other.
- Too heavy application of brakes.
- Lack of familiarity with the F-86H braking system.

To get the best performance out of the brakes in the H series airplane, follow the normal landing procedures recommended in the Flight Handbook. When the airplane is on the runway, set the nosewheel down quickly and apply the brakes smoothly and steadily to the point just short of locking the wheels; then release and apply brakes intermittently. Hold them on for two or three seconds and off for one second. As the airplane slows down, heavier pedal forces may be applied. If the airplane should yaw during brake application, both brakes should immediately be released and then corrective

braking action taken. Here's the reason:

If excessive brake pressure is applied, it is possible for one wheel to lock. The locked wheel will then skid and the tread-rubber in contact with the runway will melt. This reduces ground coefficient of friction and causes the airplane to yaw towards the side **OPPOSITE** from the locked wheel. The immediate reaction of the pilot is to increase the brake pressure on the locked wheel to correct the yaw. The result will be a tire blow-out. Hence also the reason for intermittent braking at high speed; as well as the release of both brakes momentarily should yaw occur. When excessive touchdown speed is avoided and the brakes are used properly in the early stages of the landing roll there is no need for heavy and destructive braking near the end of the runway. Below 90 knots, nosewheel steering is very effective in countering crosswinds. Directional control obtained in this manner helps to reduce brake temperatures.

Remember, an aircraft brake is not designed for continuous operation like an automotive brake. It is designed

to stop the airplane safely under the most severe condition, which is an abortive takeoff. Under this condition, the brake absorbs its maximum kinetic energy and attains its critical temperature. If an abort is made, about 30 or 45 minutes should be allowed for brake cooling before attempting another takeoff.

When making repeated landings at short intervals, especially if there are long taxi-backs to the point of take-off, have the crew chief check your brakes for overheating. A hot brake retracted into the wheelwell is out of the slipstream cooling. The heat absorbed by the brake will radiate to the tire and may cause the tire to burst. Attendant damage to the airplane structure may result or possibly hydraulic lines may be ruptured.

In conclusion I would like to say that you have a good airplane with an excellent set of brakes. Brakes designed solely for your aircraft's individual configurations. Just like any other piece of mechanical equipment that is new to you, you must learn to use them properly and respect their limitations. They'll stop you every time if you use a *soft touch*.

We are hoping in the next few editions of Talepipe to bring you a life story of the personalities who are always present in the Rec Centre and who try in every way possible to give you a full sports program and assist in any recreation this station may wish to undertake. This month we are bringing to you, Sgt "Eric" Mason.

Eric is one of the so called "Kippers" and hails from Ilkley, Yorkshire, England being born there 24 June, 1919. Eric attended the Ilkley school and during this time he was active in all sports, football, cricket, rugby and boxing. After leaving school he worked as a Junior Clerk on the Railroad till he was 18, a which time he joined the RAF in January 1939. He immediately applied for the trade of PTI (Physical Training Instructor) and on being accepted into this trade was sent to RAF PT School at Uxbridge, Middlesex. On completion of this 4-month course he was transferred to the Recruits Training Depot for the next four months. In Jan 1940 Eric along

## Sports Spotlight

By Cpl. "Danny" Marshall



with 5 other PTI's was transferred to the Polish Air Force which was for-

ming at Manston, Kent, after the Polish evacuation from France. The boys remained with the unit at Manston for three months at which time (May) they were evacuated because of enemy raids on the airfield. This particular spot was known as "Hell Fire Corner", and the boys were not too unhappy to leave this spot. Under a strict Security Blackpool, were they remained for 9 months. It was here that Eric became a Sgt and was transferred to the Middle East. During this trip, made in convoy, one ship of the Union Castle Line was lost off Freetown. After calling at Durban, the convoy arrived at Port Tewfik, the southern entrance to the Suez Canal. He was sent on a 6 weeks Ground Defence course and thence to RAF Stn AMMAN in the Trans Jordan. After a three months period Eric volunteered for the 8th Army Tough Tactics Course at Sarafand, Palestine. This course lasted 6 weeks and then came another posting, this time to Advance HQ's in the Western Desert and then on to an RAF Regiment unit at Gambut. This unit was

Please turn page

at the time providing Ground Defence for the Advance Airfields. During this period, stalemate developed in the desert with both Air Forces concentrating on each others advanced airfields.

At this time Lord Teddar, Chief of Desert Air Forces, decided to follow suit with the Army and Navy and introduce Tough Tactics Training for his Desert Forces. To implement this scheme, 9 PTI's were chosen, Sgt Mason being one of them. These airmen were united into a Tough Tactics Mobile Unit, traveling to all the Air Force camps, demonstrating and teaching all methods of unarmed combat.

After the campaign in North Africa the Desert Air Force crossed over to Italy where Eric received his crown to become a FS and NCO i/c of a mobile Tough Tactic team to set up a base to train air crews and thereby improve their chances of escape after bail outs behind enemy lines—this base was at Casserta, Italy. The team remained for three months and were then flown back to the Egyptian base, #1 RAF School of TT Training at Almaza, outskirts of Cairo. The move came in 1944, and after the course another promotion was due Eric and he became at this time the youngest WO in PT of the RAF. With this promotion he was placed in charge of another Tough Tactics team to tour bases in Iraq and Persia. This trip, made by road, involved the crossing of two deserts, the Sinai Desert and the Iraq desert between Haifa, Palestine and Baghdad, Iraq. This trip took the team three hot, dirty and thirsty days.

After visits to Mosul and Tehran, the team, after a 6 month tour returned to their base at Almaza. This completed Eric's 4-year tour of duty overseas. He returned to England and worked in rehab work at the RAF main orthopedic centre at Loughboro College, Leicestershire. After a 6 months period he was demobbed and took up the position of swimming instructor at Derby Bath, Blackpool. He remained here for three months when he answered a call from the RAF for experienced personnel for 3-5 yrs services. The year was then 1946 and he re-listed for a period of 3 years as a PTI once more.

At this time numerous Jamaicans were being released from the RAF and to return them home, a troop ship the Empire Windrush had been provided. FS Mason was the ships PTI, arranging boxing shows and recreation.

After leaving the trooper Eric was demobbed for the second time. Eric was offered a position as swimming instructor by the Pacific and Oriental Steam Navigation Company of London, the biggest Shipping Line in the world. Eric accepted this position and shipped on the SS Stratheden, bound for Australia via Gibraltar, Port Said, Aden, Bombay, Colombo, Freemantle, Adelaide, and Melbourne, arriving Sydney after a six weeks voyage. This position also included general massage and PT classes. After two trips on this run Eric signed off and was offered the post of Gymn Instructor on the RMV Capetown Castle, sailing from Southampton to Madiera, Capetown, Port Elizabeth, East London, Durban and return—a complete trip of six weeks. After 10 trips Eric was then offered the post of Gymn Instructor on the 35,000 ton Cunard, RMS Coronia. This ship sails mostly on the "dollar cruises" from New York. Immediately after signing on, the ship sailed from N.Y. on a North Cape Scandinavian Cruise which included Iceland, Norwegian fjords, Oslo, Gottenburg and Scotland, returning to N.Y. after another 6 weeks. One interesting feature of this trip was that Eric heard the Randy Turpin-Sugar Ray Robinson fight from London on the after deck, well inside the Arctic Circle, on a Trans Oceanic Zenith Radio.

Eric then joined the RCAF at CJS London, England as an RSPEC and was posted to Air Div HQ's at Metz France. He then went to North Luffenham and remained there a year. He came to Marville in March 55. Since he has been here he has been the key figure in the organization of the winning Soccer team in the Air Div Championships and is also the Drum Major of the Marville Pipe Band. This ends our story of Sgt Eric Mason, RSPEC at #1 (F) Wing—if his past is any indication, we should by this time next year be able to give you more news of his activities in Europe.

## EDITORIAL

(Cont. from page 4)

*gined. No excuse, and a great variety have been developed on a rush of shameful awareness, can obliterate the dismay and shame caused to his loved ones by his intemperance, i.e., lack of balance both physical and spiritual.*

*I was called, one Christmas morning, to the home of a family a few years ago. It was on one of our units. The problem was an absent and overdue husband. Before I could set up a private search and rescue party, he appeared at the doorway. Stashed. He weaved his way across the room wearing a silly smile; narrowly missed the Christmas tree which appeared to be a bit pathetic in that home now; and the crunching sound of the bedsprings indicated his whereabouts for the next five or six hours. In the silence, one of his children asked, "What's the matter with Daddy?" I wondered the same thing.*

*Enjoy Christmas, of course, but allow others to enjoy it as well. Plan now, indeed, to bring a full measure of enjoyment to others. In some cases those, 'others' will be the little people of your home. In other cases there may be an opportunity to bring pleasure to those who have no homes. Try to get a balance in all your activities of this Christmas.*

*It has been the experience of countless numbers of people that the full, rich flavor of the Christmas joy has been sharpened and increased by the worship services offered in the chapels. It many mean a great effort this Christmas morning to attend Church service but the successful completion of that effort may be a source of joy and strength for the whole new year ahead.*

*May I wish, through this column, a joyous Christmas to you whether with your loved ones here or with loved ones at home in Canada in memory. As once more the angels sing and the Christmas star spreads its soft light over all the world may your lie be touched by the gentle spirit of Him whose birth the whole creation awaited and ultimately celebrated.*



# “Allo and ADIEU”

## OCTOBER

225915 AC1 GC Sills, 1 Tech	from 2 (F) Wing	39266 Cpl RG Crowe, SupTech	to Stn Summerside
10164 Sgt J. Watt, ClkAdmSupr	from 1 STAU, Toronto	46358 LAC RF Shannon, AFTEch	to CJATC Rivers
34112 LAC WO Krankvist, SETech	from Stn Saskatoon	207183 LAC GD Jones, AFTEch	to PRC Lachine
25984 Sgt P. Smith, AFTEch 3	from Stn Chatham	27841 Cpl A Ablett, ROp	to Stn Rockcliffe
9603 WO1 BP Polec, AMSupt	from 2TTS Camp Borden	38583 LAC JW Burroughs, Com- Tech (G)	to 1 Air Div Micro Unit
2393 F/O RD MacKelvie, AS/FC	from Stn Centralia	35417 Cpl EE Reimer RdrTech (G)	to Stn Uplands
26888 Sgt KK Clarke, twd	from 6RD Trenton	38821 LAC RR Wagner, Photo	to 3 (F) Wing
230155 AC1 DB Greer, PHoto	from Stn Chantham	47270 LAC ML Biggin, FtrCop	to 1 Air Div (61 AC&W Sqn)
42562 Sgt JR Kerster, AFP	from 3 (F) Wing	2654 FS E Yaternick, ClkAdmSupr	to 30 AMB Langar
200185 Cpl EO Day, Stw	from 1SD Downsvew	35418 LAC JW Beres, OPMME	to PRC Lachine
27743 Sgt RW Jackson, Cook 3	from Stn Winnipeg	2341 WO2 AG Cooms, ArmtSTech	to 2TTS Camp Borden
33531 A/Cpl JMR Limoges, AFP	from 2 (F) Wing	33607 LAC KM Geldert, OPMME	to Stn Summerside
230012 A/Cpl JW Riddell, AFP	from 3 (F) Wing	32166 LAC NB Cagan, Mach,	to Stn St Hubert
35762 LAC JLR Forrtin, GD "S"	from Stn Comox	130835 F/O DG Hockett, Air/P	to 422 aux Sqn Vancouver
36326 Cpl Beaulieu AA, AFTEch	from 411 (F) Sqn Toronto	204512 F/O GR Howson, Spec/Sec	to Stn Torbay
216963 LAC CEH Mosher, Photo	from Stn Chatham	46626 F/O RE Beer, AS/FC	to Stn Torbay
49874 Cpl JE Bedore, AFTEch	from Stn Chatham	161213 LAC JW Murphy ArmtSTech	to 2TTS Camp Borden
220819 LAC EH McCarty, AFTEch	from Stn Chatham	34866 LAC DD Moore, FtrCop	to Air Div - 61 AC&W Sqn
214562 LAC JCL Hacc, ClkTyp	from ADCHQ	225564 LAC FE Hedges, ArmSTech	to 2TTS Camp Borden
48558 LAC BJ Craig, AFTEch	from 104 "K" Flt St Hubert	49565 LAC TC Mason, AFTEch	to Stn St Hubert
207816 LAC FG Green, AETech	from Q Stn St Hubert	201567 LAC TW Palmer, ITech	to 407 Sqn Comox
15777 Sgt HM Lepne, SupTech	from MACHQ, Halifax.	46363 LAC DL McHugh, AFTEch	to 420 (F) Sqn London
200487 LAC JMJ Longpre, AFTEch	from 420 Sqn London	32759 LAC DJA Houlahan, OPMME	to Stn Uplands
14099 Sgt TR Naven, ComTech (G)	from 2 (F) Wing	29531 LAC JA Dionne, OPMME	to 32 AC&W Sqn Foymount
48701 LAC MW Chaisson, ITech	from 103 R Flt, Greenwood	49589 Cpl JGM Watier, AFTEch	to Stn Chatham
217612 LAC S Premech, AETech	from Stn Portage La Prairie	35523 Cpl WR Stanyer, ETech (A)	to 55D, Moncton
25863 Cpl JMA McNicoll, AETech	from 439 (F) Sqn Montreal	17185 Sgt BR Sawler, SupTech	to MACHQ, Halifax
207003 Cpl J Wallace, Photo	from Stn Summerside	40948 LAC R Roy, OPMME	to Stn Toronto
45064W LAW LE Chiki, FtrCop	from Air Div - 61 AC&W Sqn	214388 LAC AR Rivers, Cook	to 31 AC&W Sqn, Edgar
33368 LAC HJ McCorkindale, OPMME	from Stn Toronto	22875 FS WC Reitzel, ETech (A)	to CJATC, Rivers
25648 Cpl IR Down, ETech (A)	from Stn Centralia	18244 Cpl JJ Paquette, FSA	to Stn Uplands
23371 Cpl TP Begley, AFTEch	from 445 (AW) Sqn Uplands	18614 Cpl RO Whidden, Photo	to Stn Summerside
45259 Cpl AN Sanders, RdrTech (G)	from Stn Uplands	224171 LAC TM Mustin, SETech	to 1TTS Aylmer
39222W Cpl GM Bernache, FtrCop	from 2ADCC, Stn Margarets	203892 LAC DC Rankin, AFTEch	to PRC Lachine
222017W LAW MMML Brunet, ClkTyp	from 1TTS Aylmer	222586 LAC EL Armson, ArmtSTech	to 2PSU (O) London
221344 LAC DH Jamieson, AFTEch	from Stn Gimli	463 27 LAC RR Folkins, ComPC (A)	to 2PSU (O) London
203493 LAC JSG Boisvert, Cook	from 21 AC&W Sqn Edgar	214805 LAC FL Cossaboom, ArmSPC	to 6R&CS Clinton
37003 LAC RR Hygaard, TTOP	from 31 AC&W Sqn Edgar	229111 LAC FM Dakin, AETech	to 2PSU (O) London
221202 LAC JAR Avon, Cook	from Stn St Johns	33821 LAC VA Bent, ClkAcc	to PRC Lachine
38012 LAC JWEA Despatis, OPMME	from 101 ComFlt Dartmouth	15971 LAC EB Smith, MedA	
39132 Cpl JEH Labigne, FSA	from Stn Uplands	212325 LAC DW Roberts, M&WTEch	to Stn Johns
214271 LAC JEHY Frechette, Photo	from 3 (F) Wing	120144 Cpl A Newton, M&WTEch	to 2PSU (O) London
210924 LAC JAC Coady, ArmSTech	to PRC Lachine	48444 Cpl JE Currie, ArmtSTech	to 424 Sqn Mount Hope



# Christmas Love

By Muriel BROWN



*Christmas comes with all its joys,  
Happiness and lots of toys;  
Merriment for girls and boys,  
Merry, Merry Christmas.*

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*Presents chosen all with care,  
Baking luscious Christmas fare;  
Carols floating on the air,  
Merry, Merry Christmas.*

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*Party time and mistletoe,  
Take the chance to kiss your beau.  
Kiss someone else's, who will know?  
Merry, Merry Christmas.*

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*Engagements too, start at this time;  
Weddings then come into line.  
Bells of love will always chime,  
Merry, Merry Christmas.*

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*Cosy evenings by the fire,  
Serenading with the choir  
Of Christmas fun we never tire,  
Merry, Merry Christmas.*

