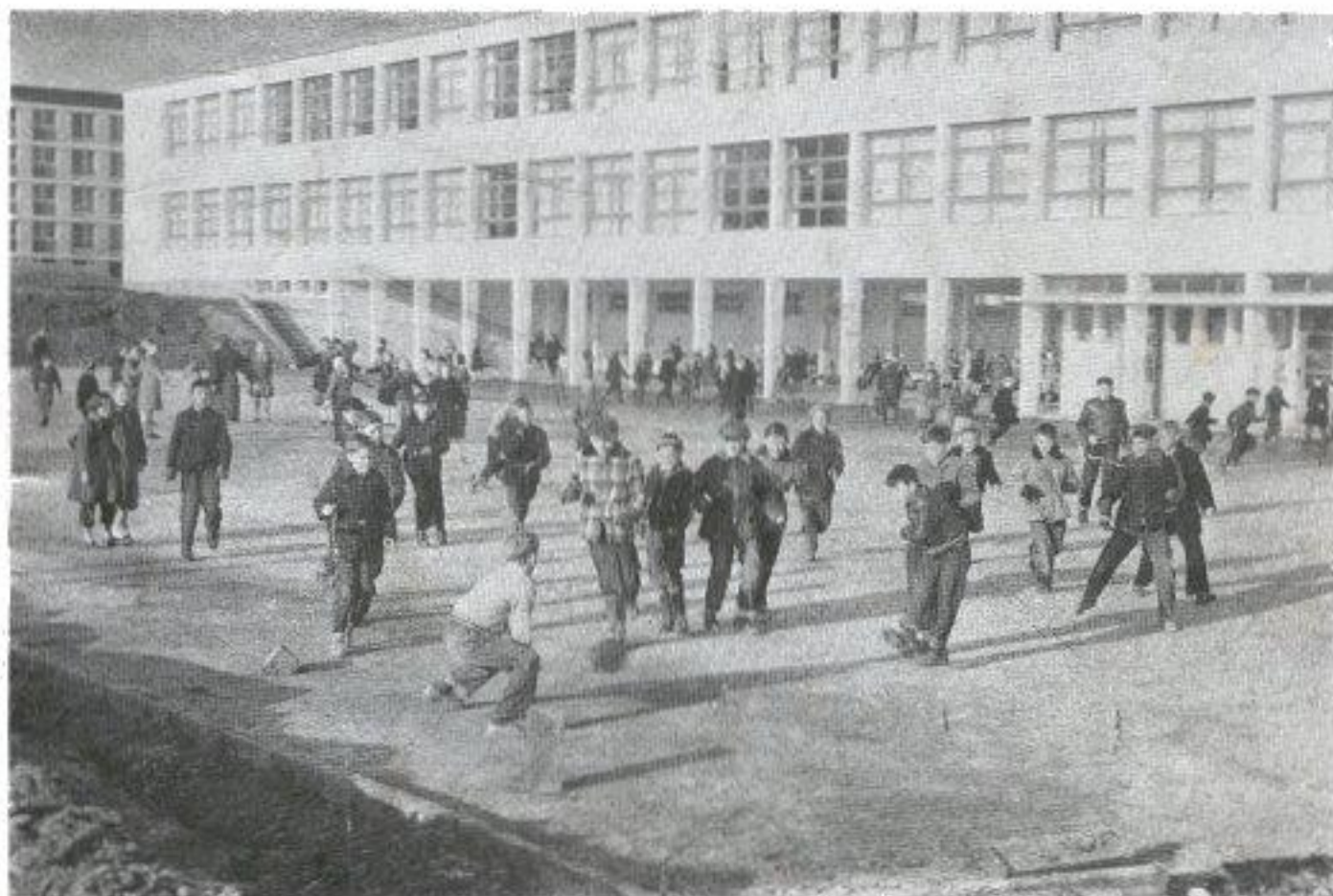


talepipe

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JANUARY, 1956

No 1



STRATEGIC AIR POWER

D. N. D. SCHOOLS

LONGUYON



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editorial

Pardon me - Your Neck is Showing

Criticism has come forward of criticism that has come forward. There are those who think it discreet, if not for some strange reason indeed expedient, that recent correspondence on the pages of Tailpipe be discouraged and discontinued. We cannot agree with this point of view.

It seems strange that a world which has been given the opportunity to observe the wretched evils that march in on suppression of the press or voices of criticism. Evil and unhealthy authority has always taken

By S/L R.P. CONDON
† Chaplain (P)

a dim view of giving the people a voice either in the press or on a platform.

We, as Canadians, are usually gentle in our use of criticism. As a matter of fact, before we actually get into the business of being critical we preface it with so much good will and praise of what good we can find that only a person with a high degree of perspicacity can find what we are saying in criticism. We need a definiteness. We are reminded of a visit to Bastogne in the past summer and seeing at first hand a monument to an American general who when asked to surrender retorted concisely, "Nuts." It didn't look too well on a monument. It isn't pretty. But it certainly is definite. You do not

confuse its meaning or the fact that the defiance implied was going to be made real.

We need men and women who have definite opinions on matters. These opinions may be poorly conceived and possibly never allowed to hatch. We need men and women who cannot be intimidated and who are not concerned with the plaudits of the crowd and those who will not sell to-morrow for the cheers they may win today.

We need men and women who will dare to stick their necks out. So great a majority will have definite opinions as to what should be done or what should not be done but do not have the courage of their conviction which permits them to stick their necks out. They wait for someone else to move first to avoid or divert attention.

Where there is no challenge authority becomes more and more authoritative and not necessarily intelligently so.

You can't live too long before you discover that among the ranks and file of humanity there are a great many people who have opinions-valuable opinions and criticisms that should be at the service of their community or country. But many are reluctant to make them known publicly. They are obsessed with what Charles Kingsley once called, "that nasty little virtue of prudence". It may be that they are quelled by unfavorable attention. But the point is that the progress we have made as a democratic country has come from people with sound ideas and opinions arrived at after deep deliberation. These have changed the course of history. True, they have not always been popular at the time although many have rated a monument fifty years later.

Many of the opinions voiced in our station magazine have presented an inaccurate picture or a one-sided picture. Many of them have stirred up controversy and resulted in annoyance or hurt. But their value cannot be denied because of the fact that they have made other people think.

There have been, in our time, many shocking examples of what

On The Cover

Typical Canadian children playing a typical Canadian game during a typical Canadian recess at the typical modern Canadian School, P.M.Q's, Longuyon, France.



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STRATEGIC AIR POWER



—heart of secure defence

by Group Captain R. C. M. Collard, D.S.O.,
D.F.C., R.A.F. (Retd.)
Sales Manager, Handley Page Ltd.

Throughout the history of warfare it is possible to distinguish at almost any epoch a decisive weapon, the possession of which in sufficient quantity ensured safety.

The horseman overcame the spearman and remained supreme until the bow and arrow regained the advantage for the foot-soldier. The pike was for a time decisive until the advent of canon made mass attack without fire power impossible. The concentrated fire of musketry, and later rifles, then became more decisive than artillery and remained so until, in the First World War, the machine gun became the final arbiter of land battles.

In sea warfare, it is possible to trace similarly a development of tactics going

hand in hand with successive decisive weapons until finally the long range guns of the battle fleet met their match in the torpedoes fired by submarines.

During the First World War, however, a new weapon in a new element began to have its effect. The aeroplane, almost in its infancy in 1914, was by 1918 being used in great numbers by both sides. It had not, however, yet become the decisive weapon although the discerning recognised that it would one day so become.

Both soldiers and sailors looked upon the aeroplane primarily as a means of obtaining that thing they valued most, timely information about the enemy. The principal function of an air force was to supersede cavalry and small ships in the reconnaissance role rather than artillery and battleships in the offensive role.

But there were signs of what was to

come. The Germans raided the Allied homelands with Zeppelins and aeroplanes, creating alarm and confusion out of all proportion to the actual damage caused. The British produced aircraft specifically designed for bombing. The Independent Air Force attacked the Ruhr and was preparing to attack Berlin when hostilities ended.

Meanwhile, over the battlefields, struggles for local air supremacy hinted at the aerial conflicts which would one day take place between whole countries and even continents.

After 1918 a reaction occurred in strategic thought. Plans for war were related to the deployment of vast armies and fleets; the air lesson had not been learnt, perhaps because the air weapon had not yet had time to show its effectiveness and imagination was lacking.

The air forces of all the major coun-

tries were developed primarily in relation to their armies and navies and the exponents of an independent air strategy were unable to achieve much in the way of bomber forces.

The development of aircraft and aero engines came slowly between the wars until, in the 'thirties, the renewed German threat applied the spur that was needed for scientific advance and financial expenditure.

By this time, too, the strategists were uneasily aware of new development witnessed by the whole world. Air bombardment had proved an effective, though not decisive, weapon in the Spanish civil war and, more disturbing, the threat of Hitler's air fleets, no less than his armies, was providing him with bloodless triumphs.

By the outbreak of the Second World War, the importance of the air offensive was recognised and the British and the Americans, at least, had taken steps to equip themselves accordingly.

A remarkable feature of the second war in Europe was Hitler's failure to draw the proper conclusions from his previous successes when the mere threat of bombing attack or, in the cases of Poland and Holland, the attack itself had gained his object so quickly.

The German Air Force proved to be subordinate to the German armies: and the bomber fleets, which failed in the Battle of Britain, had deficiencies in performance and equipment which would have been avoided if the German view of air strategy had been really far-sighted.

Even so it was a close-run thing and it is astonishing that, having come so near to success, the lesson was lost and Germany concentrated primarily on tactical aircraft until forced by the Allied bomber offensive to build up a strong fighter defence; bombers effective in performance and numbers were lacking to the end, and the loss of the air war was a prelude to Germany's defeat everywhere.

The Japanese were faced with range problems incapable at that time of solution with land-based aircraft. But their use of the combined sea and air offensive was a sensational success at Pearl Harbour and was counteracted by superior American efforts in the same sphere.

In Europe, the British and American air strategy was directed to long-range bombing attack, with its complement of fighter defence.

The postponement of great land campaigns to later in the war enabled the strategic air forces to be built up without prejudice to the tactical air forces which would later be necessary.

It was recognised that the air war

had to be won before any land campaign could be effectively conducted and it was apparent that the aim of the air war must be to establish such superiority over the enemy's territory that our aircraft could freely operate there while denying the same freedom to him.

This could only be achieved by a bombing campaign which continued and intensified until the enemy, being thrown on the defensive, was deprived of the resources for an air offensive of his own.

This in fact was what happened; the Allied bomber offensive became a round-the-clock affair, losses became less, the German Air Force was compelled to concentrate on fighters and, in the end, the whole of enemy-occupied Europe lay open to aerial attack.

Under these conditions the invasion of Europe, though hazardous, was assured of a great chance of success and the defeat of the Reich made possible.

There has been much argument as to

Group Captain Collard joined the R.A.F. twenty-four years ago and during the war served in France, with Bomber Command and in the Middle East. Afterwards he was at the Central Bomber Establishment and the Imperial Defence College.

Here he traces history of the decisive weapon and the development of air power. He propounds defence policy in the present nuclear age and demolishes the arguments of those who would deny Britain the strategic air strength necessary to remain a Great Power.

exactly how much damage was done by bombing during the Second World War.

It has been pointed out that German production, far from being reduced, actually went on increasing almost to the end. One reason for this was that, contrary to the general impression, German industry was by no means geared to war production in 1939. It would have expanded to a much greater extent than it did if it had not been for the bombing.

In any case, much of this sort of argument is sterile and irrelevant; the bomber campaign is to be judged less by computation of damage than by its effect on the air war generally. In this sphere it can be seen to have been decisive and the great lesson in air strategy to be learned from the Second World War was that air superiority can only be obtained by the offensive. Superiority in the air over your own territory may win a battle but will not win war.

Nevertheless, it remained true that it was necessary to drop an enormous number of high explosive bombs in order to conduct an effective bombing campaign and, on a mathematical calculation,

the damage caused in relation to the effort was not particularly impressive.

It was the bombing aeroplane rather than the bomb itself which was the decisive weapon in the years 1943-45.

NUCLEAR WEAPONS

The latest and greatest change has been brought about by the coming of the atomic and then the thermonuclear bomb. It is now possible to inflict fatal damage upon a large country by the successful operation of a relatively small number of bombers carrying nuclear weapons.

The concentration of large numbers in space is no longer necessary; the concentration of a large effort in a short one and the loser will be that side fails to put in a sufficient effort in the first days or even hours.

At first sight, it would seem a relatively simple business to have a sufficient number of aeroplanes, of long range and large carrying capacity, capable of inflicting a vital blow on vital targets without much regard to losses. In fact, it is far from simple. The shortage of time available means that only the best possible equipment, the finest crews and the cleverest tactics could effect a knock-out blow before the other side had crippled you. Improvements in air defence call for constant development in the performance and equipment of bombers.

The weapon rather than the aeroplane has now become the decisive factor but at present, and for some time to come, the only effective way of delivering the weapon is by long-range bomber aircraft. Other methods using missiles, ballistic or otherwise, will come, but not to-day or to-morrow.

Thus, true air power can at present only be wielded by the country which can produce nuclear weapons, which has a well-equipped and well-manned bomber force and which possesses the logistic capacity for maintaining and operating such a force.

To this must be added the need for effective air defence of the homeland; this, as always, is a complement of the offensive arm. Even though no complete defence against the modern bomber is beyond the capacity of any air defence organisation, it is still essential to make it as difficult as possible for the attacker; otherwise aggression would appear too tempting and the devastation of the homeland and consequent crippling of one's own offensive arm would be swift.

VITAL DETERRENT

Not the waging of war, but the threat of it, may now be regarded as an instrument of foreign policy. The choice is not so much between war and peace as between an honourable peace and capi-

D.N.D. *Schools Overseas*

By R. W. Vogt, School Principal

It was in the early part of 1954 that the Department of National Defence (D. N. D.) decided to establish schools in Europe for the children of Canadian service personnel stationed there. Dr. Harry R. Low, then with the Department of Current Affairs, was named Director in charge of establishing these schools. Initially, schools were planned for the Army at Soest, Hemer and Werl in Germany and for the Air Force at Metz and Gros Tenquin in France and at Zweirbrucken and Baden-Soellingen in Germany. However, in July, 1954, it was also decided to establish schools for the Army at Antwerp in Belgium and at North Luffenham in England. Although the children of service personnel at North Luffenham were attending English schools and could have continued to do so, it was felt that with the move of 1 (F) Wing to France scheduled to begin in early 1955, it would be wise to have a D. N.D. School organized at this wing the September before the move took place, since it would be impossible to secure teachers in the middle of the school year. Military authorities at all locations mentioned above were given the two fold task of finding suitable accommodation for the school children and for the teachers.

The problem of acquiring teachers was one of the most important of many problems confronting D.N.D. It was finally decided that Boards of Education in some of the larger cities across Canada would be asked to supply necessary teachers. The Boards were most co-operative and by May, 1954, one hundred and eighty teachers, including principals, had signed contracts to teach in D.N.D. schools overseas for a period of two years. Thus it is that in all D.N.D. schools overseas, a representative cross-section of Canadian teachers is found. In our own school for instance, we have or have had teachers from every Canadian province, with the exception of Newfoundland.

Another question that D.N.D. officials asked themselves was, "What about the curriculum for these schools?" The creation of a suitable curriculum for any school system, no matter how small, is a task that cannot be successfully accomplished in a few months, or even a few years. Time was limited and so it was decided that the Ontario Curriculum would be used as a guide with some additions from the other Canadian provinces. However, it was also felt that full advantage should be taken, while students were attending D.N.D. Schools in France or Germany, of the opportunity to introduce them to Europe and Europeans, to instill in them an understanding of European history, customs and ways of thought, and to lead them to an appreciation of the historical and cultural links which still exist between the old world and the new. Virtually every subject provided for in the curriculum offers an opportunity for this.

For example in our own school, daily periods in French conversation are taken by every girl and boy from Kindergarten to Grade 8. Grades 9

to 11 take the customary French courses already found in those grades in most Canadian secondary schools.

Also in Social Studies, numerous opportunities exist due to the fact that this school is located in France. How much more interesting it can be for a student to study the geographical characteristics of France, particularly when it is possible that the student will see or has seen some of the rivers, mountains, etc., that form these characteristics! The historical side of Social Studies provides an even greater opportunity to make history more meaningful. It was with this thought in mind that on one sunny afternoon last fall, the senior students of the school, accompanied by teachers and an excellent guide, made a tour of the Verdun area, where so much history has taken place. It is hoped that more of these tours can be arranged in the future.

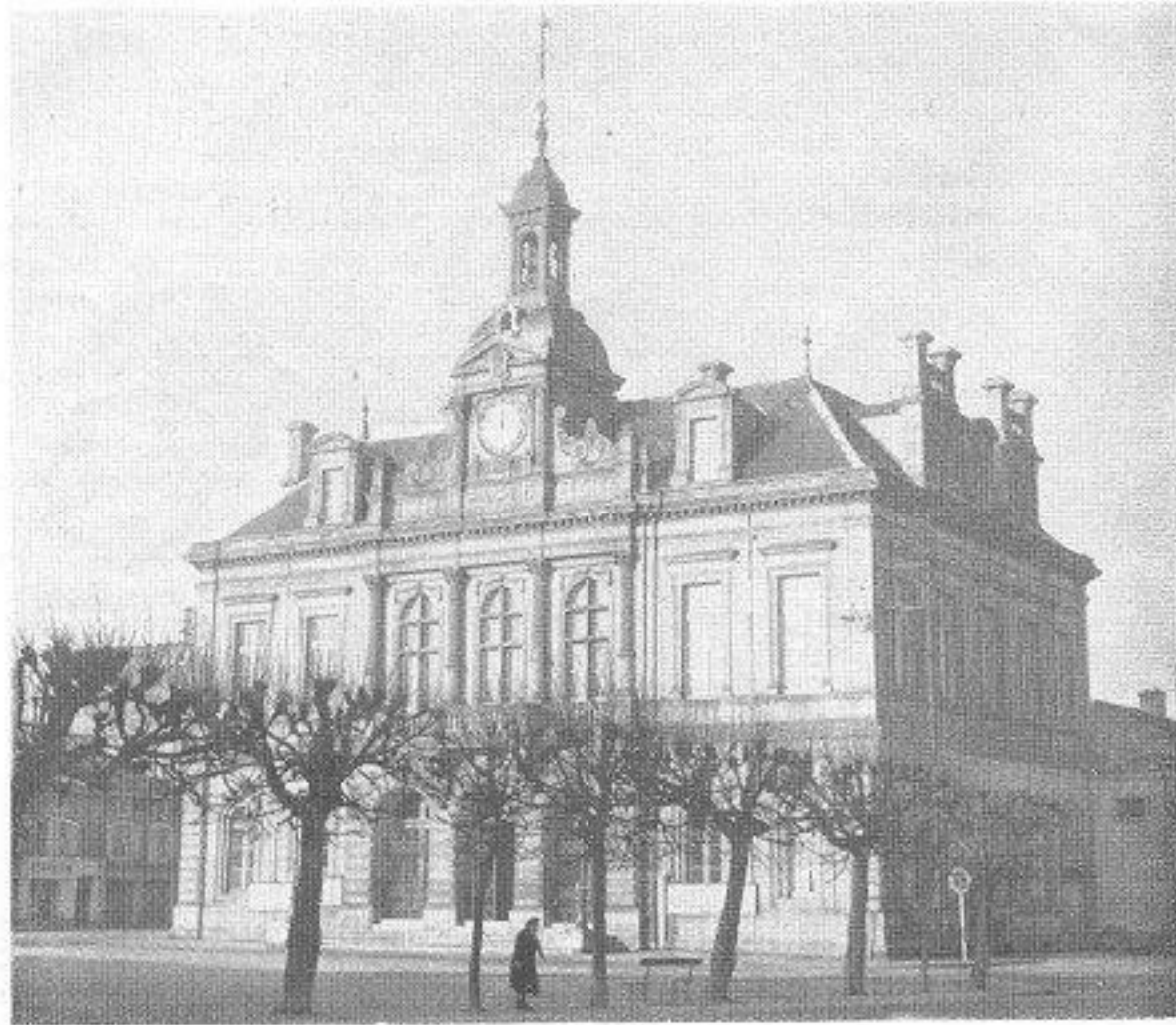
Even in Arithmetic, the calculation of and study of various European currencies can be a most interesting sidelight to the main course. It must be added, however, that most young-

Please turn to page 15



One of the classes in the spacious and modern kindergarten, on the P.M.Q. Site near Longuyon.

in our region **longuyon**



The "Hôtel de Ville" (Town Hall)

first of a serie of places of interest in our region

Three centuries ago, around 1637, our city was a straggling village of three hundred inhabitants; most of them were small farmers or workers for the forge "La Platinerie" or "Lapigneux" where excellent gun barrels were made. There was in Longuyon a rather important hospital and a chapel devoted to St Nicolas, a Roman Church, part of it of the 12th Century, today an historic monument. Small part of Treves diocese, chief town of bailiwick Sovereign Court of Nancy, the King being the only LORD. There was also four "quit rent": FOSSIEUX, NOEL (Noers), FROYEUX (Froidcul) and MEGET (Magé) and also an ordinary brick-plant.

The etymological matters are always very difficult!.. Here is one, at least, probable, from Mr. ABEL.

At the CHIERS river (forme/v

CARUS) and LA CRUSNES junction, sediments had formed numerous small fords (in late latin: GUAIONES) scattered on a rather long range, "LONGA" there for the word "LONGAGUAIONES", then "LONGAGUIONES", and finally LONGUYON. As many other cities in the world, Longuyon would have started from an easy passable ford, which would have been, latter on, kept and even defended.

At the Celto-Roman time. Longuyon was certainly inhabited and even before, as a basalt celtic axle has been found; a grey granite one in the FAYELLE woods; a silex one had "QUEUE D'AU-RU" (or QUEUF D'HENRI).

Celto-Belgium would have settled their huts on the Chiers fords edges and La Crusnes, in order to ensure

the passing, dangerous at flood time.

The Gallo - Roman would have left behind a strategic roman way from Verdun to Titeberg; passing through the fords. And, on plateau de Treu- vieres crest (now Froidcul) was a Roman Camp.

Indeed around 1810 parts of walls and earth-banks, presumably Roman defence works vestiges, could be seen. They may even be more ancient. It was like an elliptic enclosure starting in the Fayelle woods, going through la Haye-au-Min, passing along the Falloise, wood and finishing some where around the Froidcul farm.

Moreover in 1849 a road maker, digging for the new road, found fragments from pottery, bricks, edge tiles. Farmers found among fragments of all sorts, a lot of rusted horse shoes.

In 1843, Gallo-Roman tombs were discovered. They were usually made of four flag stones and another one on top as a lid. In some places they were on the top of each other; others made of one excavated rock; one only being of a cylindrical shape. Inside these tombs there was ashes, urns, lachry- matory vases, iron, rings, (coat) hooks of bronze, brass, several of them nicely carved; in only one tomb, was a stylet whose blade had a small rusty spot.. In another one, was a bird skeleton, about the size of a jay or a crow; in several tombs a medal of PROBUS, or crowned CONSTAN- TINE, thus posterior to 312; proba- bly the obole to CHARON (the latter being the Mythology licensed ferry- man who was entrusted with the pass- ing through the river STYX, of the soul of the deaths who were going for rest in the HADES, a quiet place at that time..

In a field, near a wall vestige, one has discovered the incineration place, with a great quantity of earthen- ware fragments and a few plates similar to our saucers, scattered near by. All earthenware and vases were made of rough clay, but one fragment of fine red finished clay.

In 1888, several sarcophagus, each one containing a skeleton compound as they used to insert in order to pay CHARON.

Pagan and Christian, a strange mix- ture: this sarcophagus superior flag- stone bore a cross shaped ornament. no doubt it was the tomb of a Chris- tion legionary, CHARON 1 Century.

PERSONALITY PARADE



L.A.C. T. A. Robinson.

In the Land of The Shamrock, Northern, 1922, on a clear cold morning, Lac Tommy Robinson was born. He enlisted in the RAF as a boy entrant, Radio Operator, at the ripe old age of sixteen. After his course at Cranwell, he was posted to 10 Bomber Sqdn, Leeming, York, where he flew Whitleys. In 1941 he transferred to Coastal Command, on Ansons and Bristol Bothas. Bothas deserve a word or two.

A Wireless Op sat directly above two 500 pound bombs, or depthcharges, and his back rest was against the internal fuel tank. Not the most comfortable of places, nor the most soothing on the nerves.

During the latter part of 1941 he was transferred to Charlottetown, where he flew with the 31st General Reconnaissance School until 1943. While stationed in Charlottetown he met and was married to Eileen Patelakis. Eileen accompanied him to England in 1944, after he had received his commission, where he joined 48 Transport Sqdn at Down Ampney. After operating across the continent for a year or so, he was posted with 48 Sqdn to Chittagong, India, as Signals Leader. In 1945 Robbie joined 62 Transport Sqdn at Rangoon

on supply dropping, and in early '46 transferred to 267 Passenger Sqdn flying between Calcutta and Singapore, Bangkok and Hongkong. As a F/L Signals Leader, he was one of the very few in the Command who was seconded to B.O.A.C. However, Tommy decided to head for greener pastures, and came to Canada in 1947.

That same year, he joined Maritime Central Airways (that rapidly expanding "little" Airline) as a Radio-Navon charter runs around Labrador and Newfoundland.

He flew with Pilots Carl Burke and Charlie Trainor mainly, and they were very sorry to see him leave for a post with DOT, 100 miles north of Goose Bay. While he was there fire wiped out the settlement and radio station, and he supervised the building of another, installed the equipment, then returned to Montreal, where he joined CPA.

After flying with CPA for some time, an incident happened which prompted him to take a more "down to earth" job. One day when the weather was "closed in" he ran into an old flying pal of his who was astonished to see that Tommy was still flying. So astonished in fact, that he said "why in blazes dont you quit flying while you're still in one piece." Tommy pondered this over for a time, saw the light, and took a quiet job with RCA. Two years of this and he had "had it", as the saying goes, so in 1951 he joined the RCAF.

Before his posting to Marville, he spent three years instructing flight Cadets at Stn Centralia, and consequently is a familiar figure to most of the Aircrew on this wing.

This is a brief description of his career during the last seventeen years; to go into all the gory details would fill a Signals Diary, but in summing up, we can say that Tommy's flying hours are in excess of 4000, completed in seventeen different types of Aircraft, and it would be simpler to list the countries he has't been in, rather than those he has. (This does not include Jails!!)

By L.A.C. K.F. Doucette.



Open Letter

Little Canada, Longuyon, France is a thriving village of approximately 640 Canadians, Britishers, Dutch, RCAF families and a few associated people.

It is only too apparent that some sort of representative committee is required in order to help us organize.

We need organization for our washing machine days, hallways, traffic, lawns, complaints in general.

We need improvements, community spirit, Old Ladies Socials, Afternoon teas, and untold other things.

We need direction for pets, garbage, parties, a welcoming committee for newcomers.

We need a Mayor, Councillmen, Women's Committee, We need to VOTE VOTE VOTE VOTE VOTE VOTE VOTE.



Christmas on the Canadian Camp.

In the frame of the festive seasons, the Canadian Authority has made a nice gesture on December, 23, 1955.

Indeed this day has been an outstanding event with the lunch the Canadian personnel has offered to civilian employees.

Each branch of service, under the chairmanship of an officer has set attractive buffet and bar where the best French wine and Canadian drinks were plentiful. The atmosphere was a friendly one and everyone was bubbling over with high spirits.

Let us say "thank you" to the Canadian Command who permitted such a good party and thank you also to Canadian personnel who spared no trouble for this success.

Let us hope there will be more to maintain this high spirit of friendship between Canadian and French people.

From the "Est Républicain" (local newspaper).

Alkit

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YOU Tell 'em

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

THIS MONTHS WINNING SUGGESTION by Cpl W.G. Warshick

The policy of the RCAF is to enlist young men, (from the age of 17 1/2), to train them, and to offer them a career. One of the requisites of a vocation or profession is security. This freedom from worry should include among other things the availability of adequate housing.

Under the present system of allocation of P.M.Q.s the Air Force is unable to do this. Take a hypothetical case - Cpl Black enlisted at 17 1/2, now past his 23rd birthday so has the sanction of the Air Force to marry. He has been in the service nearly 6 years so we'll say he has 12 points. On the other hand LAC White enlisted the father of 3 children, he automatically has 30 points. Our Cpl Black would have to serve 15 years to obtain the same number of points.

My suggestion is this. The point allotted for each year of service should increase progressively, that is 1 point for the 1st year of service, 2 for the 2nd, 3 for the 3rd and so on. In this way Cpl White, our career man, has 21 points and in two years (or less), will have more points than LAC White. It is true that in the past there have been many ex-service personnel enlisting, but this will no longer be the case, and a change in allotment of points is necessary.

The single point for marriage allowance would serve only to differentiate those married longer than others. The points for a child should be reduced to 8, this would further add to the fairness of the system and yet allow a happy medium.

THE

Just recently here a little girl solemnly told her mother that when she got married she was going to marry a preacher. Her mother wondered what was behind this decision of her nine year old young lady and asked.

"Well," replied the daughter, "I think they settle down faster and don't carry on so much as other men."

Naturally we are inclined to hope that the observation of this young lady is accurate. But in her opinion, which is a very flattering one, there is an implied compliment, not so much to clergymen, but to what they represent.

Do Christian convictions and practices have a bearing on character, morale and dependability of those who possess them in their everyday lives?

It is a fair question. It might be difficult to make a scientific survey to prove this in an affirmative answer. However, in terms of personal observation, coupled with the opinions of other chaplains, it can be stated that an airman who can be classified as Christian is a happier, better adjusted and more efficient person than one who does not follow a pattern of Christian discipline.

By definition, a Christian is one who follows a Way of Life as given by the Master of life. He tries to follow this Way not because it may result in a speedier promotion, increased finances or a solution to all problems of life but it attracts him because he finds his life becoming happier, useful and steadier.

But there is more to being a Christian airman than the personal aspect. The President of the United States said recently, "I do not believe that democracy can exist without religion. If each of us in his own mind would dwell more on these simple virtues—integrity, courage, self-confidence and unshakable belief in his Bible—would not some of our problems tend to simplify themselves?"

The strength of democracy lies in the strength of a nation's citizens. You cannot build a great and enduring nation with sleazy individuals.

When a majority of the population abandon those virtues spoken of by the President then the glory and strength of that nation begins to wane. One dictator, a few years ago, looked at the democratic countries and thought he spotted decadency setting in like a blight. He was almost right but not quite. People accepted a new

CHRISTIAN

set of disciplines such as gas rationing, food rationing and longer working hours. In blood and sweat, toil and tears we proved that democracy could still work. People returned to their altars, abandoned for a while; they prayed on days set apart and many were the prayers sent up through various channels on D-Day through areas that had been silent before this date. But if we drift so far away from disciplines of the spirit and mind what then? Will we be like the poor dog who accompanied Old Mother Hubbard and found the cupboard bare? That would be looking into quite a frightening abyss.

It is like this. You count. Your life can be an influence anywhere but particularly in a closely-knit community as ours is here.

One Christian airman in a barrack block will do, in his own quiet way, much to improve the general tone of that barrack block. One Christian airman, and we do not mean the tight-lipped, disapproving, censorious type often caricatured as the true type of Christian, will accomplish much to counteract the blasphemous and indifferent element present in any concourse of men. Multiply the influence of this single unit by ten and then by a hundred and the influence is more obviously seen and felt. The impact of such a group on any station might not be measured from day to day but it would show in improved relationships, happier surroundings, richer co-operation and higher morale. Many personal problems would disappear or solve themselves. The battle for a higher moral and spiritual values would swing to the side of right. A great service in public life would be rendered by helping in the rebuilding of spiritual and moral strength.

There is a Chinese proverb that goes something like this. "If there is righteousness in the heart, there will be beauty in the character. If there is beauty in the character, there will be harmony in the home. If there is harmony in the home, there will be strength in the nation. strength in the nation there will be peace in the world."

Those who have attained some stature in their Christian aspirations testify silently to those words. Their lives possess a quiet strength based on integrity and dignity. They have put away "childish things," and become men, Christian airmen.

A good majority of senior officers in the armed forces, who have

AIRMAN

thought deeply on this matter of religion as related to morale, now support with their loyalty and enthusiasm the religious program on their units. They no longer fear, as once they did, that being religious will reduce fighting efficiency. The outstanding leaders of the armed forces in World War II were keenly and sincerely religious before the war and their increased responsibilities. President Eisenhower and General Montgomery are the two shining examples.

It is the solid conviction of those who have thought long and widely on this question that Christian principles and convictions woven into the life of a man will make that man to have high dependability, a more desirable character in communal relationships and a higher morale in peace or in war.

Your life matters in this business have higher dependability, a more of defence. Your life matters in this business of developing a happier station. Your life counts in building for peace and preparedness. It will count for more as you seek to enter into an understanding of what it might involve and ultimately what it will mean to you personally to become a Christian airman.

R. P. CONDON S/L

Chaplain (P)

(23)



NUMBER PLEASE?

Seated - Cpl Chiki, Miss Lena Coffen.

Standing - LAW Stewart, LAW Alexander, Cpl MacNeil.

According to Gilbert and Sullivan, "A policeman's lot is not a very happy one". While our Admin. Switchboard Op's, unlike the police, are far from being an unhappy group, their life is often a very hectic one for short periods of time.

Except for our two civilian operators, Lena and Renée, they all belong to the FtrCOP trade which is usually associated with the tracking of "Hostiles and Friendlies". For long hours at a time girls sit in front of a grim monster which alternately glares silently and menacingly, then goes berserk with flashing lights, screeching numbers and the ringing of bells, much like an overgrown pin-ball machine hitting the jack-pot. Somehow, amongst all this, they seem to retain their sanity, not to mention their even composure and regard for their fellow men, despite the odd caller who wants to know why he was cut off or must wait umpteen hours for his call to Div or some other far place.

The next time you ask for a number (and please do ask by number); when that pleasant voice says "number please" give a thought to the person to whom the voice belongs. She, like you, appreciates courtesy when receiving calls or inquiries. If you've been waiting longer than you think is necessary for the operator, don't give her the "blast". She may have been putting through priority calls on a crash or fire alarm, explaining to another caller the procedure for placing a personal long-distance call or trying to locate someone, absent from his usual place of business, for whom an important call is awaiting.

To these ladies behind the "Voices" goes a great deal of the credit for the efficient operation of this Wing and a tip of old Cap's hat for a job well done. Keep it up!

Are you Skid ing?

The winter time brings us road and vehicle conditions which we, the motoring public, must learn to contend with, and being motorists we must know how to overcome these conditions to be good, safe drivers.

Let us then first deal with the most prominent hazard, "The Skid". It is caused when the tires of a vehicle lose their traction with the surface of the road and control of the vehicle is temporarily lost. We think of skidding only in the winter, true that is when it is most prevalent. But it can be caused by ice, packed snow, wet roads, wet leaves, mud, turning the wheel too sharply, even applying the breaks too suddenly. If we were to find ourselves confronted with a skid there are certain things we must do and others which we must never do. Never reach for the brakes, that will only make it worse. Always leave the clutch engaged, that keeps power going to the wheels which is necessary to regain traction. If you are skidding to one side or the other, turn the wheel in the direction of the skid and accelerate gradually, this will bring it so you are travelling in a straight ahead direction; then by gearing down and gently pumping the brakes the vehicle can be brought to a slower and

less chance of skidding speed.

Now let us consider how we should prevent slipping when proceeding from a stop on a slippery surface. Usually second gear is accepted as the one in which to start, if this is found to cause the wheels to spin before the vehicle is moving, then the next higher gear should be used. Always engage the clutch very slowly and accelerate only enough to keep the engine from stalling.

When approaching a hill that is icy or in a slippery condition, select the gear in which you can easily mount the hill, never shift gears while on the hill. If for any reason you find the wheels begin to slip, ease off the acceleration a little until the slipping is stopped, never try to accelerate in this case as it will increase the slippage and the vehicle will come to a stop leaving you in a very undesirable position.

This has covered a few of the more prominent hazards of winter driving. When you as motorists, learn how to overcome them you are fast learning to become good safe drivers. Remember when one of these conditions occur, don't panic or freeze, a cool head and the right counter measures can and will bring you safely through.

LAC E. Dawson.

Your Right To GRIPE

BY CPL BILL GOUETTE

Someone in the Air Force once said, "An airman is only happy so long as he has something to gripe about". This being the case, where, in the whole of the RCAF, could one find a **happier** station than 1 (F) Wing??? Here, from comments constantly made and articles put in print, it would appear that everyone from officer to AC has a pet hate, all are in the act. Take a look at the signatures (if any) under letters to the Editor - these, you know, are happy airmen. Even the wives feel it their privilege to grumble - although I can't remember ever seeing this privilege officially laid down in either "Marriage Certificate" or "AFAOs".

During the war it was the same. While some were crying about being posted overseas the rest were moaning about not getting their share of the glory and gore.

I have gradually come to the conclusion that all these grumbles serve some purpose. The times in the past, when I beefed the loudest and suffered the most, somehow have all miraculously turned into rare and antique stories - greatly magnified and improved upon through years of telling. For instance, take the four months spent grouching on the island Shemya (known as the "Florida of the Aleutians"). Here we had to contend with horizontal snow storms and winds up to 100 m.p.h. "A girl for every three," they said, — a termite couldn't have had a square meal working as a "coureur de bois". But Lo and Behold! Now I find myself telling these things to others as humorous stories of the "Good old Days".

Another time while flying as ground crew on a tour of Indo-China we let down for an overnight stay at Saigon. This, in itself, was no great achievement, but our **first class** accommodation was a **second class** flop house. The "roast chicken" which we ordered and **ate** (we were hungry) turned out to be

"alley cat". Something to gripe about, you say??? Sure, but it's first class bull session material now.

During my training as an Instrument Wreck I never knowingly (??) committed a single crime, but the powers "that be" saw fit to banish me to seven years hard service in the Province of Quebec. Did I beef???? I sure as heck did! But finally my reprieve came through and I was paroled to France.

Here at Marville I find myself outclassed as a grumbler. But re-

member, when you finally return to our sunny shores your gripes will be forgotten and only pleasant memories will remain to be known as "that charmingly funny, story, the Jones boys tells about the RCAF in France".

My pet gripe at present?? No, she doesn't! So why write this article in the first place, you ask? Hell! like everyone else I'd like to see **my** name in print. So, come on you "grippers", move over and make room for an "amateur"!!!

ON T.A.

BY CPL G.R. WHITE

To my mind, TA, as its generally known in the RCAF, is one of the most important factors in reaching a high standard of workmanship required by today's military services. When I think of TA, I immediately think of why we have it and what we can do to improve both it and our standard of work.

First off all, lets take **WHY** we have it.

1. To determine the knowledge of each and every tradesman.
2. To assist tradesmen in bettering themselves in their individual trades.
3. To help them attain the highest possible grouping in their trade.
4. To distribute first hand, up to date information to individuals in the field by means of precis, booster sheets, lectures etc.

Secondly, lets see how we can improve it:

1. By the procurement of more and better Training Aids.
2. The procurement of more and up-to-date films, filmstrips, slides etc.
3. Greater inter-command, station and section co-operation, in regards to paras 1 and 2 above.
4. Faster delivery of EOs and other publications to each unit.
5. By including all TA sections at each unit in the distributions of all RCAF EO's and publications.

To illustrate my statements I will say that during the past 3 years or so it has been my job to set-up and run TA sections on two RCAF units. Both times I have come up against problems which could be very easily

remedied. Problem number one has been the procurement of Training Aids, EO's, films, etc. There is a very definite safety factor involved here and I will endeavour to explain it, using my own trade, Armament, as an example. When an Armourer comes off course and is transferred to the field he may not come into contact with all the equipment he took on course. Take a Sabre squadron overseas for example, his chances of handling bombs are sometimes remote. Consequently, he tends to forget the more important safety features of bombs and as we don't have the Training Aids required we cannot give a clear picture on Trade Advancement. Since the old saying, "One picture is worth a 1000 words" holds true in most respects and an Armourer has a good chance of making that **ONE** mistake he can make when handling bombs. It's all very well to stand up in front of a class and tell them "this is so" and "that is so", but if you yourself have not been in contact with that particular store and haven't got access to the proper information and Training Aids, you very often can make mistakes which could prove fatal to yourself and your students at some future date. Some of the films at present in use are badly outdated and a great number of them are of American or British manufacture. Since a lot of our equipment in Anglo-American, why not have all Canadian films.

In summation, may I say, "If Safety First is to be practiced, it must first be introduced by means of the proper Training Aids and films or it cannot be properly taught."

STORK ARRIVES EARLY IN NEW YEAR



Shown at left are S/L P.E.A. Blake-Knox, the S.M.O., Mrs. Blythe, 'better half of Sgt L.R. Blythe, and F/O C.V. McCaffery, A/C Ad. O. The young dependant Blythe received a pair of booties, his mother a box of chocolates from Station Fund. The young heir Blythe was born on January 5th, weighing 8 pounds.

in our region Longuyon

Continued from page 7

As every Middle Age building, this church is cross-shaped; a mixture of Gothic and Roman architectures.

The steeple, being one hundred years older than the church, is likely a belfry and, seen from outside is rather striking. Also there is another tower - sort of a war like build - on South of the Choir; pierced with loop-holes, there is, inside a stair case leading above the vaults. The roof is made of stone blocks, grinning faces carved on some of them. Above the spandrel is a 13th Century statue of Sainte Agathe, whose face is very fine. This statue is sheltered under a machicolation of some sort. The choir forms a polygonal three face apse; although the side-aisles surroundings are, on the contrary, on a straight line; against it are the altars of the

Virgin Mary and St Agathe.

Behind the modern altar is a strange double altar. A first altar table leans against the wall, in front of the ancient tabernacle (to day, blocked up). A second table, recessed, high above the first one. On it is the St Agathe reliquary. The capital of the columns supporting these tables are, each one of them, decorated with different foliage and the edge of the higher table of foliage likely palmetto.

The first two columns near the choir are heavy and stocky, according to Roman style, the others, finer and slender are Gothic. The columns end with carved capitals curl' up leaves. The side-aisles ogival archs are tightened and seem to be - vaguely - of arabian style. The middle age, naive, ancient statues have been mo-

ed to the Presbytery, but still there is a wonderful Virgin, "a la rose" the finest work of art twice repaired after the Revolution and after the 1914-18 world war. A 13th Century baptistery is in the back of the church; three heads and wrought iron legs of fantastic animals can be seen to it. On the steeple wall, a carved stone with Adam, Eve and the snake, seems to come back from the farthest Middle Age.

300 years have passed....

Longuyon, became a city of 3.000 inhabitants. The population has been growing progressively since 40 years ago and will continue to do so.

The Station is one of the most important of the East Region. Beside the numerous iron ore freight cars trains and because the electric trains, Luxembourg, Metz, Nancy and Paris are asily reached.

The population consists of tradesman, retired people, railways employees, a few farmers, and administrative employees including the Customs which is in each district chief town.

Written by Mr. Andre Quirin of Longuyon, translated by Mde Fabre,

STRATEGIC AIR POWER

Continued from page 5

tulation. If one side can threaten nuclear war and the other side is either not able or not prepared to do so, then the stronger side will achieve its objects without war.

Air power is rightly regarded as a deterrent; it is a deterrent not only against war itself but also against aggression by threats.

What is needed for security to-day is to have the capacity, and to be known to have the capacity, to deliver the new weapons instantly, with reasonable accuracy and without crippling losses, on the enemy's homeland.

So much for the broad strategic situation in these dangerous times; and if the world situation consisted simply of a massive line-up of powers in the east and in the west, then the defence policies of the nations would be easy to determine.

But directly one considers the circumstances of a country such as ours, doubts and hesitations arise. Two main considerations prevent Great Britain from adopting a straightforward "total war" defence policy.

The movement of the peoples of the Colonial Empire towards independence brings disturbances such as we have seen in Malaya and Kenya and more recently in Cyprus. Whatever the political factors involved, law and order must be preserved and the military forces needed for this represent, on the whole, a diversion from the main task of preparedness for a global war.

Air power has limited application to civil commotion but special aircraft have to be used and adequate numbers of transports, both of long and of medium range, are needed for rapid deployment of the security forces. The disposition of air forces for those purposes may not coincide with the ideal dispositions for global war and their provision and maintenance must be subtracted from the resources available for the main deterrent.

Then, as members of the United Nations, Great Britain and the Commonwealth countries may have to contribute forces to meet aggression of a local nature on the pattern of Korea and Indo-China. Here again the requirements tend to conflict with those for a global

struggle. The air forces appropriate to a localised war are not necessarily those essential to a major one. In particular bomber forces cannot, by reason of the localization, be effectively employed; yet their very existence is a guarantee against the extension of hostilities.

And so the Government is faced with the complex problem of balancing the day-to-day military requirements, in a restless and dynamic world, against the need to be prepared for a greater struggle which itself can only be avoided by preparedness.

Moreover there is this further complication: in some quarters the view is held that a major conflict would degenerate, after the first shock, into a prolonged "broken-backed" war in which the exhausted nations, having expended bulk of their atomic stocks, would continue the struggle spasmodically with conventional or, rather, old-fashioned weapons.

It is argued, therefore, that provision must be made for such conditions, particularly in relation to the safeguarding of our overseas supplies. One wonders, in passing, how supplies would be handled in a country devastated by nuclear attack; but the argument is persuasive and it is also dangerous. Persuasive because it appeals to the traditional sentiment of those who would preserve the obsolescent weapons of the last war; dangerous because the money, the material, the labour and the scientific effort spent on such weapons must be diverted from the resources available for the prime needs of defence.

A MATTER OF PRIORITIES

The plain fact is that no country, other than the United States and Soviet Russia, can afford to be prepared both for a long and for a short global war—few enough can afford to prepare for either.

So it comes to a matter of priorities and, in deciding these, it is necessary to hold fast to the idea of the deterrent.

What is best designed to deter an aggressor? The capacity for massive and instant retaliation or the ability to wage a "broken-backed" war—provided we survive the first weeks or months? The answer cannot be in serious doubt.

If the best chance of security lies in the ability to deliver instant nuclear attack on the enemy's homeland, then the needs of strategic air power must have first call on our resources. Other requirements must be secondary and many must be rejected altogether.

We can take comfort from the reflection that our country is in many ways well fitted to prepare for modern war.

We have not the man-power available for a great army; our island situation, favourable for defence, hinders the de-

ployment of forces in Europe and elsewhere.

But we are capable of great technical achievement; our productive capacity is considerable; we build the finest aircraft in the world and our flying crews are second to none in courage and skill.

Finally, and most comforting of all, we are the centre of a Commonwealth of which the member nations, each with impressive resources, are strung round the globe in such a way that our combined power has the benefit not only of dispersal but also of concentration in accordance with the needs of the strategic situation.

THE CONCEPT QUESTIONED

In conclusion, reference must be made to an argument which questions the validity of the whole concept of the defence of this country as suggested here.

We are members of the great Nato alliance and are closely associated with the United States of America which possesses vast resources and has in being a mighty air force. Why, it is sometimes asked, do we attempt to shoulder the burden of a strategic air striking force when the U.S.A. can provide one on a much greater scale? Why do we not contribute our knowledge and experience but leave the actual provision of the air fleets to our more powerful ally and devote the resources thus saved to other uses?

Why, indeed? Although it is not proposed to develop them here, there are strong strategic and technical reasons in favour of maintaining our own air striking power.

But the main argument is broad and simple. The final sanction of nuclear war lies behind all politics, all diplomacy. Indeed, it overshadows all human activity today. It is one of the facts of life and all the well-meaning pleas for banning the H-Bomb cannot alter it until the nations can reach such agreement that war, in any form, becomes unthinkable. Till that time comes, only those nations capable of invoking the final sanction can, in the last resort, exercise a decisive influence in world affairs.

If the British people, with their great history and enlightened traditions, believe that they are fitted to exercise a beneficial and moderating influence in the world; if they want their views to prevail; if they are to continue to enjoy the respect of friends and potential foes alike—then they must remain a Great Power.

For that they must be ready, even at great cost, to oppose the threat of modern war and will only neglect at their peril the needs of strategic air power, which lies at the heart of a secure defence.

D.N.D. Schools

Continued from page 6

sters as well as adults seem to acquire this knowledge very quickly through their own experiences.

In such subjects as Science, Music and Art, how much more interesting it is for students to study the contributions made in these fields by Frenchmen or by the men and women of other European nations, when they find themselves living among or near them. Never before have Canadian students, particularly those in senior grades, had such opportunities to gain first hand knowledge of the European scene, both past and present. Unfortunately, there are limitations as to how much the school can accomplish along these lines. Certainly, however, with a little effort on their part, parents of children who are older have a golden opportunity to enrich the lives of their children and themselves both socially and culturally, by making the most of their present situation. It is good to hear girls and boys excitedly relate some of their worthwhile experiences since coming to Europe. It is surprising how simple and yet how rewarding some of these experiences have been to them. And with an accumulation of many such experiences, who can gauge or determine the value these experiences have been or will be to the young people. Certainly, such an education cannot be acquired by reading or studying a text book found in any school anywhere.

One of the regrettable aspects of D.N.D. Schools overseas is the comparatively small number of students in the senior grades. Academically, this can be an advantage to the student, but socially and athletically, secondary school programmes such as are carried on in Canada are an impossibility. However, on Saturday morning, January 14th, a programme of athletic activities got underway in the station Gymnasium. Badminton, volleyball and tumbling, followed by the usual swim, were featured. In the weeks to follow, such activities as boxing, fencing, basketball and perhaps

bowling are planned. The first turnout was most encouraging and, thanks to the co-operation of the girls and boys, coupled with the good work done by the instructors, things got off to a fine start.

Since the opening of school last October, it is interesting to note how much it is being used outside of regular school hours. At present, Tuesday, Thursday and Friday nights feature Cub and Scouting activities, with the possibility that Monday and Wednesday nights will soon be taken up by Brownies and Girl Guides. Occasionally on Friday nights, the Teenagers hold sway while on Saturday nights and Sunday mornings, church groups have the use of its facilities. As can be seen, the school has become a sort of community centre and this is as it should be.

In concluding this article, I would like to leave with you the first four paragraphs of a book entitled "Everybody's Business - Our Children" written by Miss Mauree Appelgate of the Department of Rural Education, La Crosse State Teachers College, Wisconsin. These lines contain a few points about which we need to be reminded from time to time.

"In every home and in every classroom of the world, parents and teachers are daily putting together ingredients which thirty years hence can blow up the world.

"These time bombs being fashioned in our homes and schools are a mixture of ideas, habits, and children - the most highly combustible combination known to man. Twenty-five to thirty years from now these bombs may burst into a new era of creative living for mankind, or they may fizzle out like firecrackers discouraged by competition from atomic weapons.

"Like the Tin Woodman without a heart on his way to visit the Wizard of Oz, we journey toward the future, hoping that some genial genie will show us how to put meaning into mechanized living. The hope for our future lies - as it always has - not in

a far-off place or in a magic formula but in our children. And the future of our children lies - as it always has - with us.

"If we want the years ahead to be better than the present years, we must educate our children to know what is good, better than we have known it; to think more clearly than we have thought; and to act better than we, up to now, have acted. For life is becoming more complicated by the day, and the needle of the spirit is in danger of being lost in the haystack of petty affairs."



Remember me

?



I'm Margaret O'Brien, former leading child star, I'm now 19 years old. I am the heroine of RKO Radio's comedy drama, "Glory". As well as romantic scene with John Lupton and Byron Palmer, I both sing and play guitar in the film.



Notes



and

Notes

By Cpl. Bill Watzbick

The going of the old year and the coming of the new found the steadiest hit parade of the year. Looking back here are some of the now immortalized tunes that made the top, "Give Me Your Word," "Ain't That a Shame," "Cherry Pink and Apple Blossom White Mambo," "Davey Crockett," "Unchanged Melody," "Rock Around the Clock," "The Yellow Rose of Texas," "Autumn Leaves," "Love is a Many Splendored Thing" and "Sixteen Ton".

We find these evenly split between old and new. In the OLD category it is arrangement that counts. We are going to call it a 3-way tie between Autumn Leaves, The Yellow Rose of Texas, and Cherry Pink and Apple Blossom White Mambo. It is the arrangement that counts for in all of these three, it was only one artist or set of artists that reincarnated these oldies.

For sheer pluck and stamina we give full marks to Davey Crockett. Of the new, the most melodious and shall we say the prettiest is certainly Love is a Many Splendored Thing. It is interesting to note of those that hit those dizzy heights, most of them did it in a matter of just weeks. Once there however most of them averaged four weeks at the top. A near miss, and receiving "E" for efferr is the Four Lads, "Moments to Remember." Tough luck Lads.

Even mentioning the hit parade is really sticking your neck out, you see there is an elapse of two weeks between final proof reading, (when we make the last changes in the hit parade), and the distribution date. Taking for granted that our good readers will take this into consideration, this is how the hit parade runs. (The A.F.N. have only time to air seven tunes.)

"Autumn Leaves" have finally been raked out of the picture. This new and relaxing arrangement had been on top for five weeks and in the four weeks following this has slid down the ladder back into obscurity. Roger Williams was the pianist and Liberace couldn't hold a candelabra up to him.

Seventh place is occupied by a newcomer. Radio reception was very poor and I am not sure if it is "Only You" or "Only You and You Alone". I believe that the artists are the Tune Topper.

Now on the sixth wrung is "He". It's been slow in climbing but has been around more than two months. The vocalist that furnishes the supreme rendition of He is Al Hibler. They say that All has been around the name bands for a long time, now teamed up with the Jack Please Orch. It still has a lot of punch but just seemed to make its debut at the wrong time.

The Dream Weavers with "It's Almost Tomorrow" stands in fifth spot this week. Only around a few weeks but climbing fast. May yet make the top.

Frank Sinatra steps into the limelight once again with "Love and Marriage". I'll have to admit that I don't know what musical it is from. This much I can tell you - watch this one, it grows on you. The melody is very simple but in my humble opinion it has possibilities of making the grade.

Third spot features Gale Storm, the star of TV's My Little Margie. She does a vibrant vocal on "I Hear You Knockin'." Gale and her Knockin did a quick jump into second place three weeks ago but has slipped back one.

Another fast riser is the Dean

Martin version of "Memories Are Made of This". This is done in Hawaiian tempo with a rather different male chorus backing.

The place of honor is occupied this month by "Sixteen Tons". This weighty piece of music, with the low grumblings of Tennessee Ernie Ford, took one mad leap to the top during the week before Xmas. In the ensuing parades it has held its own. Personally I can't say much for it, but they say that variety is the spice of life and tin pan alley provides us with plenty of variety.

Looking ahead three full weeks here is what I predict the standing will be on 11th February.

1. Memories are Made of This.
2. It's Almost Tomorrow.
3. Love and Marriage.

Jomer & Hethro

*On't heard a song that was real purt:
'Bout spring 'n love, had a heartwarm-
[in' air*

*Heard it agin, when I wuz 'bout thirty
Turrible diffrance, sung by that pair.*

*They took 't 'n turned it and moaned'
Sounded most like the call o' the
[moose*

*'Twas barely cognizable, way they
[sung 't*

*Like as though they wuz caught in a
[noose.*

*When folks is 'lowed to do sumptin
As most other folks is agin
Exceptin' a few as know nothin'
I thinks its a crying down sin.*

*'Tis said times is changin' real fast
An folks, they is gotta change too
We), I'll stay like I is till the last
If'n I hafta be like to them two!*

.....Luke.

Rags to riches may be the success story of the small town girl that made good but Virginia Mayo looks just as good in rags. Miss Mayo is now starring in the RKO Radio release "Pearl of the South Pacific".





editorial

Continued from page 3

happens when opinions have been silenced through fear of the whip or the dark room. We should not allow it to happen here. It may be that some of the opinions will appear to be on the stupid side. It would be far more stupid to suppress the publicity that could be given to these opinions.

These letters to the Editor have been stimulating and thought provoking. It is a healthy sign to see people willing to stick their necks out without fear or favor. True some of the letters lost weight by their anonymity but it is an Uncommon man who will express his opinions through a medium which is so public. This could well be the century of the Uncommon Man. We need people who are Uncommon; always have. Let's not suppress them. If they are merely vicious or vituperative they will destroy their happiness. If they are constructive or creative they will add immeasurably to the well-being of many others. Time is the silent and irrevocable judge.

Someone once said, "What's the good of seeing ourselves as others see us; we wouldn't believe our eyes."

There is good though in seeing ourselves through the opinions of others. If they are right in their appraisal we will know it; if they are wrong, it makes no difference. Remember the public orator in politics who shouted out to the crowd, "All that I am or ever will be, I owe to my mother." And someone in the crowd, sticking out his neck, called back, "Why don't you send her thirty cents and square the account?"

Public opinion not expressed cannot deflate the evil conditions that need to be deflated. Public opinion held down by authority surges out in discontent and distortion of the truth. When men fear to stick their necks out on an issue then it is time that we all developed some fear.

SO YOU DON'T LIKE MARVILLE

By Cpl N. E. BARTON

"I'm Lonely, I'm bored, and I've got nothing to do"! Oh my goodness how many times have we heard that increasingly popular phrase around good old Marville? The same people singing this sad lament probably didn't do much more in Canada. Marville has a much to offer in the way of entertainment and friendship as any town in Canada and the greater part of our personnel were stationed near small towns. Now let's think for a minute, what did we have to do when Marville was in its infancy. Absolutely nothing in the way of entertainment, with the exception of some 16 mm movies which one of the other wings loaned to us when they could spare them (this worked out to about three movies per week), regardless of the age of the film, whether you had seen it or not, you went out of sheer boredom. The alternatives were; you could look at the four walls in your room (again) sit and drink beer (again) or walk down to Iré-le-Sec and have a steak (again) that is if you felt like eating anything by the time you got there. In those days anyone owning a car was a King.

When the spring came along a few tours were arranged to take the airmen and airwomen off the station to see a bit of the surrounding country and countries. Up to this time if you could get to Montmédy once a week you were one of the fortunate few. Then early summer crept up and more and more buildings came to life. Before we knew it the new theatre was featuring a different movie every night, the snack bar started off slowly but surely, and the PX came into being. By the time the summer came we had a swimming pool and rec centre and at last Marville was emerging from the mud and becoming one of the sister wings.

At the end of summer the grass had risen and had become a velvety green and we were beginning to think that morale had finally reached its peak. We all admit to date Marville isn't as far advanced as num-

bers 2, 3, and 4 Wings and Air Division but as a baby takes a long time to grow so does a station.

Before you know it Summer will be here again and with it will come a lot more interesting ideas and places. So sit tight, enjoy the people around you, try to like them, and become fast friends and you will see that Marville isn't such a bad place after all.

As far as living quarters are concerned, the people in the surrounding towns did not have much to offer in the line of accommodation as anyone who did have spare rooms did not expect such a large group to swoop down on them all at once. The majority of the married personnel (if they could find a half decent place to live) lived in the town of Florenville, Belgium (quite a few still do) Housing accommodation was very acute. Now we are very pleased to say, living quarters off the station are becoming easier to find, furnished more like Canadian homes, and are quite comfortable if you set your mind to enjoy them. Also PMQs are just about completed and everyone wishing to live in them will soon be allotted an apartment.

How many of us who were stationed in England and found it very easy to shop, because of the language, were at a loss when we came to France? I imagine there were a great number of us left out in the cold so to speak. But don't you think its sort of fun to go shopping and try to make the French, or other language, salesgirls, try to figure out what we want?

It wouldn't be France if everyone spoke English would it? You all know the old expression "When in Rome do as the Romans do", so try at least.

Shall we end this little article by saying the next time we go to say "I'm Lonely, I'm Bored, I've Got Nothing To Do" lets stop and think someone is not going to hand us everything on a silver platter. We have to work for everything we get.

ODE TO A DRUNKEN DRIVER

Once I was happy and had a good car,
 With plenty of gas to take me afar. (400 litres)
 I stopped at a Café to have a few beers,
 For drunken driving was the least of my fears.
 Some boozing pals were in that Café,
 A thing I'll regret to my dying day.
 We picked up the glasses and tossed a few down,
 And then we headed for the nearest big town.
 My driving was fine, at the cross-roads I'd halt,
 I missed a ten wheeler but, 'twas strictly his fault.
 He was over on my side, or so it would seem,
 But 'twas hard to tell, I had no low beam.
 I was doing eighty and stepping it up,
 When a little curved line in a triangle loomed up.
 So over the top of the hill we did go,
 Ignoring a sign that might have meant slow.
 We rounded a turn and went into a spin,
 We missed a truck then righted again.
 One of my pals offered to drive.
 I said, "Not as long as I'm alive."
 Then I stepped it up with a straight road ahead.
 Nothing in view but a triangle in red.
 I snapped open a beer, and took a great slug.
 The next thing I heard was a heck of a thud.
 The stuff in the bottle must have been overproof,
 For my engine went flying back over the roof.
 The horrible noise that seemed so unreal,
 Was the breaking of glass and the twisting of steel.
 I had hit a big transport and rolled over twice,
 And my body was jammed as tho' in a vice.
 Some flying glass had ripped through my left ear,
 And my face was cut open by the bottle of beer.
 My right leg didn't feel too good,
 As it dangled from under the crumpled up hood.
 The CO's face flashed 'cross my mind,
 For this I knew I'd surely be fined.

A cry went out for the medics to come,
 And someone gave me a small shot of rum.
 My buddies were moaning and groaning by now,
 Their bodies were broken, and they didn't know how.
 A dazed one was grinning as tho' he were glad,
 Another was swearing and stark raving mad.
 Then all was silent, and there was not a sound,
 Some officer and his wife laid us out on the ground.
 We all saw Chuck, covered up with a coat,
 Some flying glass had severed his throat.
 I rolled on my stomach in spite of the pain,
 Which by now was driving me nearly insane.
 I sobbed and I cried, but it was all too late,
 I had driven Chuck to this horrible fate.
 Was he really dead? I thought as I cried.
 Had I taken him on his last earthly ride?
 It was hard to believe I had taken a life,
 And I tried to recall if he'd had a wife.
 Someone was shaking me, was this all a dream?
 And as I came to, I was by a small stream.
 As I looked up, Chuck was bathing my head.
 I said, "For the lov' a time Chuck, I thought you were dead."
 "We're all OK.", he said with a grin,
 But we thought for sure that you were done in.
 I got to my feet and I looked around,
 There were beer bottles scattered all over the ground.
 The sky was light with the breaking of day,
 By the time we'd thrown the last bottle away.
 The SP's came and impounded the wreck,
 I was fined fifty dollars, but what the heck,
 I'm still alive and that counts most,
 Hades missed up on another roast.
 Now I'm ever so proud of the wagon I'm on,
BUT WHY SHUT THE DOOR WHEN THE CATTLE

[ARE GONE.

BY LAC SHORTY FREEMAN



PIPERS FETE VERDUN OPHANAGE

To the skirl of the pipes and roll of the drums, 1 Fighter Wing Pipe Band colorfully participated at a gala party given to the St Maur Orphanage in Verdun.

The Mother Superior and the children were very delighted with the Pipe Band, which played before, during, and after the party. The children especially were fascinated by the colorful kilts and headdress of the Piper and Drummers.



"Allo and ADIEU

TOS

4316 Cpl Tittle FR
 37049 Cpl Pierson NE
 211244 LAC Rogers JJ
 220893 LAC Pelletier JR
 375762 LAC Fortin JLR
 37242 LAC PG Davison
 18778 FS Doucette NF
 30527 F/L West JT
 214949 LAC Phillips JD
 17515 Sgt Aumois MW
 44995W Cpl Ryan MAJ
 206644 Cpl Lenihan M
 22462 WO2 Rankin KM
 36204 LAC Dawe BW
 218116 LAC Pratt WN
 217244 LAC Good PA
 17193 Sgt Balcom GR
 27178 LAC Snuggs JR
 7822 Cpl Fauvel
 22443 Sgt Ashby
 217321 LAC Muir WT
 47179 LAC Tiller FFV
 214796 LAC Smith LA
 41846 Cpl Yaniszewski AL
 18362 Cpl Yaniszewski EP
 47416 LAC Wood JL
 42411 LAC Ray CF
 32799 LAO Cote JLR
 15488 Cpl Cooper NR
 207081 LAC Mable RW
 45069W Cpl Kolomitz S
 40238 LAC Pitt RD
 217361 LAC Blakestone MM
 36836 Cpl Kaye VW
 220635 LAC Dick JM
 201334 LAC White KV
 214224 LAC Wynn JC
 39966 LAC Pfeiffer RC

SOS to Stn Vancouver
 SOS to Stn Winnipeg
 SOS to NES Stn Sea Island
 SOS to Air Div/61 AC&W Sqn
 SOS to Air Div/61 AC&W Sqn
 SOS to 1 PRC Lachine
 SOS to 1 OS London
 SOS to AMCHQ Rockcliffe
 SOS to 2 (F) Wing
 SOS to 103 "K" Flt St Hubert
 SOS to Air Div HQ Metz
 SOS to 2 TTS Camp Borden
 SOS to 1 Air Div HQ/AU Metz
 SOS to 1 PRC Lachine
 SOS to 1 PRC Lachine
 SOS to 1 PRC Lachine
 SOS to 2 (M) OTU Summerside
 SOS to 1 PRC Lachine
 SOS to Stn Trenton
 SOS to Stn St Hubert
 SOS to 1 PRC Lachine
 SOS to Stn Trenton
 SOS to Stn Trenton
 SOS to Stn Aylmer
 SOS to Stn Rockcliffe
 SOS to Stn North Bay
 SOS to Stn St Hubert
 SOS to Stn Chatham
 SOS to Stn Trenton
 SOS to 5 SD Moncton
 SOS to 1 PRC Lachine
 SOS to 1 PRC Lachine
 SOS to 2 TTS Camp Borden
 SOS to 1 PRC Lachine
 SOS to 1 PRC Lachine
 SOS to Stn Aylmer

SOS

24022 F/O Watkins WM
 27836 F/O Lepard HM
 20707 LAC Wheeler JH
 20629 Sgt Joinette JPC
 14794 Cpl Crawford TA
 21139 FS Baker CH
 219464 LAC Fleming KNH
 36642 LAC Allard AAEJ
 201200 LAC Greene GW
 201697W Cpl Benetton VE
 44419W LAW Gregory MM
 22949 FS Foster GA
 2198 Munn J WO1
 20877 WO2 Kerr AW
 17117 Cpl Himmelman LL
 29804 Cpl Beswick JW
 34904 LAC Howey KL
 215086W LAW Morency MJE
 210901W LAW Young GJ
 22548W LAW Cole EC
 17970 Sgt Baker JC
 208132 LAC Hall GD
 234056 AC1 McInnes WA
 228102 LAC Kosowon J
 37240 LAC Martens J
 200285 LAC Galipeau JGHG
 70177 F/O Hollinshead WG
 212318 LAC Wyse LR
 16370 LAC McNeely RF
 228316 LAC Patterson WA
 237074 LAC Nichols MA
 58851 LAC Cawden KR
 223664 LAC Fleming JJ
 26615 Sgt Yule LWM
 24088 FS Forrest DE
 26658 LAC Crobb FN
 222067 LAC Campbell W
 202433 LAC Evanoff NW
 28150 Col Lynch NJJ
 221460 LAC Laplante JD
 110470 F/O Lambert JJ
 40270 F/O Mayne DL
 220586 F/O Parke-Taylor MDTOS
 46007 F/O O'Mara HJ
 207955W LAW LeBlanc MCETOS
 24304 Sgt Patafie C
 44659 LAC Hyndman DE
 18650 Cpl Holmes JE
 38383 LAC Gray JS
 36042 LAC Routliffe RJ
 200744 FS Labelle JDC
 204296 Cpl Walls WE

TOS from Stn Torbay
 TOS from 1 (F) OTU Chatham
 TOS from Stn Chatham
 TOS from AFHQ Ottawa
 TOS from Stn Rockcliffe
 TOS from AMCHQ/SEGO
 TOS from CJATC Rivers
 TOS from Stn Bagotville
 TOS from 4 (F) Wing
 TOS from Air Div/61 AC&W Sqn
 TOS from Air Div HQ Metz
 TOS from CJATC Rivers
 TOS from Stn Moose Jaw
 TOS from AMCHQ/STSO
 TOS from Stn Centralia
 TOS from Stn Summerside
 TOS from 2 (F) Wing
 TOS from 11 SD Calgary
 TOS from Stn St Johns
 TOS from Stn Whitehorse
 TOS from 2 TTS Camp Borden
 TOS from Stn MacDonald
 TOS from Stn Portage la Prairie
 TOS from Stn Moose Jaw
 TOS from Stn St Johns
 TOS from 30 AMB Langar
 TOS from 1 (F) OTU Chatham
 TOS from Stn Penhold
 TOS from Stn Cold Lake
 TOS from Stn Uplands
 TOS from 6 RD Trenton
 TOS from 442 (F) Sqn Sea Island
 TOS from St Gimli
 TOS from 3052 TTU Winnipeg
 TOS from 2 (F) Wing
 TOS from Stn Greenwood
 TOS from 11 TSU Montreal
 TOS from Stn Portage
 TOS from 1 SD Downsview
 TOS from Stn Lachine
 TOS from 1 (F) OTU Chatham
 TOS from 1 (F) OTU Chatham
 TOS from Stn Winnipeg
 TOS from 1 (F) OTU Chatham
 TOS from RU Montreal
 TOS from 412 Sqn Uplands
 TOS from Stn Winnipeg
 TOS from 408 (P) Sqn Rockcliffe
 TOS from Stn Winnipeg
 TOS from Stn Moose Jaw
 TOS from 1 OS London
 TOS from 105 C&R Flt Namao

Maitresses de Maison

(THE HOUSEWIFE'S PAGE)



By Barb Barkwell



DID YOU KNOW?

A wise Colonial carried his food with him in those days, there being a scarcity of inns along the roadsides. At first, wheat bread was included in the lunch, but it proved unsatisfactory because of spoilage. Some brilliant genius dreamed up the idea of baking small, hard cakes, only this time the flour was ground from corn. Every traveller from then on carried the cakes and hence they became known as "journey cakes." Eventually the "r" sound disappeared forming what we now know as "johnny cakes!"

* * *

SHORTCUTS WITH CHLORINE BLEACH

1. For a spotless sink: sprinkle dry bleach over a wet surface. Rinse off after a few minutes.
2. For a sanitary garbage can: pour bleach solution in and let stand for a period of five minutes. It will banish odours, meanwhile cleaning like a whizz. Rinse.
3. For your wash: if instructions are followed to the letter, bleach will give effective results on the new "wonder" fabrics (dacron, orlon, nylon) as well as cotton.

* * *

CHEESE - the food of town and country mouse.

Its uses on the table range from main dishes, such as cheese rarebit, to the plain and humble cheese and crackers.

With a cow population as large as France has, I got to wondering just what happened to the supply of milk. According to statistics, her

people favour the more enticing wine as a beverage. Well, they tell me that France, alone, takes first honours in the art of cheesemaking with 200 registered varieties to her credit.

Could you possibly believe that there are from 400 to 500 varieties of cheese in the world?

Androuet of Paris, called Maitre Fromager, specializes in 150 brands. Here you may select your favorite cheese, or you order cheese dishes served with wine.

Camembert, Coulommiers, Roquefort, Brie, Port-Salut, Pont-l'Evêque and St. Nectaire are among the best known, but be adventurous and try the unknown, too. You might be in for a delightful surprise.

Brie, used primarily for eating, has its superb moment when served with a Comice pear, red Burgundy or Bordeaux wine. For dessert, you might try serving fruit with a fine eating cheese. Mmmmm. Really and truly a treat.

CHEESE OMELET

2 tablespoons butter

5 eggs

½ teaspoon salt

5 tablespoons rich milk

½ cup grated sharp cheddar cheese

Melt butter in a skillet. Beat eggs with salt and milk until frothy. When butter is bubbling pour eggs into skillet. As omelet cooks, lift edges with a spatula so uncooked portion runs to bottom of pan. When omelet is about set sprinkle grated cheese evenly over the center. Fold omelet in half. Serves 2.

CHEESE RAREBIT

2 tablespoons butter or margarine

2 teaspoons flour

- 1 teaspoon dry mustard
1 cup milk or ale or beer
1 pound grated sharp cheddar cheese
1 teaspoon Worcestershire sauce
1/8 teaspoon salt
1/8 teaspoon cayenne
6 slices crisp buttered toast

In a chafing dish or top of double boiler melt butter, stir in flour and mustard. Gradually add milk or beer, stirring until sauce is smooth and thickened. Add cheese and Worcestershire to sauce. Heat and stir until cheese is melted and mixture is smooth. Add salt and cayenne to taste. Serve at once on toast. Serves 6.

True or otherwise: take it as you wish.

The first making of cheese was purely accidental. The discoverer was an Arabian merchant, who was travelling across a desert at the time. At the end of his voyage, the milk he was carrying in his sheep's-tissue bag had turned to the substance we know as cheese.

By B.B.

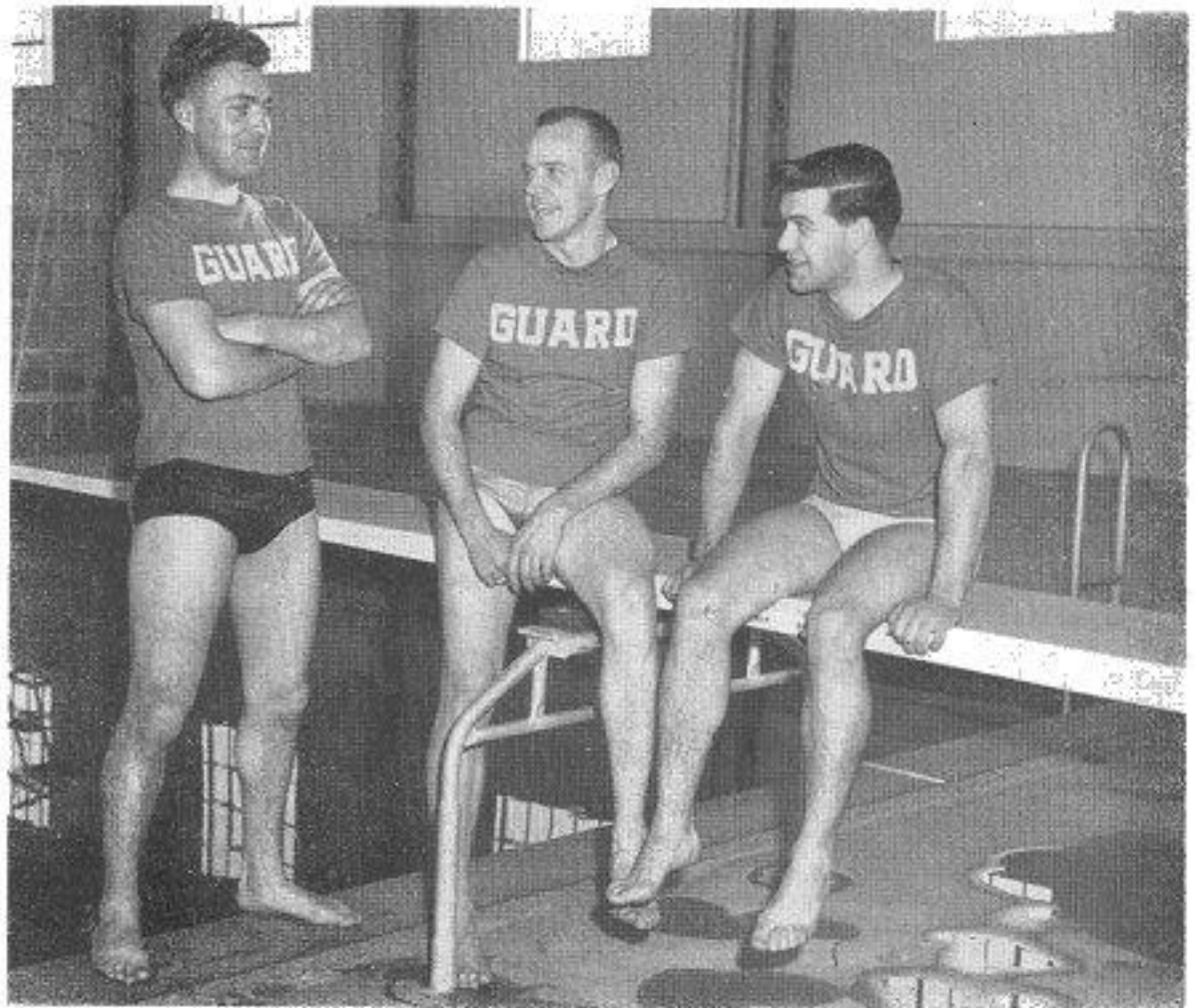
FOR JIFFY SEWING

Easy way to insert zipper in a dress or skirt.

1. Turn raw edges of placket under.
2. Apply a length of scotch tape on the right side of the material along the open seam. This holds seam edges together.
3. Turn over to wrong side and place zipper over opening. To secure, place more strips of tape across it.
4. After turning the material to the right side again, stitch zipper in place right over the tape using the zipper foot on your sewing machine.
5. Remove tape. Result: a neat job.

Cpl. "Danny" Marshall
— Reports on —

SPORTS and RECREATION



Life Guards LACs Norm Stick, Al Blais, and Roy Pirrie.

Volley

Every Monday and Wednesday is the scene of Volleyball in the Rec' Centre and enthusiasts runs high between the hours of 18.00 and 19.00 when Station Teams do ye right royal battle. The game is elementary in that anyone can play it within ten seconds of stepping into a game, that is, providing they have things like arms and hands!

Telecom and Maintenance A teams are at the top of the Schedule so far with 3 points each, then come 441 and 439 with 2 points. Workshops and Security with 1 point each. Accounts, Maint. B, 410, CE and ME Sections have played valiantly but haven't managed yet to do any scoring.

Although it is difficult to mention all the stars who play this exciting game, let us mention some of the boys who contribute much to the spirit and morale and who have shone through their efforts. Take for

example, that stalwart of the Security team, Ken Warman who introduced the stylish new serve known as the Warman Backbuster and is designed to confuse the opposing team and has done much to help Security gain the one point which they are determined to improve. This is a team which has increased their standard of playing greatly and made a lot of friends in the process.

Another star worth mentioning is Freddie Threfall of CE Netbusters, who unfortunately has left the unit on posting but who was an avid supporter and an excellent spiker. His favourite method was to use a subtle sense of humour and to confuse the referees. He just **might** have slipped an odd point through by this means, but anyway Freddie, thanks for trying. Telecom had of course, Bill Coffill who led the Telecom Tigers into a smashing lead and in spite of Bill's super net work and innocent looks when the old foot slid over the centre line, good teamwork made their lead a certainty.

Ball

410 Sqdn's skipper is LAC Hall and his determined but modest efforts have kept interest at a high level in that team.

The two Maint. teams led by Murph' and Mac McTavish have also played well with everyone pulling their weight. ME have missed a couple of games due to pressure of work at the one game they did play was fought to the bitter end with neither side giving anything away. Keep it up boys.

With accounts section affling everyone with numbers and Maint A battling their way through to a glorious win on two occasions that about winds up the Volleyball picture for this month. The real fight will start when the last few games of the schedule are due to be played, so come along any Monday or Wednesday night at 18.00 hrs to watch and cheer for the stalwarts of volleyball.

BASKETBALL

Due to delay the erection of the basketball backboards 1 Fighter Wings entry in to the Air Div league was hurried affair, and prior to the first game the boys had hardly had sufficient time to get to know each other let alone practice together. On the 21st of Nov our boys faced last years champions from 2 Wing. Due to lack of match practice the local boys realised they had a strong task ahead of them but went into the fray hoping to swamp the strong opposition with sheer enthusiasm if nothing else. The early stages of the game soon proved that lack of training on the part of the Marvillites was going to be the result of their downfall and as the confident 2 Wingers gained control the score increased steadily. The final score found 1 Wing in areas by 17 to 48. The second scheduled game brought neighbours ADHQ from Metz to our friendly Marville mud and as the opposition wasnt expected to be as strong the team had a more confident look about them during their pre-match warm up. The game started at hot pace and the end of the first quarter found the teams tied at twelve points each. The high lights of this quarter were the scoring of six points by Teek one of the visitors, and the scoring of four points each by local boys Hall and Frioult. The game was still closely contested to the end of the second quarter but ADHQ had sneaked ahead by two points with the score at 24 to 22. By the third quarter ADHQ had further increased their lead and the score tood at ADHQ 43, 1 Wing 36. The final quarter found Marville still very much in the game but although they scored 16 points to Air Divs 13 the final score found them losers by 56 to 52. On the 15 Jan the long trek made to Baden Baden where once again the opposition wasn't expected to be too strong and as the team had played exhibition games against the Yanks they were in much better shape and felt confident of taking that elusive first victory. After a very hard fought

game 4 Wing sneaked a very close game by one point, the final whistle finding the score at 32 to 31, to rob 1 Wing of their first win in the Air Div League. As Cpl Marshall the sports columnist for the girls is still in hospital we cant give the high lights of their games but the results are as follows. Incidentally Danny we at the Rec Centre hope you will soon be back with us.

1 Wing Airwomen	4
1 Wing Airwomen	9
1 Wing Airwomen	13
2 Wing Airwomen	10
Air Div Airwomen	18
4 Wing Airwomen	36

SWIMMING

Although most Canadians at this time of the year are thinking in terms of ice and hockey, here in France we are able to swim all the year round without the grim thought of going out into below zero weather. Never the less, with the coming of winter, interest has slackened off somewhat and apart from one or two popular periods the rest of the week is comparatively quiet. The reason for bringing swimming to your attention at this time of the year is that now is the ideal time for a none swimmer to take the plunge and learn this facinating sport. Non-swimmers little realise the fun they miss by not being able to swin, apart from the physical and moral benefit derived from an hour spent in a swimming pool. At this time of the year beginners are also spared the grim thought of a surging mass of humanity which normally frequents a swimming pool in the summer months, and this is one of the main reason why many people canit muster sufficient courage to take the plunge. There are several qualified instructors around and any of the lifeguards or Sgt Madon in the Rec Centre would willingly spare the time to get a person doing those first few vital strokes. Parents are also reminded that the children's beginners classes are continuing on Saturday mornings fro 1000 - 1100 hrs and for the more advanced pupils of the teenage club from 1100 - 1200 hrs.



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(45 miles from MARVILLE)

- LONDON

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on Mondays at 14.40 h.
Tuesdays through
Fridays at 18.55 h.

FARES in tourist class:

Single U.S. \$ 27.80
RT U.S. \$ 50.10

The flights are operated by DC-3, DC-4 and CONVAIR

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WING INST

Once again a warm hello to all our readers, from wing Inst section.

During the past year an awful lot has been done in setting up a smooth running section, which we have here at Wing Maintenance Instrument Section. It has seen the arrivals and departures of many personnel. Not only by this section alone but by every other section here in the wing Maint. hanger.

Among the new arrivals are F/S Jim Jones who hails from AMCHQ, Cpl Porter who is from Catham, and Cpl Foolkes, who comes to us from the Wheat province and Station Saskatoon. We wish these fellas a very happy and prosperous stay over here in Marville.

We have two New cars in the section, Cpl Goette has purchased a new Simca and LAC Robinson a New Volkswagon. We wish them safe driving and many happy miles with there new means of transportation.

We are very sorry to report that LAC Brown has had to spend his Holiday season in the Hospital at Wiesbaden, but he is on his way to a very speedy recovery and should be among us again real soon, best of luck Brownie and see you soon.

Trade board results should be out by the time this is printed, we would like to take this opportunity in wishing all who wrote the best of luck.

This winds up about all the news for this writing so we shall wing our clocks and say good bye. See you next issue.

Wing Maint. Instrument Section.
LAC W. Munroe.



Met Misdemeanors

by Barb Bazwell

That is the question a forecaster must answer every day of the year.

Contrary to the belief that forecasters obtain weather data by gazing into a crystal ball or throwing darts, modern weather men combine all the information received via teletypes, analyse maps, study tephigrams and finally issues a brand-new forecast. Granted, these forecasts sometimes turn into "flukes," but nevertheless the forecaster deserves sympathy as nothing can be as the weather.

In contrast to the scientific way in which weather is now handled, there were in Caesar's time haruspices (forecasters), who by studying the entrails of a freshly killed animal, predicted the will of the Gods. The Romans were not entirely wrong, for it seems that approaching changes can be transmitted to the body tissues of certain animals and human beings. They, too, were often accused of inaccurate forecasts.

Looking back on the year 1955, Old Crow, Ykon, registered the lowest temperature of the winter in Canada, —66°F on Feb. 21st. On Aug. 19th, a sizzling 103°F was recorded at Remsay, Ont. Sept. brought gusts of wind to 100 m.p.h. at Churchill, Man., and eventually the force thore the cups from the anemometer.

Jottings from here and there. The TD kids - Elsie Zilinski and Mike Demers swapping jobs between 1 and 4 (F) Wings. . . . A honeymoon, less the moon, sow Mr. and Mrs. Jack Mastellar settled in their apartment in Belgium. . . . A 4 lb. 3 oz. bundle of joy has been added to the "Shorty Freeman Clan." Shorty beamed, ear to ear when he proudly announced that the new member turned out to be a baby girl. . . . Ken Sykes and Joe Swidinsky took leave of the office long enough to

have a "whooping" time in Amsterdam New Years. . . . Oh, mustn't forget the Governor (S/L Kennedy) took another jaunt to England. Mmmm. Wonder what the attraction could be! . . . F/L Vern Turner on the move again - PMQ's this time. . . . The Airmen's lament - the object of their contention - a humble pair of black socks. Complaints: shrinkage of body, fast growing holes and elongation of said "gripe". Life story - wear once, wash once,

dump once (garbage can).

The weather offices in Canada, Europe and the world over, prepare many varied and unusual forecasts. Among these are aviation, public, route forecasts, temperature extreme forecasts, even potatobligh warnings! An entirely different forecast, transmitted by 4 Wing, brought itself to our attention on the Air Div. Circuit. A sample follows: — "SKI FORECAST VALID 010700Z-311800Z.

ATTENTION ALL AIR DIV FORECASTERS.

SKI FORECAST FOR BLACK FOREST AREA ISSUED BY 4 F WING WEATHER OFFICE THE COPIOUS PRECIPITATION IN THE PAST WEEK HAS LEFT APPROXIMATELY 2 FT. OF SNOW IN THE POPULAR SKI RESORT AREAS OF THE BLACK FOREST. SKIING AT THE HUNDSECK FAIR TO GOOD. THE FELDBERG EXCELLENT. THE PRESENT SLIGHT DETERIORATION IS EXPECTED TO BE TEMPORARY AND GOOD SKIING CONDITIONS ARE ANTICIPATED FOR THE REMAINDER OF THE MONTH.

OUTLOOK FOR FEB. - SAME AS ABOVE OR BETTER.

ALL FORECASTERS ANTICIPATING TD AT 4 F WING SHOULD BRING THEIR OWN SKI EQUIPMENT.

Gen From Gun Plumber's Grotto

by Cpl G. R. WHITE

First off I have an apology to make to Lac Bill Bergin. It seems that all his reading up on A/C Spotting stood him in good stead afternoon when Mr. Stork presented him and his wife with a 7lb.-6oz. baby boy on the 11th November last. Congratulations Bill, better late than never, must have been terrific head winds. By the way, what'll you take for your A/C Spotting Guide?

Congratulations are also due to Lac. and Mrs. Steve Yurchyshyn, who became the proud parents of a 6lb.-7oz. baby girl on the 18th of November last.

Best wishes from all at Wing Armament go to LAW Kathy Johnson, our typist and general confidant at the section, and Lac. Jim Gauthier from the Sgts. Mess, for a long and happy married life. They were married in the RC Chapel at 1 Wing on December 3rd last. Don't forget Kathy, its a 51/44 per cent proposition in favor of Jimmy. Remember that and you can't go wrong.

Any Easterners on the Wing (especially from Montreal) looking for a sympathetic shoulder to cry on, drop in and see me at Wing Armament and I'll be glad to hear your version of how the Grey Cup was won by the luck of the Eskis. It was a terrific game and the best team won, love those Eskimos.

The Rec centre was the scene of a Gala Armament Ball on December 16th and was well received by all Armourers, the wives and their guests. It was one of the best dances ever attended by the writer and we all hope that it won't be the last one held by the Armourers of 1 Wing.

LAC. Jimmy Fleming, from Gimli.
— Marty Martens, from St. Johns.
— Kip Nichols, from 6 RD.
— Mac McInnes, from Portage La Prairie.

A hearty welcome to you all from all of us here at Wing, may your stay be pleasant and prosperous.

Now that Christmas and New Years is over I can begin to eat,

breathe and sleep normally again. I sincerely hope that everyone had as nice a holiday as I did. Too bad there wasn't any snow. (???)

The time has come to say So Long and Farewell to two of the "Old Originals" at 1 Wing, namely LAC's Jim Wynn, who is proceeding on release, and Bob Cote, who has been transferred to North Bay. Good Luck to you both and perhaps we'll meet again, who knows?

It was with shock and regret that

we learned of the death of Cpl. Ted Lyon's youngest child on January 7th here in the hospital at 1 Wing. Please accept the sympathies of all of us here at Wing Armament Ted.

That seems to be the end of the news from the Grotto for this month, see you next issue.

LAC Ledgard became the proud father of a baby girl on the 17th of January. Congrats to you and the wife, Ledgard.

THE "FIX-IT" SHOP

At last 1955 has drawn to a close and 1956 has entered into our lives with all its sorrows and joys - may we here at Station Workshops take time out to wish you a healthy and prosperous year. At this time of year

we shall take inventory of the gang in the shop, then at the end of the year we shall sum up the changes that have occurred. Here's the lineup at the beginning of 1956:

NAME	HOME TOWN	LAST STATION
FS (Jim) Cross	Kingston, Ont.	TSU
SGT (Jack) Savill	Cochine, Ont.	Gimli
CPL (George) Bale	Hamilton, Ont.	Alymer
CPL (Shorty) Braden	Cookstown, Ont.	Winnipeg
CPL (Mike) Chambers	Blackpool, England	Gimli
CPL (Wilf) Roy	Edmonton, Alta.	Centralia
CPL (Chuck) West	St Alberts, Alta.	Sea Island
LAC (Al) Christie	Winnipeg, Man.	Sea Island
LAC (Lougie) Daviault	Quebec City.	6 RD Trenton
LAC (Sunshine) Faulkner	Bonavista, Nfld.	Chatham
LAC (Art) Hawkes	Birmingham, England	Greenwood
LAC (Mac) MacDonald	Vernon, B.C.	North Bay
LAC (Scotty) McCusker	Glasgow, Scotland	Chatham
LAC (Paddy) Mooney	Ulster, Ireland	Toronto
LAC (Bill) O'Connell	Vancouver, B.C.	Sea Island
LAC (Jock) Powell	Drumheller, Alta.	Edmonton
LAC (PMO) Spence	Vancouver, B.C.	Bagotville
LAC (Red)	Toronto	Edmonton

On TD to Rabat this month are LAC MacDonald and F/O Doyle for nine weeks and LAC Spence for a four weeks tour - oh, well! a spot of TD never hurt anybody.

LAC McCusker just returned from leave in Scotland with news of an addition to his family - Congrats, Scotty.

One of the better men from W/S will soon depart for the green (??) fields of Manitoba. We all wish you the best of luck, Jock.

It's rumoured that LAC Hawkes

is buying a new car - American!! Can you imagine an English man doing that ??? We notice that "Red" cutcliffe is mobile again, having procured new tires for his car.

FS Cross, Sgt Savill, Cpl Braden and LACs Mooney and Christie are looking forward to moving into PMQs - seems they are getting pretty tired of carrying out the usual morning "tasks". That's 30 for this month.

The Fix it or Break it Man...

"Sunshine" Faulkner

439 TIGERS

We have survived, by some small miracle, another holiday season, another New Years Eve, and begin again to bring you the news of 439 pilots in the year 1956.

The Officers' Mess was the scene of a lively Dec 31st party - the music was bouncy, the people were happy - the food was delicious and everybody had a kissing good time. It was indeed a time for celebrating for 439 Sqn's groundcrew had managed to push the aircraft and pilots into the air to chalk-up a record number of sorties and flying hours to top all other squadrons in the Wing for the 3rd successive year.

The smilingest, happiest looking pilot around our hangar these last weeks has been F/O Jeb Kerr who received a cherished posting to Chatham N. B., and a PC all in one swoop, which is just about exactly what young Jerry ordered. Jeb has massed over 700 hours on the flaming Sabre, and is keen to continue piling them up on the home front. Kerr's have been sharing Bob and Marnie Crowther's home out in Ste-nay for the past while and now have departed to sail from Le Havre Jan 20, on the Cunard ship Ascania. They will go on leave to their home in Welland, Ontario, before Jeb reports to his new base. All the squadrons best wishes are extended to this young career officer and his family.

S/L Belleau took the Current Affairs course in England the first week in January, following which he has been COpsO again while W/C Knowles is busy elsewhere.

F/L Schneider has a reporting date of 30 Sep for his home posting. F/O Rozdeba is told he can expect to arrive in Canada in December. D.A. (stork pilot) Ryan is going to Canada also, the reporting date is 15 May 56. D.A. has been one of the main stays of 439 having come into the organization at North Luff. More about these boys when we find out where they are going. The newest graduates of the Wiesbaden Oxygen course are F/O Cal Roberts, F/O Redmond, F/O Morrison and F/O McCann.

An 8 lb., 8 ounce baby was born

to Diane and Dan Misselbrook on the morning of January 13. No Friday the 13th blues for this baby! - she's beautiful bouncing girl - a younger sister for 2 year old Kathy. And we congratulate the happy parents.

F/L D.L.F. Mayne is the most recent member of the 439 team. Dez was a transport pilot (194 & 215 Sqns) in Burma during the war. He came back in 51 and did a four year tour in Training Command. Instructing 2 years on the Harvard and 2 years on the T-33 at Trenton and Gimli.

The Maynes; Dez and Marie, and their 2 children, Michael 5 and Kathleen 2, came to us from OTU Chatham and are now comfortably located in the PMQ's. We welcome you to the Sqn and hope you enjoy your stay in France.

If anyone has been thinking that the usual beaming faces of the boys who sport the Tigers on their Tails - are somewhat dim through January - I hasten to say that the time of promotion examinations has passed this way again. And gone again - so watch for the cheerful looks to return - at least until the time when results of said exams start to come least until the time when results of said exams start to come in. May everyone pass and never need to write again - until the next set is due, that is, C'est la Guerre!!

F/O E. J. ALTO.

Hello from the Fangs,

Well 439 Sqn. has done it again, having chalked up the most flying hours for 1955 in the Wing.

WE have said good-bye to LAC's Tiller and Bryden who have sailed home to Canada. We say Hello to WO1 Munn, who replaces WO2 Semochuk, who has moved to Wing Maint. for the remaining few weeks before returning to Canada, Lucky fellow!

Lac C. Whyte has taken a double plunge having bought a car and got married all in the same week. Congratulations Whytie!

We are also saying Good-bye to Cpl. Pete Wing who is taking his discharge to become a farmer in England. LAC RH Reisig, one of the oldest members of the Sqn. departs for Canada this month. The people who joined the Sqn at the same time a sLAC Reisig can now be counted on one hand, the writer being of the few.

Sgt Klem is now Sqn Discip. replacing Sgt Howell who is now in charge of the riggers in the Maint Section of the Sqn.

That's all for now folks.

CH Robertson.

OPS GEN

BY

CPL COOK

It was with a certain amount of regret that 1 (F) Wing Operations Room and Sgt George Seeley parted company. Sgt Seeley has departed Marville to work with 61 AC&W Squadron at Metz. We also said farewell to LAC Fred Webber who will be leaving for 3 (F) Wing after a few days leave. As S/L Belleau, the A/CopsO remarked "It is not exactly a promotion, but who can tell, even 3 (F) Wing can grow on you".

While still on the subject of movements, LAW May Wilson whose home is the fair city of London, Ont., arrived this month from Metz and is doing an admirable job on the Ops Switchboard.

Sgt Ray Tremblay of the "Cloak and Dagger Department" spent a good seven days, and quite a few quids, in Merrye Olde England. It is rumoured that he saw sery little of the country during the daylight hours, but o-oh! that night life.

It is hoped that this reporter be excused from writing a lengthy report this month as he himself is fairly new to Marville. So until the next edition "Au Revoir" from the Operations Section.

THE FOX'S LAIR — (441 SQN)

Greetings from the Fox's lair. The last few months have been quite hectic ones for 441, who can lay claim to being the most travelled Squadron in Air Div. Since the last issue have been to French Morocco and to 3 (F) Wing.

First a word or two on Rabat. After being delayed a day by bad weather, the Squadron finally departed. It was an uneventful trip, although the headwinds did make a few hearts beat a little faster as they neared Sale. No sooner were they on the ground than airmen were swarming over the A/C, getting them ready for next days firing. The first week the weather was good and so were the scores, which steadily rose higher and higher. The second week saw a few minor difficulties which were overcome but left a mark on the scores.

Then the big day. The Trophy Shoot. All equipment was in the best of condition and everyone was anticipating good scores. They were not disappointed for as the day wore on, the scores rose higher. When the Shoot was over and the scores tabulated, it was found that records had been made. F/O Jerry Westphal was the top gun, helping to give the Squadron the Troph Shoot record. S/L Cuthbertson took the individual O.C. record. The rest of the tour was done in bad weather, resulting in the Squadron returning a day late. This being the Squadron's first trip to Rabat, there was more than the usual interest in the country and towns. Quite a few people consider themselves expert "hagglers" after arguing at great lengths with the peddlers, as seen in the pictures below. After warm weather and sunny skies the Squadron returned to typical Marville weather (?).

Hardly had the bags been unpacked, than a part of the Sqdn moved to Zweibrucken for a week. This tour was uneventful, even though it ran through the Christmas holiday. Our thanks go to those at 3 Wing and especially 434 Sqdn for their



How much you speak?

help in making our stay a pleasant one.

The chaps came through the New Year's activities unscathed and are getting ready to tackle another year, which is shaping into one of the best the Sqdn has had.

New blood has been added in the addition of F/O Ray Lambert from Montreal, Que. Welcome aboard Ray. Another addition to the S.M.U. Cheers for now chaps.

SYSTEMS

"How much you speak?" That now familiar phrase breaks into our private thoughts as the boys of systems section set in the warm sun in front of the Balima Hotel, which faces the boulevard with the tall majestic palm trees. Well maybe they weren't that tall but they were the first palm trees that I have ever seen. The native in his quaint costume with colourful rugs, purses and many items is trying to sell them to you at an outrageous price. Most of them have a very sunny disposition so you engage in a bout of haggling over the price. Ask old L.R. Whyte about such things.

The city of Rabat is one of the most beautiful cities that I have ever seen. I think that is primarily due to the fact that not only were the

buildings of a gleaming white, but the architecture of the buildings was something to marvel at. Conversely, it is one of the dirtiest that I have seen. The Medina, native quarters, wasn't exactly what you would like to call home. Not only were the streets very narrow, but the conditions under which the natives lived was to say the least, shocking. The little youngsters running around dressed in rags begging for a few coins touched the heart strings of Stan Allen, so the rest of us were urged to do the same.

I am sure that the meat market would have shocked Sgt. Moe's wife. The meat itself which was literally covered with flies, didn't quite appeal to my sense of smell.

Cpls. Rose and DeGrace along with LAC Marshall, Honsberger and myself were rather fascinated by the fatimas. It wasn't so much their dress but their eyes which were vividly alive. Well - to me the feeling that they gave was indescribable.

The washing facilities, food and sleeping quarters was definitely not the answer, so we were glad to have the beach run on which we could go every fourth day. It seemed so unrealistic to us that in the month of November we were going in for a swim and to find the water so nice and warm.

We can proudly state that we saw history being made on the day that the exiled Sultan arrive back in Rabat with the escort of 14 jet aircraft of the French Air Force. It was unbelievable to see the number of natives in that city for a few days after.

LAC McCarthy is quite occupied lately with the welfare of our mascot "Checkers", which the squadron aquired in Rabat. He is literally beaming with pride at the dog house which he with loving hands built.

As long as I live I shall never forget our stay in Rabat. I shall carry a few fond memories and reminisce whenever I hear the phrase "How much you speak?"

THE HUB CAP

BY LAC
E. DAWSON

Once again we bring you news and views from the land of the turning wheels. The first for the New Year is to wish the rest of the station, a very prosperous 56. As usual right after the Christmas festivities, everything seems to slow down to a near standstill in the excitement branch (anyone willing to loan a fiver).

It was brought to notice today, that a certain fellow in our midst is undergoing the pains of being a father for the first time. Brace up Bob the first is always the worst for the father.

That gay young romanticist in our section it would appear has finally gone off the deep end, by announcing his intentions as of May 26. Has the ball and chain been fitted yet Luke?

Last week the section was echoing with the strains of Russian (if you'll excuse the expression) folks songs. Your right our Boris went to see the Don Cossack choir in Luxembourg, and was a very changed boy for a few hours.

We also have an addition to our large family and another mouth to feed. His name, well he's only a little guy so he's only got one, it's "Bowser." If you'd like to shake his hand or pat him on the head, I'm sure most of the fellows in the ref tent can point him out.

Our bowlers are still at it, fighting to gain the few points that they lack to be top dogs in the league. The Me Tecks 2nd place, Me Cpls 20th position and the mixed doubles 7th, keep at it gang we'll get there yet. Congrats to our apey bowler of the week, 709 nice shooting Brownie.

As to the section party fellows it will be some time in feb. The last one was a dang good one, eh! And those who missed it i'm sure will be at this one. Let's all try to make it a roaring success.

Well folks that just about winds up this issue, so to our feathered friends we'll leave the low flying up to you.

TELECOMMENTS

BY LAC K.F. DOUCETTE

That is not a very original caption, but in will do until I think up a better one. Telecom has changed. Dum-Da-Dum-Dum. From Bldg. 15 to Bldg. 23, also quarters have changed to the same building. Not all the personnel have completed their move however, as there are still a few "displaced persons" inhabiting BB23 who should be moving out in the very near future.

Congratulations are in order for F/O Snow who is now a Flight Lieutenant. His new rank has still to be "christened", but we are expecting a "do" any one of these days. Heartiest congratulations and best wishes are extended to him by all of Telecom; right down to the ROPs!

Warrant Officer Ken Rankin has departed for Air Division, and FS Forrest has arrived from 2 Wing to take over in his position. Cpl Kolomitz has gone to her new station, Trenton, and Cpl Val Benetton is our new arrival from Air Div.

Lacs Purdy and Cox have returned from Limeyland penniless but completely happy, except for one thing. Eric landed in the hospital with a lovely case of tonsilitis, and Ron is just now thawing out. Seems there is a slight difference in climate between Vancouver and Nottinghamshire.

LACs Robinson (JA) and MacDonald (of Sleat) are enjoying a bit of leave in Germany. Robbie was contemplating the skiing possibilities of some place at or near Munchen, and Mac will likely sample a few also. (subtle eh?). Best wishes for the least possible number of bent or broken arms and legs accompanied them on their way. Mac was slightly trady getting away due to some misunderstanding with the service police, seems he had to show them how he could write every hour or so after supper.

Most everyone in the Tech establishment is well satisfied with their new working conditions. The Ground and Air workshops are much brighter and better aired than the ones in building 15. They are also much larger, giving more freedom of mo-

vement and greater scope of work. "Stores" is also larger and affords greater simplicity of arrangement. Under the capable management of Sgt Turnbull it will soon be running in top form, (in one direction), we all hope. Theres more than meets the eye in keeping a telecom stores in shipshape condition, especially when telecom is spread over such a wide expanse. Sgts Barr and Wark are busy keeping their work separated. Once in a while they pull a "sandy", such as fixing each others equipment but that is just a way of saying Happy New Year. For the uniformed, Barr is (G) and Wark is (A).

Things in the MsgCen have been running smoothly under the management of Lac Russ-Hygaard. At least, the monthly stats didn't bounce!! Russ has his wife over with him now and they have a very nice home in St. Mard. Both are bridge players and those of the section who play the game are looking forward to a few sessions soon. Transportation is the only problem there, isn't it Russ. We'll beat it, and you, yet, so you better brush up on Club convention! Lac Laverty has been regaling us with wondrous descriptions of a certain Christmas dinner he had at Ste-nay. We hope he never gets lost in a desert, 'cause he'll suffer untold agonies thinking of it. LAC Doucette is the proud father of a nine pound six ounce girl, born the ninth of December. The stork was held up on the north side of the Cape due to the heavy blizzard which blanketed PEI the evening of the twenty second of November! There is still a cigar somewhere in his jumbled up kit for some unlucky person. Its the only one he could sneak thru customs! He is at present awaiting word of his repat date and posting; due out in April, if the gods are kind and have a full stomach.

QRX NEXT MONTH

LATE FLASH - CPL WARSHICK IS THE PROUD OF A DAUGHTER BORN 23 JAN. NAME - SUSAN HEATHER.

Dear Mr. Editor :

*You know
Before each show
We stand
And
A band
Plays "The Queen"
Her face is seen
Upon the screen.
Suggest, if one may,
They also play
Some anthem grand
Of our native land.
Views of Canada
To unfold in panorama
In bold relief
On "the Maple Leaf
Forever"*

L. P. RICKS.

The Married Cold in 7 Stages

BY HANK E SCHIFF

"Sugar Darling, I'm worried about you my honey. You've got a bad sniffle, and there's no telling about these things, with all this strep and smog around. I'm taking no chances and putting you in hospital this afternoon for a general check up and a good rest. . . . I know the food's lousy, but I'm having your favorite dishes made up by a French cook. I've already got it arranged with the dietitian!"

"Listen darling, I just don't like the sound of that cough, and I've called Doc Miller to rush over here. Now you go to bed like a good girl. Please, just for daddy?"

"Maybe you'd better lie down, honey - nothing like a little rest when you feel punk - and I'll bring you something to eat. Have we got any soup?"

"Look dear, be sensible! After you feed the kids and get the dishes washed, you'd better hit the sack."

"Why don't you get yourself a couple of aspirins."

"If you'd just gargle or something instead of sitting around barking like a seal..."

"For goodness sake, stop sneezing! Whatcha tryna do, gimme pneumonia."



NEWS & VIEWS OF THE SABRE RIFLE & PISTOL ASSN

By Cpl Bill WARSHICK

Congratulations to the winners of the turkeys in the club's annual turkey shoot. To those that didn't win, better luck next time. During the course of the turkey shoot we had many requests for a competition requiring skill. It is for just this reason that we have come up with the EGG SHOOT. To those of you who are not familiar with this game of skill an egg is a dead centre bull. The shot must be completely within the 10 ring to count as an egg. Of course this is rather difficult so to simplify things we will count as 1/4 of an egg any shot that crosses the entre of the 10 ring. The monthly winner is the one who has accumulated the most eggs. The way to go about this is to shoot a target towards your badges, and when you are satisfied that the rifle is perfectly sighted for your own requirements you ask for an egg shoot target. Each target will cost 15 cents, 5 cents of this is to offset the cost of ammo. The winner will receive one half of the take, with second and third a portion of the remainder.

As any visitor to the indoor range can vouch the quest for RCAF Recreational Badges has been strong. The full list of winners to date of the First Class, Marksman, and Expert class have been mentioned in the club's information bulletin No. 2. Yours truly and LAC Haskin have won the distinguished Marksman Badge (Gold Bullet). It may be pointed out here that DCRA targets were never available in North Luffenham, consequently there were no awards made. We hope that many others will shortly be sporting their golden bullets. Just a reminder to you shooters that there is no time limit on these badges and you can win them once a year.

The targets for the first two rounds have been despatched in this postal competition. There are two sections in this shoot. The Open event and the Airwoman's. The open event team is made up of 8 members with 6 score to count, the girl's counter part consists of five of the fairer sex, counting four

scores. Cpl MacNeil is captain of the girl's team and yours truly of the other. 3 Wing is the only unit which has no team entered in this event.

This is the first year that the unit team has entered in this shoot. There are nearly 200 units of the reserve and regular forces of the four services that enter representative teams in this match. Camp Borden has been the top RCAF team for years, the Army team from Camp Borden have been in the habit of finishing in the overall top five yearly. The team has 10 members with five scores to count. This gives a good selection, providing you have the material to select from.

There is no preselected team and whoever is shooting best shall fire for the team. This year there is also an individual match. Those entered from the club are F/O Palmer, Sgt Moseley, Cpl Warshick, LAC Haskin and L/Cpl Salter. Unlike the team match in which one target is fired in January, February and March, all targets are submitted by the end of March.

In previous years the club's entries was in match rifle events, this year however the N.S.R.A. would not allow the team to enter into their competitions. After considerable correspondence, the C.C.A.M., Canadian counterpart of N.S.R.A., allowed us to enter into their winter matches. Entered in both the individual and team events are Sgt Moseley, Cpl Villiers, Cpl Warshick, LAC Verchere, LAC Haskin and L/Cpl Saler.

There was a meeting held in the office of the SOGD at Air Div to discuss the plans for the forthcoming full-bore season. All units were represented so that there would be no misunderstanding particularly with regard to the selection of personnel to shoot for the Queen's Medal. There will be a General Meeting held shortly to pass this information on to the club members first hand.

The club has now a limited quantity of ammo - **COME ON OUT AND HELP TO EXPEND IT.**

