

Sunday

# WINGS

# ABROAD



The Official

ROYAL CANADIAN AIR FORCE

R.C.A.F. Newspaper

Vol. 1. No. 17

LONDON, WEDNESDAY, AUGUST 12, 1942

Price 1d.

## Gongs Awarded 13 R.C.A.F. Personnel

### EVERY BRANCH OF AIR CREW INCLUDED

Five Receive D.F.M. and Eight Get D.F.C. for Gallantry in Action Against the Enemy

#### FIGHTER PILOT GETS FIVE AT MALTA

Recent awards announced by Air Ministry include 13 more members of the R.C.A.F. Five men receive the Distinguished Flying Medal and eight the Distinguished Flying Cross.

All branches of air crew are represented—pilots, observers, wireless operators and air-gunners. The awards this time are chiefly to members of bomber crews who have displayed ability over a long period of operations. However, there is one award to a fighter pilot over Malta.

Sgt. Claude Weaver, of Oklahoma City, won his D.F.M. for the zeal and initiative displayed in his fighter aircraft over the George Cross Island. In his first flight over Malta on July 17 he destroyed a German fighter. Five days later he shot down two German fighters on one flight, and the next day duplicated this performance. Again the next day he shared in the destruction with another pilot of his squadron.

Warrant Officer Henry Donnelly, of Toronto, was a flight sergeant when he gained his D.F.M. He has taken part in numerous raids over enemy territory as captain of aircraft with marked success. He has been careful to ensure accuracy in bombing even to the extent of making several runs over the target.

Attack From 150 Feet  
F/Sgt. Charles E. "Chuck" Darby, D.F.M., is an observer. His home is in Harrow, Ont. The official citation comments on the fighting spirit he has shown. In his last sortie an attack on Trondheim was made at a height of 150 feet in spite of a fierce anti-aircraft barrage. His conscientious navigation contributed materially to the success of the operation.

### PICHETTE PICKED OFF ONE OF THREE ME. 109's

Play-by-Play Account of Air Battle Not Appreciated

While he beat off the attack of three Me.109s, eventually destroying one of them, F/Sgt. J. R. Pichette, of Campbellton, N.B., was supplied with a running commentary of the fight by his second pilot.

"I guess it was a pretty good play-by-play description but I was a little too busy to appreciate it," said Pichette, who has made 30 trips as rear gunner in Wellingtons of an R.A.F. squadron.

The flight took place following an attack on the Prince Eugen. The Wellington crew were after the Scharnhorst, but the flak drove them away, so they attacked the cruiser. They dropped their bombs and were then jumped by three 109s, flying more or less line astern. They dived to get away from

them but they came swinging down after the bomber to attack from the stern.

Pichette could see the cannon shells from one of the German aircraft going over him as the pilot sought to bring his guns in line with the Wellington's dive. As he closed in, the Canadian rear-gunner gave him a 25-second burst and saw him fall away. From there on the second pilot took up the running commentary and he saw him continue his dive with smoke pouring out of his radiator. He hit the sea still trying to right his aircraft.

"The other two came in and then changed their minds, eventually being shot down by our fighters," said Pichette.

F/Sgt. Pichette has been overseas for almost two years and is one of the earliest air-gunner graduates of the Commonwealth Air Training Plan. He took his I.T.S. at Eglington Hunt Club, Toronto, wireless in Montreal, and gunnery at Jarvis. He has been with his present squadron for 14 months.



H.R.H. the Duke of Gloucester is shown shaking hands with W.O.1 D. S. Martin, of New York City, during his recent tour

of the Far East. Martin is captain of a ship in a Canadian Flying Boat Squadron. (Official R.C.A.F. Photograph.)

### CANUCKS GO TO DUISBERG

R.C.A.F. Bomber Squadron Under W/C Twigg Takes Part in Show

Crews from a R.C.A.F. bomber squadron, commanded by W/C John Twigg, Ottawa, took part in the raid on Duisberg last week, returning without a casualty.

First thought of Sgt. Wallace Gartside, London, Ont., when his pilot ordered the crew to prepare to bale out was for his wrist watch, which he had loaned to Sgt. Andre Pelouquin, Montreal, his companion wireless air gunner.

"I thought, there goes my watch," said Gartside later. However the pilot, who at first believed he had been hit by flak, decided otherwise and proceeded on his course. P/O Peter Powell, Sonneto, B.C., was also a member of the crew.

A night fighting Ju. 88 whirled by within 25 yards of their aircraft—too close for comfort—another crew reported. F/Sgt. Thomas Craig, Abby, Sask., was at the controls, and had F/Sgt. Howard Treherne, Truro, N.S., as his navigator. They returned with a flak hole in one flap.

"We were first over the target and had a comparatively quiet but successful trip," said P/O Walter Parks, Verwood, Sask. Like most of the crews he and his wireless operator, Sgt. L. M. Bailey, Windsor, reported the target bombed and fires observed.

It was the 13th "ops." for Sgt. Fred Wood, Edmonton. He reported a heavy haze over the target, which he identified by the light of flares. His gunner, Sgt. Blair Bourgeois, Lewisville, N.B., reported seeing the flash of bursting bombs in the target area. Others taking part from the squadron included Sgt. William Rowland, Brussels, Ont.; F/Sgt. Mervin Johnstone, Orillia, Ont.; Sgt. Ronald Moyer, Beamsville, Ont.; and Sgt. William Gittings, Hamilton, Ont.

#### Hullfax Attacked

Three boys from London, Ont., and two other Canadians were in the crew of a Halifax bomber returning from Duisberg when they

#### OXFORD COURSE

"That Oxford trip sure is the berries," claims P/O Stewart, of Toronto, who flies with a night fighter squadron of the R.C.A.F. Along with thirty Canadians, six of them R.C.A.F., he attended the University seven-day course offered by the Canadian Legion to Canucks overseas. The Canadian Air Force personnel attending were: L/AC Jack Molloy, Orillia, Ont.; L/AC Bill Andrews, Winnipeg; Man.; L/AC Ken Coffin, Erma, Alta.; L/AC Doug Howell, Calgary, Alta.; L/AC Ray Fawcett, Toronto, Ont.; and L/AC Everett Newman, Weyburn, Sask.

### DEMONA ESCAPES AFTER BALE OUT

Sgt. H. E. Demona, 27, of Bridgewater, N.S., is walking around his station these days with a very interesting clipping in his pocket. It is from a Canadian newspaper, and tells how Sgt. H. E. Demona, 27, of Bridgewater, N.S., an air-gunner in the Royal Canadian Air Force overseas, is missing and presumed dead after an operation against the enemy.

The truth is that Demona was missing for quite a while, but far from being dead, he was making his way out of enemy territory after baling out on the night of June 1. Uninjured, he has returned to Britain. Just how, unfortunately, cannot be told now; avenues of escape are too rare to allow the enemy to shut them off, but he did reveal he had a number of blisters on his feet.

Air-gunner in a Wellington bomber, Sgt. Demona took part in both the Cologne and Essen 1,000-bomber raids. It was while returning from the latter show the crew was forced to bale out. Demona has neither seen nor heard anything of the others since they left the aircraft.

were attacked by an enemy fighter over Holland. Sgt. Irvin L. Lauckner, one of the Canadian "Cockneys," gave the fighter a burst, which was immediately followed by a similar

(Continued on page 5, col. 1.)

### LEAVE FIRES IN RUHR RAID

Many Canadian Air Crews of Halifax Bombers Take Part in Show

Defences of the Ruhr were active when this district underwent its second bombing raid in 48 hours, but Canadian air crews of Halifax bombers returned after dropping their loads to report that Jerry's shooting was nothing to get excited about. The glow of many fires was seen reflected through clouds over the target as the bombers left for home.

Captain of one Halifax, Sgt. Guy Pudney, London, Ont., said that visibility was quite good as his aircraft went in over the target at 11,000. "I could see

(Continued on page 6, col. 4.)

### GERMAN VESSELS HIT BY STICKS OF BOMBS

F/Sgt. Observer Sid Back Gives Pilot Credit for Accuracy

On the last two strikes which he has been on as a member of an R.A.F. Hudson Squadron of Coastal Command, F/Sgt. Observer Sid Back, of Toronto, has laid sticks of bombs right along enemy ships. According to the assessment of Coastal Command one of these ships was very seriously damaged and the damage to the second has not yet been announced.

Back is a 23-year-old Jewish boy, and is the only Canadian in his crew. He navigated a Catalina over the ocean last October. His pilot is F/Lt. Fred Tiller. One of the gunners in the crew is F/Sgt. Richard Couchman, D.F.M., of the R.A.F., who has made 87 operational trips since the beginning of the war. In the first attack Back says

### F/SGT. AITKEN ATTACKED BY THREE NAZIS

Climbs Into His Dinghy After Baling Out Over Channel

RESCUED PROMPTLY

Shot up by three enemy aircraft, his engine spluttering, white smoke and flames coming out of his exhaust, gasoline leaking into the cockpit and the aircraft losing height, F/Sgt. G. D. Aitken baled out into the Channel.

Six enemy aircraft had crept up behind the Canadians on their patrol. The squadron commander gave the order "Break."

They broke, and F/Sgt. Aitken went after an enemy which was about to attack one of his mates. He got in a long burst and then felt machine-gun bullets hitting the armour plate at his back. More bullets perforated his cockpit cover and the wireless went u/s.

He took evasive action, only to find after he had become separated from his section, that two more Jerrys were looking hungrily at him. He attacked one, and after an exchange of shots headed for home. But almost right away he saw tracer bullets passing on both sides of his plane and he suffered cannon and machine-gun hits on both wings. The engine started to splutter and smoke came from the exhaust. F/Sgt. Aitken decided to leave.

His 'chute almost' caught in the tail of the plane as he baled out from 1,000 feet. On the way down he saw his Spitfire crash into the ocean with a 'hell of a bang.'

He inflated his Mae West and clambered into his dinghy after swallowing a bit of water. Spitfires noticed him and soon a rescue launch picked him up. He was rubbed down, put to bed and given a large drink of Scotch. He has now rejoined his squadron.

that they sighted the enemy off the Frisian Islands and picked out a ship they liked. It was a tanker, and the stick of bombs fell right alongside it. "The ship was burning from end to end when we left," said Back, "which was soon because of the flak."

In the more recent strike, also near the Frisians, the bombs fell across the enemy craft and heavy black and white smoke poured out. Heavy flak was also encountered in this attack.

To F/Sgt. Back the highlight of the trip was the landing made by the pilot. Visibility was only about 100 yards and the fog lay 500 feet thick on the aerodrome. The pilot began to feel his way through and the rest of the crew took up crash positions. But he set it down "just as gently as an egg."

"With a pilot like him up front a bomb layer deserves only about 25 per cent. of the credit for a good strike," concluded Back.



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Published weekly at R.C.A.F. Headquarters Overseas. Postal Address: R.C.A.F. Headquarters, 20, Lincoln's Inn Fields, London, W.C.2. Publication Date: Wednesday of each week. Closing Date of Advertising Copy: Friday preceding date of publication. Advertising Rates on request. Subscription Rates: 3 months, 3s.; 6 months, 5s.; 12 months, 10s. Single copy, 1d.

EDITORIAL

POSTAL SERVICE

From time to time there are complaints from squadrons regarding the postal service, particularly as regards overseas mail, and it is realised that there is justification for some of these complaints. In order to provide as efficient a delivery of mail as possible, steps are being taken to have a fully qualified postal clerk placed on each R.C.A.F. squadron overseas. R.C.A.F. personnel will appreciate, of course, that it will take a short time to obtain the necessary men, trained in postal service work, and post them to the various squadrons, but it will be done as quickly as possible. In the meantime action is being taken to make postal deliveries under the present system as effective as possible. Even with trained postal personnel, however, there will continue to be losses of mail, because there are certain losses that are beyond the control of the service. For instance, there are, as we all know, some losses of mail as the result of enemy action at sea. In comparison with the immense volume of mail handled, these losses are exceedingly small. It means, nevertheless, that some of us have lost mail. Such losses cannot be avoided, at least for the time being. There have also been losses due to theft, and these losses are continuing, although on a reduced scale. A considerable number of persons, inside and outside the services, have been apprehended for thefts of mail. Some of them have received long jail terms, although it must be confessed that in some instances the thieves have received, in our opinion, altogether inadequate sentences, having regard to the seriousness of the offence. It is reported that in some cases the culprits have been given their freedom on payment of a small fine. Some progress is, however, being made in clearing up losses due to theft, and it is hoped that these can be reduced to a minimum. In the meantime until postal clerks are assigned to the squadrons it is intended to keep as close a check on the postal services as possible. If there are some instances of delays, or losses, it may be due to one of several causes, and personnel are asked to be as patient as possible.

HALIFAX CREWS CLAIM FIGHTERS

Crews of two Halifax bombers in which Canadians were making their second operational flights each destroyed a German night fighter recently.

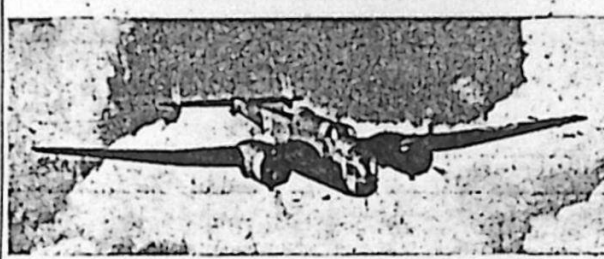
The Halifax in which Sgt. Johnny Karlett, of Toronto, and Bob Macdonald, of Shawinigan Falls, were crew members stood off two attackers and brought one of them down. The four-engined British bomber was then flown back to England on two engines and with more than 30 cannon and machine gun holes in it.

In the other Halifax, Sgt. Lyle Morley, of Vancouver, and Sgt. James Burton, of Billings, Montana, were wireless operator and second pilot respectively. The enemy dived at them out of the moon. According to the English rear-gunner who was responsible for the actual destruction it was a Ju. 88. The fighter and bomber opened fire on each other simultaneously. The bomber's guns rocked the Ju., which came in to about 150 yards and then turned over and headed down. It was in flames when last seen.

AMERICAN NEWSMAN LOOKS AT HAMPDENS

Wm. Stoneman, Famous London Correspondent of "Chicago Daily News" Visits R.C.A.F. Unit

Recently, Wm. Stoneman, London correspondent of the "Chicago Daily News," visited an R.C.A.F. Hampden squadron. Following are some of Mr. Stoneman's reactions towards the crew of these Hampdens, which he has sent to American newspapers.



A Hampden of an R.C.A.F. squadron is snapped by the photographer as it moves majestically over the cloud bank. This machine has proven itself in nearly three years of war. The Hampden and the men that fly provide the material for a Press release to American papers by Wm. Stoneman of the "Chicago Daily News."

("Flight" Photograph.)

Flying Hampdens, which now rank as slow freights in bomber armadas of the world, a hard-hitting squadron of the R.C.A.F. has just sent its thousandth plane to plaster Germany.

Without taking up any space on front pages these boys have achieved over a period of months the equivalent of thousand-bomber raids all on their sweet little own. To accomplish this with their Hampdens Canadian boys have had to fly longer and harder than other bomber boys with larger and faster models. They have also had to do such things as go through flak-drenched skies of Germany three nights in a row. The Hampden was regarded as hot stuff in 1935 and men who fly in it swear by it because it flies beautifully. Even they won't deny, however, that its narrow fuselage makes it the most uncomfortable bomber in the world. It's no secret to the Germans that it is mighty slow by modern standards. Even the Wellington has the equivalents

of a gentleman's room; folks who ride Hampdens just have to forget about it.

Some of the boys have unbelievable records. The prize of them all is 24-year-old rear-gunner Paddy Reynolds, from Sligo, in Western Ireland. Paddy now has a sort of Canadian twang and tells the locals he's Canadian. He's made 56 raids over Germany cramped over his machine guns in the dustbin of a Hampden. He got the D.F.M. in August of 1940 by persuading rest of crew to head

homeward instead of baling out or making for Sweden after one of their engines was hit over Berlin. You can take it from this widely travelled expert that Hamburg, Berlin and Bremen are the hottest spots in Germany. In all his trips Paddy's plane has been hit by flak 10 times and never has been attacked by night fighters. He has only seen two. Most of Canadian boys have been out more than 20 times and all of them have had close shaves. One of the closest was by "Pinky" Metherell, of Edmonton, former star reporter on "The Bulletin." "Pinky" has made 23 jaunts. He went through more in five minutes over Kiel one night than in all the rest of the time put together.

On that occasion his plane was caught in a cone of 50 searchlights, and after releasing super-heavy bomb the pilot had to dive 10,000 feet to get away from them. The plane flew down the harbour at a height of 20 feet, with the result that German guns on both shores shot up one another. Farther down the harbour "Pinky's" plane almost collided with a flakship. "That," says "Pinky," "was the closest call I've ever had and, boy, was I scared." If "Pinky" doesn't have closer call he ought to have some pretty good stories to write when he gets home.

SGT. MATTUSH RETURNS FROM OPS. AT MALTA

Took Part in Sinking of Enemy Cruiser in Night Attack

Summer in Malta, quite different from the usual summer at the Lakes—but certainly with its interesting moments, was the opinion of Sgt. C. J. Mattush, of Elmira, Ont. This dark-haired, dark-complexioned Ontario wireless operator air-gunner has done about twenty trips out of Malta in Wellington bombers and is now back in England.

In June he saw an enemy cruiser of the Garibaldi class "blown to hell." His aircraft was working in conjunction with others when bombs of one of the kites set the cruiser on fire. It was officially established as sunk. The attacks in which Sgt. Mattush participated were chiefly directed against enemy shipping. They were mostly at night, and considerable toll was taken of supplies probably intended for Rommel. They bombed from comparatively low heights and then would go down to rake the decks with machine-gun fire. Enemy flak was pretty accurate, and on different occasions the Wellington arrived home well peppered. Sgt. Mattush and crew were twice attacked by night fighters.

One night a Junkers 88 came at them. It delivered two attacks and both aircraft exchanged "compliments." The fighter then sheered off. On another night an Italian Macchi 202 made one onset before it left. At Malta the R.A.F. while on the ground are often subjected to enemy bombing. Sgt. Mattush has several times taken off while enemy bombs have been aimed at the aerodrome. "I'd rather be upstairs anytime than down on the deck with bombs falling about my ears," he said.

The only other Canadian in his crew was the observer, Sgt. A. W. Weelan, of St. Boniface, Man. Before the war Sgt. Mattush was an apprentice tinsmith and plumber. He trained at Calgary and Macdonald, Man.

INVITATION FROM SCOUTS

The Kingston District Boy Scouts Association is cordially inviting all Canadian troops interested in the Scout Movement to attend a social evening to be held in the St. Joseph's Schools, Fairfield, Kingston-on-Thames, on Wednesday, August 19, at 7.30 p.m.

Those interested will please communicate their names to Capt. F. Boucher, Abbey 4571, Ext. 21.

TORPEDO HITS SCORED ON TWO ENEMY SHIPS

CADHAM, JR., CABLES ARRIVAL TO FATHER

"Just arrived this morning. Mother and I doing very well. Love. Signed Fred Cadham, Jr." That was the cable F/Lt. Roper Cadham received from Winnipeg recently, and the first notification he had that he was a father.

F/Lt. Cadham took the role of the harassed, worried new parent in stride. "It's my first baby. For goodness sake. It happened while I was not there. I can't phone home. What a war!" he spluttered all in one breath.

The new Cadham is the first baby born to a member of this R.C.A.F. fighter squadron since its formation. He is called Fred after his grandfather, Dr. Cadham, Provincial Bacteriologist of Manitoba.

S/Ldr. Bean and F/Lt. Hobbs Claim Successes in Attack

Flying so low that at one time he was below the level of the deck of a ship into which he had whipped a torpedo, S/Ldr. W. W. Bean, of Kitchener, Ont., recently led an attack by aircraft of an R.C.A.F. torpedo-bomber squadron against an enemy convoy.

Torpedo hits on two ships have been claimed but not yet confirmed.

S/Ldr. Bean, who is a flight commander in the squadron, was the second skipper to attack the convoy, clearly visible in the moon path. He stooped around waiting for the ship to get in a favourable position for an attack. The Hun did not see them making their run and offered little opposition. The torp. was dropped and, with the aircraft down to about five or ten feet above the water, the squadron leader swung between two ships so close that the gunners could clearly see the bridge.

In the crew with S/Ldr. Bean were F/O Norman Hill, of Winnipeg, navigator, P/O Tom Chessell, of Collingwood, Ont., and Sgt. Tony Cornish, of Vancouver.

Hobbs First In

F/Lt. A. Gus Hobbs, of Calgary, made the first attack and feels sure his torpedo found its mark in an enemy ship. They, too, sneaked up on their ship and were taking evasive action "like hell" when the flak began to pour up. White smoke was seen coming out of the ship when the torpedo struck. F/Lt. Hobbs had his eye on a nice big ship in the middle of the flak ships but its escort was too closely grouped around it. The one he took was a medium sized vessel. The gunners in the kite were Sgt. Mike J. Savoie, of Monckton, and Sgt. Norman W. Lobb, of Chilliwack, B.C. The navigator was W/O G. Bank Taylor, of Toronto.

F/O Bill Adams, of Toronto, released his tin fish, but he saw no indication that his attack was successful. Coming home, Bill got involved in some thick fog that blanketed the aerodrome and he was forced to make a landing on the beach. In his crew were F/Sgt. Brian Sutton, of Regina, and Sgt. Bill Metcalfe and Tom LeBlanc, both of Glace Bay.

W/C W. E. Wurtele, of Montreal, was well satisfied with the thorough preparation and execution of the attack conducted by his men.

SHOULD NOTIFY OF CHANGE OF ADDRESS

When R.C.A.F. personnel move from one unit to another, they should immediately notify base post office of their change of address in order that there be no delay in their receiving their letters and parcels. Unless this is done the mail continues to go to the old address with a certain amount of delay even if it is forwarded promptly to the new address. Special forms are available for providing this information to base post office.

FATHER FLEW WITH JIMMY DOOLITTLE

Sgt. Pilot T. W. Nicholson, an American serving in the R.C.A.F. in England, is following in the footsteps of his distinguished father. A colonel in the United States Army Air Corps, his father flew with Brigadier-General Jimmy Doolittle during the last war in France. Col. A. M. Nicholson and his son hail from San Antonio, Texas.



"TWIN BEDS" (Odeon)

This is a maze of complicated compromising marital situations arising from the fatal weakness of Julie Bradley (Joan Bennett) whom, married to Mike Abbott (George Brent), wants to help raise money for the U.S.O. by selling kisses for fabulous sums, to wit: 1,000 smacks per smacker. Her first customer is Nicolai Cherupin (Mischa Auer), a Russian singer who takes more than a patriotic interest in Julie. Mike suspects that all is not right, a suspicion greatly heightened by Nicolai's wife, Sonya (Glenda Farrell), when she explains the definite symptoms her husband displays when he is falling in love. Another complication comes from two others, Larkie (Ernest Truex) and Lydia (Una Merkel), Julie's friends. Mike insists on moving to a new apartment to escape the constant run of parties, banquets and dinners they are forced to attend, but, unfortunately, Larkie and Lydia, and the Cherupins also move—to the same apartment house. Mike decides to punish Julie, and he leaves her. Nicolai hears their argument from his window and telephones Julie from a club. Her refusal to see him sends him on a spree which winds up in Julie's apartment. Mike, in the meantime, cools off and decides to go home. Julie awakens to find Nicolai in the other bed just before Mike comes home. She hides him in a cedar chest. The maid comes in and takes his clothes and he tries to get away in his underclothes. Larkie, seeing him on the fire escape, thinks he's a burglar and follows him into Julie's apartment. Nicolai pokes him in the back with his umbrella and orders him to remove his clothes. Before he can do them he is interrupted and has to hide in the chest again, this time accompanied by Julie's dog. Sonya comes to the apartment looking for her husband, but Julie is successful in allaying her suspicions until Nicolai, attacked by cockroaches and the affection of Poochie, the dog, sets the chest to jumping. He is discovered and marched away by Sonya. Julie convinces Mike that she is a victim of circumstances and they kiss and make up. This is a good picture with one possible exception—it just couldn't happen.

BROWN COMPLETES O.T.U.

Sgt. J. J. Brown has just completed his course at O.T.U. and is on leave prior to posting to squadron. He is a wireless operator air-gunner and he will go to a Wimpy squadron.

ONCE IN A WARTIME—

there comes a film so great, so inspiring, of such universal appeal, that it unites the critics, and—more important—the peoples of the English-speaking world in its praise—and incidentally demands a 6th WEEK at the huge Empire, for the first time since 1938 (barring only that other phenomenon, "G.W.T.W.").



GARSON-PIDGEON MRS. MINIVER Metro-Goldwyn-Mayer Picture. A WILLIAM WYLER Production. DAILY 10 to 10.30. SUNDAYS 11 to 11.30. EMPIRE



# SHORT FLASHES FROM THE SQUADRONS

## 401 SQUADRON

Repatriation, that magical word, is being heard more frequently around 401. Winnipeg and Montreal are each soon to see a face long absent—two faces familiar to this squadron which will be missed.

P/O P. W. Denison, the recently-commissioned mid-westerner, is presently on a short course and will be setting another course for home at an early date. Cpl. George H. Mellen, the wireless man who likes skiing and reading, has already departed. George is the first "old original" in some time to head back. He joined the old Auxiliary 115th Fighter in May, 1939, and, like more than a score of his fellows who still remain here, spent over two years in England.

Two other postings complete the current departures, Saskatchewan's Cpl. E. G. Fairwell, a fitter, has gone to commence training as a flight engineer. Uncle Sam's Sgt.-Pilot R. G. "Pat" Patterson, ends a brief stay here, and ACI D. M. "Krem" Wilson, of Bancroft, Ont., clerk, goes to Records.

### New Arrivals

Towards refilling the ranks there have arrived: F/Lt. E. P. "Ted" Wood, of Beaverton, Ont., who spent a month with 402 Squadron, after leaving O.T.U., before joining us; F/O Thomas S. Mackay, our new intelligence officer, who hails from Vancouver, B.C., and has been with 403 Squadron since coming overseas in February; and, finally, ACI Ray Pudge (you can guess his nickname), of Welland, Ont., who comes as a clerk stenographer from R.C.A.F. Records, Gloucester, swapping jobs with Wilson.

For those neither going nor coming, there are two promotions: F/Sgt. "Jimmy" Flander, of Montreal, now wears the Royal coat of arms and rates a "Sir," and Cpl. Willis H. Knott, the "Pembroke" Ont., rigger, has "raised his third."

Add a large aggregation of tradesmen won "shadow" groupings last week as the result of a visit from the R.C.A.F. trade test board headed by F/Lt. McBride. "Me and my shadow" is the theme here now.

A cable has been received from the repatriated F/Lt. Eugene L. Neal, D.F.C. of Quebec City, reading: "Dear Gang, arrived safely. All the best. (Signed) Jeep."

### The Softball Sotties

"A" Flight pilots claim to be getting "hep" once more in the matter of softball. "We're waiting until their pitcher is on leave

before issuing a challenge to "B" Flight," they admit. F/Lt. "Whit" Whitham modestly says he'll do his part—by not playing!

ACI Cecil V. Hurley, of Kingston and Ottawa, came back from his photographer's special course the other day with a patch of bare scalp surmounted by a jagged cut and stitch. "I ran into a door," he said with conviction. (It was a door of a steel locker, this reporter confirms.) A few days later F/Lt. W. G. Riddell, of Winnipeg, our M.O., informally and neatly removed the stitch while the patient's head craned out of the window of an M.T. vehicle waiting to move off. A new crown of red, bristly hair is now growing in.

The great unsolved mystery: Cpl. Ralph Ashmore, the Belleville, Ont., armourer, made his bed early one evening and then went out. It seemed strange that he should make another unoccupied bed when he came in and climb into it. But next morning he was found, at the other end of the hut, curled up snugly—in a third!

### Casual Casualties

As these lines are being written, preparations are well advanced for this evening's party being given for the ground personnel by the pilots in recognition of a big job speedily and well executed. "Casualties" are expected to be heavy.

Speaking of the pilots, we are reminded of these brave fellows who dauntlessly go out several times each day, risking their necks in offensive-looking sweeps up and down the perimeter track between dispersal and messes—on bicycles. Formations are frequently broken for dogfights, and F/Sgt. "Slim" Cosburn claims a "damaged" on Sgt. Reesor, who made a perfect jump. P/O "Scotty" Murray was also forced to "bale out" when he lost control. All are fast becoming operational and casualties are expected to be heavy.

## 402 SQUADRON

Our heartiest congratulations go out to our popular Commanding Officer, Squadron Leader Morrow, who recently was awarded the D.F.C. As the grapevine had it, Uncle Bob got the "Gong." His many exploits, leading our flying artillery, put him in line for this distinction and all officers and airmen of 402 Squadron agree. "He earned it!"

Among the newcomers to the squadron are "Chuck" Steele, of Port Cobourn, Ont., Wally Hayes, of Armstrong, B.C., Vic



These scenes were enacted at the recent R.C.A.F. sports day staged in the Midlands at which a night fighter squadron commanded by W/C Paul Davoud, Kingston, took top honours, the commanding officer scoring 10 of his team's total of 59 points. (1) W/C Davoud receiving the trophy emblematic of the sports day championship from G/C A. P. Campbell, of Hamilton. (2) Sgt. Hamish (Jim) Collins, Vancouver, who captured the mile event. (3) Cpl. George C. Ledger, Winnipeg, gets up and over in the run-

ning high jump, in which he placed second. He also gathered points in the broad jump, and the hop, step and jump. (4) F/O Tom Brundage, Toronto, getting away the winning toss in the shot put. He also captured the hammer and discus events. (5) P/O Bill McLeod gets a kick out of one of the events. He was second in the mile run. (6) Sgt. Martin A. Naylor, Vancouver, receiving his awards from G/C Campbell. Sgt. Naylor won the hop, step and jump, and broad jump, and was second in the century.

(Official R.C.A.F. Photograph.)

Miller, of Richmond, Indiana, Greg Cameron, of Toronto, Gordie Roan, of Maplewood, N.J., "Mac" McGraw, of Kirkland Lake, Ont., Earl Ross, of Richmond, Que., and Bill Lane, of Sudbury, Ont. They're all mighty welcome.

Vic Miller, of Richmond, boasts that a factory in his home town turned out more lawn mowers in the last few years than any other factory in the whole of the U.S.A. Judging from his physique he must have personally tested each one.

We were all glad to see P/O Bill Dewar up and visiting us a few days ago. Bill had a little argument over the Channel a while back. Good going, Bill; we hope for your speedy and complete recovery.

No sooner do we get a good dentist than we lose him. That seems to be the curse of the squadron, and its holding true again with the posting of Capt. Crummeys, who, everybody agrees, had just about the nicest touch for snatching pearls, of any we have met yet. Capt. Crummeys never had any trouble keeping the patient's mouth well open, for while working he kept up a running commentary on some of his adventures in this country which kept the patient in continuous roaring laughter. Technique, he calls it. We welcome our new Dental Officer; he's Capt. L. H. Holmes and has proved already that he's a painless puller.

Latest addition to our cracking Wireless Section is L/AC Murray Madsen, of St. Stephen, N.B. Sgt. Jack Maltby is busy showing him the ropes along with the help of Winnipeg's Wilf Small and Newfoundland-lander Cpl. Bert Stone. He's in good hands and already sounds like an old-timer with his "Loud and clear, switching off." The section lost a good member in the posting of L/AC Doug Bridger, of Vancouver.

Our latest bicycle casualty, L/AC H. E. Pearson, from Vancouver, B.C. The law of gravity pertaining to bicycles should be studied by all personnel carefully.

## 407 SQUADRON

Well, fellows, after a well-earned leave, I arrived back at the squadron just in time to attend the squadron dance. We all had lots of fun; the music, provided by the station dance band, was excellent. The decorations around the orchestra platform were centred around a spot-lighted maple leaf with "Canada" up and down the centre and draped with the R.C.A.F. ensign. The R.A.F. flag and the Union Jack flanked each side; this also spot-lighted. Amongst the gathering were

quite a number of the aircrew, including the ever-popular "Mac," otherwise P/O William McLeod, of Barrie, Ont. Our popular engineer officer, F/O McLaurin, of Kapuskasing, Ont., also attended.

We did well in the R.C.A.F. Inter-Squadron Sports Meet, coming second to 409 Squadron; in fact, very well considering we had about the smallest number of entrants. Honours went to W/O "Milt" Tisdale, of Sherbrooke, Que.

### "A" Flight

We are glad to see the proud parents of "Cherub II" have finally got it out of the hangar. The "mother," L/AC Welch, of Norwood, Ont., boasts that his "baby" (7) has only 25 oil leaks in each engine. Its other "half," "Commando" Jewett, of Fredrickton, N.B., remains silent. The proud "mother" also wants to know why "B" for Bertie" with four wet nurses still remains in the hangar. "Sugar Daddy" Gunn, of Winnipeg, Man., is up to the present not with us to put in his two cents' worth. Caused by high blood pressure we presume. The boys of "A" Flight are wondering if there is any truth in the rumour that "B" Flight are going to gather weather reports. It would mean that they would only need one serviceable "kite" each day. But that would be asking too much of their poor hard-working staff.

### "B" Flight

The latest news from this flight is that they are going to fit a D/F loop on Jack Collins' tractor. That popular Scotch laddie went awol oot the "A" Flight dispersal one day this week. But for some reason ended up in the middle of the "drome" and lost himself. We know it was foggy, but Jack! how could you? Anyway, your "observer," L/AC Holcroft, of Edmonton, Alta., was "duff."

"A" Flight seems to have a lot to say these days. But, anyway, we'll let "A" Flight do the gossiping whilst we carry on with the job of keeping the most "kites" serviceable. A certain flight-sergeant of "B" Flight went to a local town this week in the company of other senior N.C.O.s. The others returned to duty, but the flight-sergeant returned on Monday morning. We are still wondering what happened. Oh, Cheese!

"Crash" Carter, of Calgary, Alta., is still rushing along in both speeds, "slow" and "stop." There's plenty of promotion floating about the Armament Section these days. Sgt. Whitcomb, of New York, N.Y., is now flight-sergeant. Cpl. McConkey and Cpl. Perry, of Toronto, Ont., are sergeants. L/ACs Wightman, of Sault Ste. Marie, Ont., and Birks, of Montreal, Que., are now corporals.

New arrivals in the Signals

squadron that a collection is being taken up to buy him a "General Grant" tank-barbed wire has proved no obstacle but some hindrance to the "Doc" and his driving.

New pilots to the squadron are: P/O Johnny Goffon, of Dauphin, Manitoba, and Sgt. J. M. Maffre, of Montreal, P.Q. Welcome to 4-1-6!

"There I was upside down. This is a true story," says F/Sgt. "Joe" Moul, of Port Alberni, B.C. "Grabbing my shot gun—the only weapon handy—I blazed away at the deer which broke through the underbrush near me, and I shot away his head. Believe it or not, he ran 30 yards before he dropped dead." This story as a result of boosting of B.C. as a hunter's paradise. But P/O Johnny Johnston, of Calgary, had a better one—using only a B.B. gun—but thereby hangs a tale.

### "B" Flight

Once again Merry Old England is the scene of "B" Flight activities. Bronzed faces are the order of the day, and it seems just a little more like Canadian weather.

Enjoying leave at present are: F/Sgt. Crompton, L/ACs "Casanova" Kirk, "Dustborne" McGillivray, "Little Man" Gilbert, Cpls. "Punchy" Burgess and "Ron" Parker (042).

Sgt. Baker is firmly convinced that, like the armistice, his leave will come some day.

Question of the moment: Who is the corporal who enjoys midnight swims in the park? He must be bashful.

As your correspondent gazes over "B" Flight dispersal he notices "Split-pin" Jago and "Chief Wahoo" Lundy, hand in hand, walking up and down, mumbling, "Where, oh, where is 'N' for 'Nellie'?"

And, looking farther down the dispersal line, Cpl. "Cowboy" Simons' Dog-house comes into view, surrounded with the "genmen"—Cpls. "Human" Beater, "Marshall," "Brick," "Bricknell" and "Ain't Love Grand" Finch. To complete the scene, "Pappy" Humphreys is seen driving along on the flight tractor, obviously lost without a plow.

## 418 SQUADRON

It's some time now since your local scribe has turned his attention to those hard working and underprivileged genry of the ground crew who work in a world of their own away across the "drome" at the Flights.

Having heard that things had quieted down somewhat of late your reporter decided to do a "Winchell" to check up on the boys, and so, having dug out his trusty keyhole monocle and armed with a ladder for peeping over transoms, your operative plodded his weary way to review the situation at "A" Flight. The following jottings of "gen" are the results of his observations. From the information garnered it appears that boys still will be boys. Anyway we call them as we see them, so here goes.

L/AC "Herbie" Batt, Bran- (Continued on page 4, col. 1.)

## 416 SQUADRON

Corporal "Dictator" Richardson, of Winnipeg, R/T wizard, has a blonde A.C.W. who is the spark plug expert in Echelon, says "She was only a spark plug fitter, but she certainly has her points."

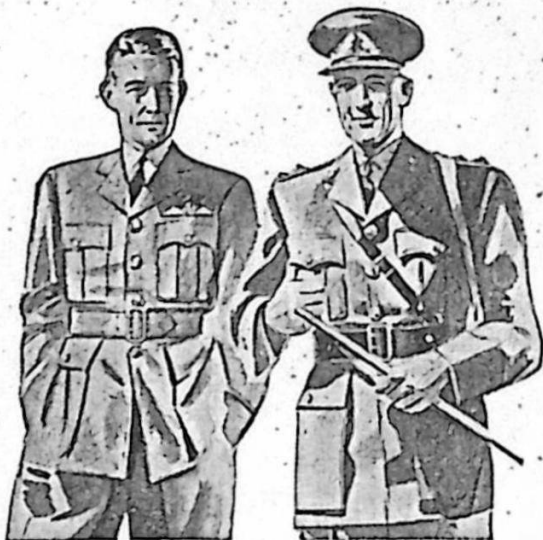
P/Lt. R. McCallum, of London, squadron sawbones, has been assured by some members of the

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418

(Continued from page 3)

don's contribution to the war effort, is still making "operational" hops down to Bourne-mouth. "Herbie" knows a good thing when he sees it.

While we're on the same general theme we feel it is our duty to report that our budding Irish Romeo, L/AC Pat Lee, erstwhile citizen of Crystal City, Sask., is making definite progress in his efforts to woo one of the local belles from her previous heart throb. The matter seemed well under control when observations were made last Thursday evening. The blessing of the Squadron goes with you, Pat.

"Tiny" Towse, one of our electricians, recently made the sparks fly when it became known that he was altar-bound. Object of "Tiny's" affection, we are informed, is the local girl who smiles over the counter of the "Sally Ann" Canteen during its daily visits. This indicates fast work on the part of "Tiny," who doesn't look the type, but then you never know about those things.

Sgt. "Ginger" Richards, it is reported, has been looking rather forlorn of late, and those who work with him and who are usually well informed in such matters state that it all started when the said sergeant walked into a local dance hall only to find his lady being waltzed about by a lowly A/C. It's a hard life, we always say!

**419 SQUADRON**

**Light**

The grateful town of Kamloops, B.C., honoured its hero, W/C Fulton, by presenting him with a cigarette case. The presentation was made at British Columbia House by the Lord Mayor of London, Lord Bennett, who was also present. The recipient appreciated the honour, but being a man of action found it difficult to express in words the thoughts of his heart. Of him it may well be said "That his words of action have gone forth into all the world."

**Darkness**

The light of our squadron has been temporarily dimmed in the failure of our C.O. to return from the recent operations. Until now "The Moose" was synonymous with our success. Others might go down, but he always came crashing through. The greater the obstacles the more reason for shaking his tousled mane and rending the air with his ponderous impact. We have not given him up. We never can. As long as the squadron lasts "The Moose" will still be our inspiration. One might say that he was idolised by every man on the squadron. Such an expression is too trite when referring to him. It was more than idolisation, he was

the object of adoration from one and all.

Accompanying him on that ill-fated operation were F/Sgt. Edward Munroe, Sgt. Herbert Bryden, P/O W. G. Campbell, F/Sgt. N. G. Arthur and F/Sgt. H. J. Dell.

**Ground Crew**

The correspondent introduces one of the men who keep the kites a-flying: L/AC Dick Birney was born in Red Deer, Alberta. Reported at Manning Pool, Toronto, January 18, 1940. Exactly two years later he reported for duty on this squadron. In the meantime he served in B.C. at Uculet and Patricia Bay. It is with real regret that we say "Au revoir" to Dick, as he returns to Canada for medical reasons. His wife and four-year-old daughter will welcome him and he will give a father's welcome to a baby he has never seen.

**423 SQUADRON**

423 Squadron got itself started the other day with a bang-up squadron meeting. It was announced that there was an assortment of baseball bats and gloves — notepaper — cigarettes — chewing gum and (keep this dark!) maple sugar — just arrived.

After everybody elected everybody else to sit on committees to look after this largesse, there was a general adjournment for (of all things) tea!—followed by a brisk bit of baseball. L/AC Ed. Cancellia, from Winnipeg, talked and played a good game at catcher. F/O Sinclair, another Westerner from Cranbrook, B.C., was heard to mutter a bit, too, as he gracefully skimmed over the puddles to snare the odd fly-ball. Incidentally, F/O Sinclair, squadron signals officer, is turning out to be very hot stuff with a golf ball. Never played until this year, he says, and already due to break 60. They say nobody will play billiards with him either!

Other westerners in the squadron include P/O Ian "Moose" Mills, of Vancouver and Cape-town, just back from leave with that well-known London tan (sort of bottle-green). Also Doug Johnston, Cpl. Harold Driscoll and Cpl. Robert Lacke, all hailing from Winnipeg. Cpl. Lacke is an old stager, having come over with 112 Canadian squadron.

L/AC Holychuck, Edmonton; Sgt. John S. Kelly, Revelstoke, B.C.; AC1 Sgt. Michael Graf, Englefield, Sask.; P/O Willie Mitchell, Calgary; and P/O Bertie Everton, Transcona, Man., complete the prairie round-up for the time being, although we really should mention Sgt. Harold "Tex" Bowman, from Corpus Christi, Texas. Tex trained at No. 2 S.F.T.S., Uplands, and before that spent three years with the U.S. army. There's a rumour when referring to him, it was more than idolisation, he was



Air Vice-Marshal G. E. Brookes, O.B.E., who recently arrived in England by bomber, and is attached to R.C.A.F. Headquarters overseas on special duty. Air Vice-Marshal Brookes is well known to R.C.A.F. personnel overseas as he was formerly Air Officer Commanding No. 1 Training Command, Toronto, in which command many took their training before crossing the Atlantic. (Official R.C.A.F. Photograph.)

To leaven the loaf of westerners we have twin brothers from the Cambridge—Massachusetts—Sgt. Jones Jackson and Sgt. Herb. Jackson. Both are WOP/AC and both went to Military Academy in Boston before joining the R.C.A.F. The M.O. says they look so much alike that when one does get sick he does 'em both—just to make sure!

Cpl. Morton, of Toronto, our very efficient equipment assistant, is now a sergeant. Perhaps it's the strength of the extra income that Sgt. Morton proposes to take the fatal step into matrimony. Congratulations twice, "Mort."

**RECORDS OFFICE**

For the information of those who have not visited records we must say that this is a lovely spot. Our newest recruit to the "Love" branch is AC1 Bob Finley of Philadelphia who has been over here only a month, and already has announced to the boys his intended "walk down the aisle" with one of our lovely W.A.A.F.s.

Please do not ask for posting here as the volunteers far outnumber the vacancies.

Our gifts to outside units last week number L/AC Phil Raichman to No. 3 P.R.C. Phil was one of our veterans and we were sorry to see him go. L/AC George Bell departed for 405 Squadron after a course of training here. ACs Attenborough, Pudge and Chenler are now at 411, 401 and 425 Squadrons respectively.

Arrivals include F/Sgt. Cliff Neill of Ottawa, who has come in from 405 Squadron to assist on the Shadow Roster. Speaking of the Roster, S/L Huntly Sinclair, F/O Russ Davey, and W/O Bill Fader, were called to Headquarters for a conference on same. L/AC "Buck" Buck arrived from 407 Squadron and is also on the Roster. AC1 David Daniel Donald Murray Wilson, commonly known as Don, has returned to Records after an extended stay at 401. Don enjoyed his tenure at the squadron but reports he is glad to be "home" again. He is still the same old Don and was greeted with open arms by his old friends here. L/ACs Harold McNamee, Perth, Ontario, Bert Peppy, Ottawa, Tom Dodds, Toronto, and Reg. Gardner, Rapid City, Manitoba, arrived direct from the Homeland. They have not been here long enough to be quoted on the "Love" angle.

Leaves have the usual interest to all personnel. F/Lt. Paul Cunningham has been in London, where we understand he took in the usual activities and renewed acquaintances with his old pals at Air Ministry and Headquarters. Corp. Doug Spalding and "Mem" Aitken believe in the old adage "There is safety in numbers," and are spending a few days at Weston-super-Mare together. No reports in as yet, but we know they are having a good time. L/AC "Chuck" Smith started his leave during the travel ban, intending to finish up in London. No reports so far but he probably can be seen filling up on "cokes" at the Beaver Club. L/AC Ted Bennett spent his first leave in and around Tiverton visiting relatives and old friends of his father. Since returning he has been busily writing

letters home telling about the hospitality of the Devon people and the beauties of the countryside.

Sports activities have not been so numerous as usual. Owing to reorganisation, our only activity has been a softball game with a Canadian Army Unit. The army sort of put one over on us—a real good pitcher with ideal support. We, unfortunately, were not able to give Len Taylor the support he was entitled to and we were defeated 19-10. Another game is scheduled, when we hope to reverse matters.

Visitors to Records include S/L Dill Thompson of R.C.A.F. Records, Ottawa, who has come over to inspect our set-up here. F/O Gordon Evans, Adjutant, 410 Squadron has been here getting an insight into Records. Our Padres made another call on us. S/L Frayne and F/Lt. Norris, who have been here before, and F/Lt. Thomas, a new arrival from Canada. Sgt. Andy Maxim was attached here for a couple of days ex-Russia and gave us all an insight into the valiant effort of our Russian Allies.

**WITH THE R.A.F.**

"It's all a matter of judgment," as the divorcee remarked when she picked up her alimony. Anyhow, that's the way F/Sgt. Pilot David McBride, of Montreal, explained glider flying. Dave volunteered for gliders when he heard it was something of a holiday before he really started serious flying. As usual the daily routine rumours weren't quite accurate, and it turned out to be a job of work. The Montreal pilot, however, completed his course and is now enjoying a spot of leave. He expects to go on to training for fighters next. While on leave he contacted his younger brother Frank, who is in the Army. Frank has learned his way about in the Army, and as a result was able to tap his older brother for a few quid.

As he is stationed not too far from London, L/AC Dick Moulie is spending his leave in Edinburgh. He is a radio mechanic on an R.A.F. squadron. Other Canadians stationed with him are: L/ACs Martin Milligan, of Winnipeg; Frank Small, of Brantford, Ont.; Charlie Monday, from Ontario; Jim Theriault, of Sudbury; Ken Duff, of Vancouver; and Bill Fretwell.

Sgt. J. P. Campbell is a wireless operator air-gunner with an R.A.F. Hampden squadron. He has got his teeth into this "ops" game with the recent completion of his fifth trip. Says there are 14 other Canadians in the same outfit.

After a spell of duty with Ferry Command, F/Sgt. Observer Ches. Steeves, of Eigin, N.B., is taking some leave while awaiting posting. He is looking forward to charting courses in Liberators.

Rocks, wind and rain are the chief products of the Outer Hebrides according to L/AC Albert Hopkins, who is down to see what people are doing with civilisation during his fortnight's leave. There are about half a dozen Canadians out in the wild wilds with him. One of these is L/AC Tom Ellis, of Wadena, Sask.

Howard Simms are the only two Canadian radio mechanics on a station in the South of England. Walter is on 14 days' leave, but Howard isn't.

On a west coast station L/AC Dalton Newberry does a bit of radio mechanic along with a dozen or more other Canadians. He is on the first week's leave he's had in a year. Says the boys could use some sports equipment.

Three days' leave and a "48" add up to five days' leave for Sgt. Air-Gunner Bob Hempstead, of Calgary. He has put in 14 trips in Whitties. On the same squadron is F/Sgt. Observer Walter Roy, of Toronto.

L/AC C. J. Clark, of Livelong, Sask., reports that there are 65 Canadians with the R.A.F. echelon in which he is serving as a rigger.

L/AC Don McCulloch, of Fort William, was in London on leave last week. Don is a wireless man of sorts. He claims he does not know which because he has been classified differently every time he has tried to discover what his branch of wireless work is called.

**HEADQUARTERS**

We want to apologise to "Cpl." Anderson in the Post Office for not forewarning him of his rise in rank as pointed out in last week's column. It looks like AC2 George is going to have a helper in L/AC Anderson, but watch him, George. L/ACs can be buck-passers, too.

We can't let this week go by without offering a word of welcome to the boys recently posted to this H.Q. As most of you are slated for the M.T. section we warn you that you might find them a bit strange at first, but soon you'll be cutting out paper dolls like the rest of them, but you can't all play Napoleon. So welcome to Headquarters L/ACs Lasby, Upcott, Pownall, Hotson and Fleming; AC Hardie and Private Elliott.

We also put out the welcome mat for G/C Van Vliet, W/C Conn, S/Ldrs. Shaw and Ferris; F/Lt. Biggar, F/O Massue, and others.

Sgt. Cassia, despite his appearance, is to go down in the history of R.C.A.F. H.Q. as a mysterious man; he can face a mysteriously swaying filing cabinet with determined mien, in fact he can, from now on, turn his back upon similar phenomena and never turn a hair. He knows that it is nothing more than one of the office cut-ups having his little joke. The crash when it comes, will probably kill him.

It is an accepted fact that in some scattered districts in England accommodation is particularly hard to get, and we've heard of some boys staying nights in air raid shelters,

sleeping in halls, etc. But we have two officers, one from this headquarters, who rented a boat and lived there for a night. Can you beat that one?

We like that cartoon tacked on the wall in the M.T. Section that pays tribute to the talents of the boys in that department. It shows in hill-billy style Martens, McConnell, Hewitt, Dumaresque and De Belle Feuille seated in an old Ford Model T, and we can't understand why they picture Cpl. Burridge lying down!

**PROMOTIONS IN OVERSEAS FORCE**

It is announced that Royal Canadian Air Force Headquarters that the following air-men have been appointed to the commission of pilot officers: A. H. Harris, Langley Prairie, B.C.; R. J. Emberg, Montreal; H. Brooks, Longueville, Que.; L. G. Armour, Vancouver, B.C.; R. B. Albright, Victoria, Carleton County, N.B.; W. R. Bandeen, Winnipeg; J. A. Cowan, Ottawa; N. S. Greig, Penticton, B.C.; H. N. Cairns, Vancouver, B.C.; G. W. Lancy, Toronto; L. Bolli, Jasper, Alta.; H. V. Peterson, D.F.C., Calgary; W. C. Vanexan, Smith Falls, Ont.; J. W. Williams, Chilliwack, B.C.; C. S. G. De Nancrede, Calgary; C. B. Ramsey—missing, no address available; H. E. Dobbs, Doupland, Alta.; J. H. Foy, Toronto; N. L. Swanson, Edmonton; J. M. Portz, Weyburn, Sask.; G. E. Mather, Ottawa; D. A. Fraser, Toronto; G. C. Boyer, Edmonton; R. H. B. Jackson, Grimsby, Ont.; H. C. Carr, Ingersoll, Ont.; N. Monchier, Dartmouth, N.S.; H. S. Anderson, Needham, Mass., U.S.A.; M. Johnston, Selkirk, Man.; C. R. Olmsted, Ottawa; G. D. Aitken, Edmonton; H. J. Murphy, St. Clair, Michigan, U.S.A.; J. Moul, Port Alberni, B.C.; D. Linton, Harrin Hill, U.S.A.; K. K. Charman, Donkstown, N.B.; J. S. Connor, Reed Park Queens, New York, U.S.A.; R. E. Laird, Redroofs, Half Moon Bay, B.C.; D. S. Girvan, Rexton, N.B.; J. F. Richardson, Windsor, Ont.; R. J. Campbell, Pawling, New York, U.S.A.; J. R. Hanson, Westmount, Que.; G. K. Crummy, Grande Prairie, Alta.; G. W. Kuslar, Toronto; F. H. Mylrea, Victoria, B.C.; C. E. Darby, Harrow, Ont.; E. C. Shields, Regina, Sask.; P. Q. Nabass, Wellesley, Mass., U.S.A.; R. H. Foote, Kentville, Ont.; M. L. Adbramson, Ottawa; R. A. K. Shives, Cambellton, N.B.; R. V. Manning, Vancouver, B.C.; I. M. Duff, Hamilton, Ont.; G. J. Strutt, Shawville, Que.; H. W. MacAdams, Sarnia, Ont.; J. F. Reilly, Jasper, Alta.; L. R. Mann, Truro, N.S.; P. P. Marsh, Toronto; D. L. Pickard, Hamilton, Ont.; C. C. Fisher, Englehart, Ont.; M. S. Awad, Truro, N.S.; E. D. Wilson, Whitecourt, Alta.

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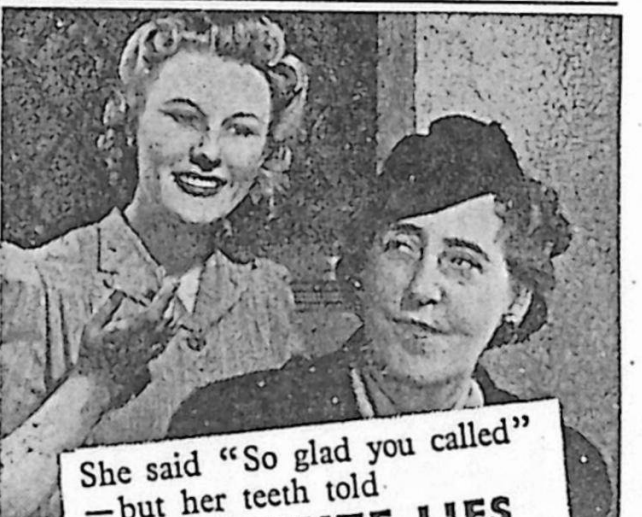


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# R.C.A.F. ARMY CO-OP. FLIERS IN MUSTANGS

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Swift, heavily-armed Mustangs are being flown by army co-operation squadrons of the Royal Canadian Air Force. It has been announced by R.C.A.F. headquarters overseas.

The task of an army co-operation pilot is admittedly one of the most difficult jobs in the air. Fighter pilots must be adept at flying aircraft and at tactics and gunnery. Wireless operators must of course know communications. Bomber pilots must be specialists in their field, navigators in their field, photographers and observers in theirs. But army co-operation pilots must have a good grounding and considerable skill in all these fields.

# CANUCKS GO

(Continued from page 1.) burst from Sgt. Arnold Hyson, of Lunenburg, County, N.S., who manned the mid-upper turret. The fighter, an Me. 109, broke off the engagement, but not before he had inflicted severe damage upon the Halifax.

WESTERN UNION CABLEGRAM TO Canada

Have you thanked them for that last package!

# "13" IS NO JINX TO F/L WITHAM

The number 13 is no jinx for Jim Witham, newly-appointed flight commander of a Canadian Spitfire squadron.

First of all, F/Lt. Witham, who calls Edmonton, Alta., his home town, was born May 13, 1919. He started off life, by the way, in a somewhat unusual spot—at sea.

After attending Westmount High School and Victoria High School in Edmonton, and having his 13th birthday on Friday the 13th, he attended Calgary Tech., where he took up architectural drafting.

# WARM RECEPTION TO JERRY ATTACKERS

Sgt. Pilot Clary Lundeen, of an R.C.A.F. bomber squadron, whose home is in Saskatchewan, put on a fine show recently when his kite encountered a couple of Jerry night fighters. The damage which his kite suffered he believes was more than offset by the lead which the crew was able to pour into the attackers.

# F/SGT. GIL STEEVES HAS FINISHED OPS.

With his quota of ops. completed, F/Sgt. Wireless Operator Alf-Gunner Gil Steeves of Edgettes Landing, N.B., is on two weeks' leave awaiting further orders. He claims the Minister of Finance isn't the only guy with budget troubles.



Here are some pictures caught by the cameraman at the opening recently of the canteen at R.C.A.F. Overseas Headquarters, London. Headquarters has not previously had a canteen, and it provides a nice, bright spot to get a tasty meal at a reasonable cost.

(Curly) Hogan, who as auxiliaries officer has the canteen under his wing. Upper right—airmen looking quite happy as they line up to get their first meal in the canteen. Lower left—airmen and civilian employees getting the first trays on opening day. Lower right—corner of one of the two bright dining rooms, with the counter in the background.

# DINGHY HOURS LOGGED BY SGT. KIEKEBELT

## Junkers 88 is Destroyed in Furious Scrap Over Belgium

Sgt. John Patrick Kiekebelt, a Canadian air-gunner of Netherlands descent from Woodbridge, Ont., was part of the crew of a Halifax bomber rescued from a bullet-riddled dinghy in the Channel after the attack on Saarbrücken.

The stranded crew were spotted by a flight of Spitfires returning from a sweep, and before long an Air-Sea rescue launch picked them up. Once reported "safe," Kiekebelt was soon in receipt of messages of congratulation from Canada where it had been made known he was "missing."

The engagement with the Ju. 88 was a furious affair. The twin-engined fighter first attacked on the bow quarter from close range. Then he dived below and renewed the attack from astern. As the German approached the Halifax climbed steeply and the rear-gunner opened fire from 400 yards. The Hun broke off.

## AIR CREWS TAKE EVASIVE ACTION

Flying over the target in north-western Germany one night recently F/Sgt. Jack Wiggins, of Winnipeg, captain of a Wellington of an R.C.A.F. bomber squadron, was caught in a cone of searchlights and an assortment of light and heavy flak.

P/O Ted Wilson in another aircraft had to weave out of a balloon barrage. His front gunner, F/Sgt. "Jep" East, of West Point, Miss., called "port" and "starboard" to guide the plane out of a very nasty situation.

F/Sgt. Bill Gasco, of Montreal, took successful evasive action to throw off a night fighter at the Dutch Coast. F/Sgt. Geoff Whyte, of Battle Creek, Mich., and Montreal, and Sgt. George Berg, of Valparaiso, fired at the attacker. Sgt. Earl Flanagan, of Montreal, and Sgt. George Crossman were other members of the crew.

The Hon. Vincent Massey, Canadian High Commissioner, and Wing Commander Hugh Campbell, of R.C.A.F. Overseas Headquarters, stayed all night to welcome the crews back from the operation.

# CASUALTIES

Casualties for the week ending August 8, 1942:

- KILLED ON ACTIVE SERVICE: J. M. McKerrill, Sgt. D. A. McMaster, P/O J. A. Riddell, F/Sgt. G. Haver, Sgt. J. Hicks, P/O G. R. Lewis, Sgt. F. J. Hightower, Sgt. D. B. McIsaac, Sgt. K. M. Byers, Sgt. G. T. Koellhofer, P/O D. R. McCann, W/O R. Phipps, P/O F/Sgt. R. M. Ennis, Sgt. J. M. Labelle, Sgt. G. Dierksen, Sgt. A. M. Begg, Sgt. C. A. Manchester, Sgt. F. Smith, F/Sgt. S. Becking, F/Sgt. ...

# CHANGE OF CATEGORY

- Previously Missing, now Prisoner of War: E. Smith, P/O; A. F. C. Raitelle, Sgt.; J. A. Westwood, Sgt.; Y. M. Cardner, P/O; W. E. Finchan, Sgt.; G. C. Honeychurch, Sgt.; A. G. Hunter, Sgt.; H. D. Speer, P/O; L. J. Samson, P/O; D. S. Hurst, P/O; T. Hatfield, P/O; A. H. Hayward, P/O. ...

# EVERY BRANCH

(Continued from page 1.)

Watts, of Hamilton. As navigator he directed his captain through an intense flak barrage so that a trailing fighter was unable to follow.

"Another navigator to win the D.F.C. is F/O Raymond Joseph Hardingham. In an attack on the Scharnhorst at sea F/O Hardingham dived down to 500 feet before releasing his bombs. His aircraft was damaged by the ship's fire but his subsequent navigation brought aircraft and crew safely home. He was born in England but is a member of the R.C.A.F.

"A fearless and reliable navigator," states the citation for P/O Colin S. Campbell's D.F.C. Since September, 1941, he has participated in attacks on numerous enemy targets, including Berlin, Stettin, Emden, Hamburg and the Renault Works. His home town is Vancouver.

P/O Bruce D. Croxton won the D.F.C. for his consistent work as a first class navigator and bomb aimer. He came overseas as a sergeant, won his commission in the field, and has completed his first quota of operations. His home is Edmonton.

P/O J. K. Tett receives the D.F.C. for his skilful piloting and cool judgment as captain of aircraft. On one occasion his aircraft came down in the sea, and during the ensuing 13 dinghy hours he was a source of encouragement to the crew. Another time one engine failed before he got to his target at Essen. He flew the limping aircraft, bombed his objective and brought it back to base. He comes from Winnipeg and has married since arriving in England.

Still another going to come out of the Trondheim raid was the D.F.C. to F/O Donald P. MacIntyre, of St. John, N.B. During the low level attack his aircraft caught fire. It became uncontrollable and F/O MacIntyre was directed to a lake by his observer, P/O Ian Hewitt, of the R.C.A.F., who also won the D.F.C. F/O MacIntyre made a superb landing. The crew manned their dinghy and made their way to the side of the lake. After a perilous journey and suffering great hardships, he and his crew eventually reached England.



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# "MOOSE" SQN. RAIDS AGAIN

### Members of R.C.A.F. Bomber Squadron Run Into Few Difficulties

Members of the R.C.A.F. "Moose" Squadron paid a flying visit to Germany and Occupied France last week, joining fliers of the R.A.F. in a bombing sortie.

Only one enemy night fighter, a Ju. 88, was sighted. From his rear-gun post in a Wellington, F/Sgt. Ken Gaalaas, Camrose, Alta. saw the German aircraft about 150 yards away. Before he could bring his guns to bear his captain, Sgt. Maurice McLaughlin, Edmonton, had dived into cloud cover. Sgt. Andy Holmes, Campbellton, N.B., and Sgt. Basil Saunders,

Granville, Ferry, N.S., were other Canadian crew members.

Returning from his first operational trip, Sgt. Phil Owen, North Bay gunner, radiated enthusiasm for the experience. He said that he was a little nervous at the take-off, but felt fine after they had left the ground. They saw only three searchlights, accompanied by flak. He said Rocky, the skipper, eluded it without trouble.

"Rocky" is Sgt. Walter Sherk, Ridgeway, Ont., and others in the crew were: P/O Roy Morrison, Vancouver; P/O George "Scrammy" McGladrey, Chalmers, B.C., and Sgt. Bruce Bazley, Montreal.

F/O John McCormick, Estevan, Sask., a veteran navigator, who has rejoined the squadron after serving temporarily with U.S. Army Ferry Command, was in another kite. He had as his crew mates, F/Lt. J. D. Pattison, Toronto; Sgt. Bill Wake-man, Selkirk, Man.; F/Sgt. Lorne Fleming, Montreal, and F/Sgt. Gord Craddock, Toronto. They had all seen much more hectic raids.

Other Canadians in the squad-

ron who were over Germany were: Sgt. Merle Frederick, Bethune, Sask.; F/Sgt. Dan Moher, Mimico, Ont.; Sgt. George Sayers, Toronto; Sgt. Earle Connolly, Truro, N.S.; F/Sgt. Warren Weller, Thorold; Sgt. Vern Stowe, Vancouver; P/O Art Morridge, Lloydminster, Sask.; P/O H. R. Stuart, Peterboro, Ont.; Sgt. Norm Neilan, Greenfield Park, Que.; Sgt. Hubert Price, Sherbrooke, Que.; Sgt. Dick Kertson, Grand Falls, N.B.; Sgt. Jim Royle, Niagara Falls, Ont.; Sgt. Warren Rinder, New York; Sgt. Sandy Robertson, Toronto, and P/O Claude Morris, Vancouver.

## READY TO AID FRENCH CANUCKS

F/O Joseph Gustave Nicholas Massue has just arrived in England to act as liaison officer for French Canadians with the R.C.A.F. overseas. He is stationed at headquarters, London, but will spend considerable time among French Canadians at their stations.

Until he joined the R.C.A.F. Nicholas Massue was a well-known tenor soloist with the Metropolitan Opera, New York. Among other roles he has sung Cassio in "Othello," with such other noted artists as Lawrence Tibbett, which has been recorded.

F/O Massue is ready to assist French Canadians in any way, either with service or personal problems, so far as lies in his power. Officers, N.C.O.s or airmen are equally free to get in touch with him, with the concurrence of their C.O.s, and if they desire to write in French they are free to do so, and their letters will be answered in the same language.

While F/O Massue makes it perfectly plain that he can't promise anything, he will try to assist in solving any problem. In some cases it may take a little time to answer a letter as there are several hundreds of French Canadians to be looked after, but each letter will be replied to as promptly as possible.

French Canadian members of the R.C.A.F., whether they are with R.C.A.F. or R.A.F. units, are urged to drop a line to F/O Massue so that he may know where they are located, and they are also invited to drop in and see him if they are in London any time.

## LEAVES AND PASSES

F/Sgt. Harry Wootton, wireless operator air-gunner from Edmonton, is out of the hospital and on sick leave after a bout with pneumonia preceded by a couple of cracked ribs.

Cpl. Ben Kenworthy, of Fort Qu'Appelle, Sask., is dividing his 10 days' leave evenly between London and Nottingham. No favouritism to either girl is his motto.

Cpl. Art Weatherill, who used to be with 405 Squadron, was seen knocking around the Beaver Club during his leave last week.

Sgt. Observer Jack Wexler, of Montreal, spent his week's leave in London.

On the other hand, two fliers from Saskatchewan, now with the "Moose" Squadron, took theirs up in Edinburgh. They did not go to the Havana Club.

"How'd you like to be there now?" F/Sgt. Observer Cy. Ax-horn, of Victoria, B.C., was asked while in London for a few days. "How'd anybody like to be in Victoria at this time of year!" he exclaimed (not questioned). That old British Columbian chamber of commerce atmosphere!

The Rotary Club of Poplar extends a special invitation to all Rotarians from Red Deer, Alberta, to attend their weekly meetings held at the Rectory, Newby Place, Poplar, E.14. The Community Service chairman is Mr. R. A. Phillips, 237, East India Dock Road, London, E.14.

## RED DEER, ALTA., ROTARIANS

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## LEAVE FIRES

(Continued from page 1)

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Six of the seven crew members of Pudney's Halifax are Canadians. They include P/O Ed. Mason, Rockglen, Sask.; Sgt. T. A. S. Duff, Corinth, Ont.; Sgt. A. N. Hyson, Indian Point, N.S.; Sgt. Irvin L. Lauckner, London, Ont.

Sgt. Jack "Happy" Burke, of Montreal, said the docks could be seen as they made their run over the city. His aircraft was

## EMPIRE, Leicester Sq.

Ger. 1234. Sixth week. Cont. daily from 10 a.m. GREER GARRON, WALTER FIDDEON in MRS. MINIVER (U)

CAUMONT, Haymarket. Whl. 6533. JOHN FAYNE, MAUREN O'LEARY, RANDOLPH SCOTT TO THE SHORES OF TRIPOLI (U) Suspended Person (A). News, etc. Weekdays: continuous 11 to 9.30. Sundays: continuous 2.30 to 8.30.

LEICESTER SQ. THEATRE, Whl. 5252-4. ROBERT STACK, DIANA BARRYMORE in EAGLE SQUADRON (A) Perfs. 12, 2.15, 4.40, 7.15.

LONDON PAVILION, Ger. 2282. Cont. daily from 10 a.m. Sunday from 2. CHARLIE CHAPLIN in THE GOLD RUSH (U) with music and words. Sixth week.

MARBLE ARCH PAY. (O-B.). May. 5112. ROBERT DONAT as THE YOUNG MR. PITT (U) with Robert Morley and Phyllis Calvert. Weekdays: continuous 11 to 10. Sundays: continuous 3 to 8.30.

NEW GALLERY (O-B.). Regent St. WALT DISNEY'S BAMBI (U) In Technicolor. Weekdays: continuous 10.40 to 10. Sundays: continuous 2.30 to 9.

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ODEON, Leicester Sq. Whl. 6111. Last Two Days. BUD ABBOTT and LOU COSTELLO, VIRGINIA BRUCE in PARDON MY SARONG (U) Showing at 11.20, 2.20, 5.15, 8.10.

PARAMOUNT, Tottenham Court Road. GREEN-EYED WOMAN (U) THOSE KIDS FROM TOWN (U) Commencing Sunday, August 16, CHARLIE CHAPLIN, THE GOLD RUSH (U), with words and music. TRUE TO THE ARMY (U)

PLAZA, Piccadilly Circus. Whl. 8244. Third Day Week! Irving Berlin's JOYOUS HOLIDAY INN (U) BING CROSBY, FRED ASTAIRE, MARJORIE REYNOLDS Weekdays: continuous from 10 a.m. Sundays: doors open 3 p.m.

TATLER TH. (O-B.). Charing Cross Rd. ANGOLO-SOVIET FILM REASON RED FLYER (U) Russia's greatest spy, CHIKALOV Soviet News Scenes (U) (U). Ger. 4815.

WARNER, Leicester Sq. Ger. 3423. ANN SHERIDAN, RONALD REAGAN in JUKE GIRL (A) Perf. 10, 1.10, 4.30, 7.55.

## LEAVE FIRES

(Continued from page 1)

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Sgt. Jack "Happy" Burke, of Montreal, said the docks could be seen as they made their run over the city. His aircraft was

captained by Sgt. Jack Campbell, The Pas, Man.

"Our rear-gunner," said Happy Burke, "saw them quite clearly and also reported that he saw a number of fires burning as we left." A revealing account of his run over the target was given by F/Lt. J. "Ittegle" Lane, Victoria, B.C., captain of a Halifax.

"First of all, we got a glimpse of a road bridge near the junction of the Rhine and the Ruhr and then had a quick sight of the queerly shaped docks at Dulsburg before the clouds passed over," he reported. "I could see the tremendous flashes of our 4,000-pounders which the cloud bank couldn't hide.

"We flew over cloud most of the way to the target, and the half-moon wasn't much help because it was covered most of the time. Searchlights weren't as effective as usual because they hadn't much chance of getting through the cloud. But one of them caught us and held us for about a minute while the ground-guns pounded the stuff up. I looked out of my window right into the beam of the

searchlight, and then the shells started bursting all around. I couldn't see the flashes of the guns, but the sky was covered ahead of us with puffs of white and black smoke. I had to wind and dodging skittles, and we were close to some of the shell-bursts that I could smell them. It's far too close when you can smell the cordite."

## TIP FOR SAFETY RAZOR USERS

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PRINCES, Tem. 6256. Evenings, 8.30. Mats., Thurs. and Sat., 2.30. Firth Shepard presents WILD ROSE Music by Jerome Kern. Staged by Robert Merritt. JESSIE MATTHEWS, RICHARD HEARNE, Frank Leighlin, Andre Handall.

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SAVOY, Tem. 8252. Evngs. 8.30. Mats., Wed. and Sat., 2.30. FIRTH SHEPARD presents THE MAN WHO CAME TO DINNER ROBERT MORLEY, Coral Browne, Hugh McDermott, May Alice Collins, Jerry Vernon, Edward Cooper.

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Printed by St. Clements Press (1940), Ltd., and published by R.C.A.F. "Wings Abroad," 20, Lincoln's Inn Fields.