



## R.C.A.F. Plays Fine Part in Dieppe Show

### MANY ENEMY PLANES KNOCKED FROM SKIES

Fighter and Army Co-op. Squadrons Get at Least Nine Destroyed and Many Probables and Damaged

#### PERFECT COVER FOR DARING OPERATION

Nine German kites destroyed and many probables and damaged, tell the story of the part played by R.C.A.F. Spitfire and Army Co-op. squadrons in the combined operations raid on Dieppe, Northern France, last week. From daylight until dark these took their full share in the shuttle service maintained over the English Channel, which provided complete "umbrella" cover throughout the whole most successful operation. It appears certain that their score of destroyed will be considerably augmented by later figures.

And in addition to the terrific aerial action over the Channel some of the Canadian Spitfire squadrons also encountered some hot action when they formed part of the escort which accompanied the U.S. Army Air Corps Flying Fortresses on a raid to Abbeville, which was closely tied up with the Dieppe raid.

One Canadian squadron of Spitfires, which recently saw S/L Syd L. Ford, Liverpool, N.S., take command, reported five enemy kites destroyed and three damaged. The squadron leader set the pace, destroying a F.W. 190 and a Me. 109. This performance was duplicated by P/O H. J. Murphy, St. Clair, Mich., F/L George Hill, Digby, N.S., former training plan instructor, shared in the destruction of a F.W. 190 with Sgt. M. K. Fletcher, Paris, Ill., and damaged a second. Fletcher also had a Me. 109 damaged, and F/L P. T. O'Leary, Halifax, N.S., had a F.W. 190 damaged.

Plenty of Action  
After accompanying Flying Fortresses to Abbeville, and meeting spirited opposition on the return trip, a unit headed by

#### ORCHIDS TO CAPE TOWN

"The whole city of Cape Town, South Africa, turned out to welcome us," says L/AC Ted Weaver, Ottawa, in a letter to his pal here in England. Ted speaks for the Canadian flying boat squadron, now stationed in the Far East. "They took us for drives, to shows, to dances and invited us out for meals. The squadron to a man is really and truly indebted to the people of Cape Town—they were really swell," concluded L/AC Weaver.

S/L Keith Hodson, London, Ont., found itself involved in more desperate fighting when it went out on its second excursion of the day. They chalked up five "probables" or "damaged." Those in this unit who marked up scores were: P/O B. (Continued on page 5, col. 4)



This group of pilots of a famous Canadian Spitfire squadron, commanded by S/L Keith Hodson, of London, Ont., pictured on the day of the Dieppe raid, as they waited for their kites to be refueled between sorties. They are, left to right, F/S Ed Gimbel, Chicago, Ill., who shared in the probable destruction of two FW190's two days previously; F/L Jim Whitham, Edmonton, Alta., who shared the destruction of a FW190 the same day, and who

probably destroyed one FW190, and damaged another, on the day of the Dieppe affair; F/S Bob Reesor, Peace River, Alta., who also scored a "probable" earlier in the week; P/O B. "Scotty" Murray, Halifax, who shared the destruction of a FW190 with F/L Whitham, two days before Dieppe, and who scored a probable and a damaged on the day of the big air battles. (Official R.C.A.F. Photograph.)

### SGT. BEURLING WINS BAR TO MALTA D.F.M.

Canadian Ace Destroys 16 Enemy Aircraft In Short Time

#### GREAT COMBAT PILOT

Ace fighter pilot of Malta, 29-year-old Sgt. Frederick George Beurling, of Verdun, Que., has been awarded the Bar to the D.F.M. only a month after receiving the D.F.M.

When he left England, chafing under inactivity, Beurling's score was zero. This summer in Malta he has run his string of victims up to 16 destroyed, has a third interest in another, and on top of that, he has a number of probables and damaged.

He has never been over-awed by odds. On one occasion, although outnumbered three to one, he shot down an Italian fighter which was part of a screen for German Ju.88's. One day he got three; another day he bagged four. Still another time he and a squadron mate tore into 10 hostile fighters and he shot down two of them.

"The secrets of his success are ability to see and move ahead of the enemy, instinctive sense of positioning, and deadly marksmanship," said his R.A.F. squadron commander.

Quiet on the ground, Beurling is a terror in the air. He constantly reads aviation books, and has been a keen model aircraft builder. In Montreal, before proceeding overseas, he worked in an aircraft factory. While with an R.C.A.F. fighter unit in England, he came back raging mad from his first operational sweep. Reason: No contact or sign of the enemy.

Sgt. Beurling, the youngster who is never content on the ground, who loves to fly and to fight, is to-day one of the best combat pilots in the world.

### GROUND CREW SHOW METTLE

Swell Job to "Keep 'em Flying" During Last Week's Dieppe Show

It was just as hot and hectic for ground crew whose squadrons participated in the Dieppe "do" last week as any day during the Battle of Britain, according to veterans who had participated in both.

At dusk when the last tired Spitfire pilot was hoisting himself out of his cockpit, the ground crews were finishing up a job which had started before daybreak.

"Look at those guys. They have been going since three this morning," said Sgt. Ted Ryland, senior N.C.O. in his flight in an R.C.A.F. fighter squadron. "They'd go on until three tomorrow, too, if they have to," he continued. "A few days ago everyone was a little braced off. We were doing nothing but buckshee flying. There was no pep in the outfit. But to-day—well, you've seen them go."

They had started their long task before daylight. By noon they were stripped to the waist working swiftly and skilfully on (Continued on page 6, col. 5.)

"I'm proud of the old squadron for the show they put on at Dieppe," said the former C.O. The following took part: F/Ls W. B. Woods, Toronto; H. P. Peters, Edmonton; A. D. Jones, Newark, N.J., and Paul Bizsky, Saskatoon; F/Os W. H. Gordon, Red Deer; E. J. Hall, Ottawa; N. S. Clark, Mount Royal, Que.; D. M. Grant, Trenton; S. M. Knight, Calgary, and J. A. Stephens, Leader, Sask.; P/Os G. A. Rogers, Toronto; J. A. Roberts, Calgary; M. B. Pepper, Vancouver; J. H. Watlington, Hamilton, Bermuda; A. T. Carlson, Calgary; J. A. Morton, Dodabury, Alta., and J. W. Pace, Lanark, Ont.

#### BUSINESS CARD

Individual enterprise, the birthright of the New World, still flourishes even in the Air Force. A sergeant observer with the R.C.A.F. has his own business card on which is printed his name and his business, viz.:

"Observing and Bomb-Aiming. Reasonable Rates."

In the lower left-hand corner of the smart little white card are his name and number and the fact that he is attached to the R.A.F. and is a member of the R.C.A.F. Overseas.

### P/O JENNER EVADES HUN. NIGHTFIGHTER

While preparing to launch an attack on three enemy vessels along with other crews of the Demon Squadron, P/O Jenner and his crew suddenly found cannon shells and machine gun bullets whistling past their ears. Jenner, who comes from Windsor, promptly took evasive action while the rear gunner, Sgt. Terry O'Neill, of Ottawa, got in a short burst at the Hun.

When the fighter was shaken off Jenner pointed his Hudson for home. He reached base 15 minutes overdue, set the aircraft down perfectly and stepped out to discover a six-inch hole in the starboard tail fin, a tyre punctured, and the rear gasoline tank holed and empty.

#### CINDER SOUVENIRS

A crew of Royal Canadian Air Force intruder squadron brought some unusual souvenirs back from a patrol into enemy-occupied territory yesterday in the form of cinders from the fire-box of a locomotive.

F/S E. Cook, Sherbrooke, and Sgt. J. A. Field, Toronto, were members of a Boston which spotted a goods train near Valenciennes, and went down to attack. Their burst of cannon fire, from signal post level, had the desired effect. As they roared past the engine it blew up, showering cinders and debris into their aircraft.

### ACTION ON ESCORT DUTY

Fighter Squadron Damages Enemy Bombers and Fighter En Route Home

A Canadian fighter squadron, under S/L Keith Hodson, London, Ont., ran into a terrific whirlwind of excitement while escorting U.S. Army Air Corp Flying Fortresses to Abbeville, France, during the Dieppe show last week.

The first part of the trip was more or less uneventful, but on the way home battles came thick and fast. Three members of the squadron between them damaged several Dornier 217 bombers and one F.W. 190 within a short period. These three were S/L Hodson, F/S M. Zobel, Raymond, Alta., and F/S Stanley Cosburn, Calgary.

After the bombers had attacked the target the Canadian squadron flew over the Dieppe area, where they spotted several Do. 217s which they promptly attacked. The commanding officer fired a long burst at one from 50 yards, while F/S Zobel emptied his cannon and machine guns into another. F/S Cosburn meanwhile attacked two other Do. 217s and saw strikes on both. During the melee S/L Hodson also got into combat with a F.W. 190 and saw his cannon fire enter the fuselage.

#### 'PLANE TO CAIRO

Flying to Cairo has been Sgt. AG Wally Smith's most exciting experience since he left Capar, Sas., to join the Air Force.

Other Canadians whom he met in Egypt were Sgt. AGs Des Purcell and Terry Cleland, both of Toronto, and Sgts. Donahue and Dupuis, whom he believes were Maritimers.

## FIRST R.C.A.F. OVERSEAS SQUADRON IN DIEPPE RAID

Original 110 Squadron, City of Toronto, on Army Co-op. Work

The first R.C.A.F. squadron overseas saw action for the first time in the Dieppe assault as an army co-operation unit.

Originally 110 Squadron, City of Toronto, it arrived in Britain early in 1940. Since then, many of its pilots have left to join more active units. The only "original" flyer left is the commanding officer, W/C R. C. A. Waddell, of Peterboro', Ont., who led the outfit at Dieppe. A graduate of R.M.C. and S.P.S., University of Toronto, he is only 27 years old.

The squadron, with other army co-operation air units, had to go deep behind Dieppe to find out if the enemy was bringing up reserves. One pilot was lost in the operation which started at dawn and included many sorties over enemy territory. Another of these Canadian units bagged a F.W. 190.

The fliers came back happier than ever about their Mustangs which gave enemy fighters the slip on many occasions. It is

not the job of army co-op. fliers to engage the enemy. They are out to get information. Flying up valleys and around hills, they encountered little or no fighter opposition. Flak opposition was fairly hot and three aircraft returned bearing the marks of enemy action.

G/C Wilbur Van Vleet, who was commanding officer of the unit when it came overseas, visited the station after the Dieppe affair. He met the "old originals" as well as later arrivals.

"I'm proud of the old squadron for the show they put on at Dieppe," said the former C.O. The following took part: F/Ls W. B. Woods, Toronto; H. P. Peters, Edmonton; A. D. Jones, Newark, N.J., and Paul Bizsky, Saskatoon; F/Os W. H. Gordon, Red Deer; E. J. Hall, Ottawa; N. S. Clark, Mount Royal, Que.; D. M. Grant, Trenton; S. M. Knight, Calgary, and J. A. Stephens, Leader, Sask.; P/Os G. A. Rogers, Toronto; J. A. Roberts, Calgary; M. B. Pepper, Vancouver; J. H. Watlington, Hamilton, Bermuda; A. T. Carlson, Calgary; J. A. Morton, Dodabury, Alta., and J. W. Pace, Lanark, Ont.

## CANUCKS FLY SUNDERLANDS

R.C.A.F. Flying Boat Unit Formed and Crews are Training

Canadians from nearly every province are members of the newly formed R.C.A.F. Sunderland flying boat squadron. With them are a number of Americans who left their homes in the U.S.A. to join the R.C.A.F.

Very few Canadians have had experience with the Short Sunderland, but they are taking to them readily. These giant air liners are veritable battle-ships. Armament includes multiple gun turrets fore and aft and two further gun positions in the top of the fuselage.

The crews of these boats have to do much of the work that falls to ground crews on ordinary squadrons. When they leave their aircraft, it must be ship-shape for the next flight. In the air they take turns at being housemaid, looking after the cooking and tidying up.

Others in Squadron  
The adjutant is F/L A. E. Granwood, of Toronto. P/O (Continued on page 6, col. 3.)

WINGS ABROAD

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EDITORIAL

THE DIEPPE RAID

BY AIR MARSHAL EDWARDS

In the last few days the world has come to learn much of the gallant raid carried out by the allied forces on the continental port of Dieppe.

We of the Royal Canadian Air Force Overseas pay tribute to the officers and men of the Canadian Army Overseas, for they have proven themselves to be superb in the field.

Now all the world knows what happened that day. The young pilots of Canada's air force proved themselves worthy of their predecessors who fought in the Battle of Britain.

I extend to the ground and air personnel, whose heroism over Dieppe is a lesson in courage and determination to us all, my heartfelt thanks and praise for what they did that day for the allied cause.

CELEBRATE TWO YEARS OVERSEAS

Canuck airmen in the Far East recently attended a banquet in honour of the second anniversary of their original squadron's arrival in England, according to a letter from L/AC Ted Weaver to L/AC Jimmy Duval of our staff.

S/L PITCHER HAS TRAVELLED FAR

Now is Commanding Officer of an R.C.A.F. Fighter Squadron in Land of the Pharaohs



One time Montreal lawyer, S/L Paul B. Pitcher is now heading his third R.C.A.F. Fighter Command. This time he leads his pilots in the skies of the Middle East.

Convocation at McGill University in the spring of 1937 hardly indicated the life S/L Paul B. Pitcher was soon to follow.

In July of last year he was given the task of forming a new R.C.A.F. fighter squadron. He led it until late December, when he returned to Canada for a

brief spell. Upon return to England in March he was given command of another Canadian fighter squadron with almost immediate prospect of heading for the Middle East.

SGT. FULLER MEETS EIGHT FOCKE-WULFS

He was Part of Escort for Flying Fortresses in Rouen Raid

During the sweep in which his R.C.A.F. fighter squadron was providing part of the escort for American Flying Fortresses bombing the Rouen area, Sgt. H. P. Fuller, of Hortonville, N.B., tangled with no less than eight F.W. 190's.

LEAVES AND PASSES

ACI George Robertson, of Qu'Appelle, Sask., has been spending his 14 days' leave evenly divided between London and Glasgow.

ENGAGEMENTS

The engagement is announced of Miss Ray Freedman, of Edinburgh, daughter of Mr. M. Freedman and the late Mrs. Freedman, to Sgt. Observer Ben Sugarman, R.C.A.F., son of Mr. and Mrs. N. Sugarman, Toronto, Canada.

S/L BURNETT, D.F.C., NOW TACTICS OFFICER

After 46 Operations Was Injured in Crash Last January

His distinguished operational career of 46 trips over enemy territory interrupted by a crash and seven months in the hospital, S/Ldr. Wilfred Burnett, D.F.C., of Fredericton, N.B., has been appointed Tactics Officer of a bomber group of the Royal Air Force at the age of only 26 years.

Saved By Girl

"Two things saved my life," he recalls. "The first was that the crash had short-circuited the electrical system and lit up my navigation lights, and the second was that a girl was walking home from a dance along the lonely country road at the hour of 1 a.m."

CASUALTIES

- Casualties for the week ending August 22, 1942: KILLED ON ACTIVE SERVICE. J. H. Brough-House, P/O; R. Jones, Sgt.; C. E. Lee, Sgt.; W. A. Miller, P/O; A. J. Marsh, P/O; H. V. Schofield, Sgt.; J. M. Henry, Sgt.; T. B. Phillips, Sgt.; J. L. D. Brough, Sgt.; G. B. Simpson, Sgt.; A. E. MacGregor, P/O.

USE LEAVE TO VISIT SCHOOL

Taking advantage of the first leaves in their operational careers, Sgts. J. Kleckebelt, J. Pinard and J. Lapointe paid a visit of three days to the station where they had taken a refresher course after arriving over here.

THEATRE NOTES

Lupino Lane's "Twenty to One" at the Victoria Palace has passed its 250th performance, while Tom Arnold's "The Dancing Years" at the Adelphi Theatre reaches its 200th performance on Tuesday evening, August 25.

1,000 NEW TARZAN THRILLS! From darkest Africa to murkiest New York, where Tarzan and his mate, with Boy, Cheetah and their four-footed friends, wage jungle war against the gangsters. He swings from skyscrapers—leaps from Brooklyn Bridge—holds up the big city!

# SHORT FLASHES FROM THE SQUADRONS

## BLACKBERRY LAND

After the bang up "At Home" of Tuesday night everyone has settled down, more or less. High light of the evening: "Tiny" Ferris waltzing with an 80-pound W.A.A.F. What a man! We are indeed glad to welcome back home our new flock of P/Os. Congratulations, fellows, you sure earned yours the hard way. The only trouble with all this P/O business is that the Officers' Mess will need enlarging; as it is they are already overcrowded. Incidentally, everyone is remarking on the perfect fit of two new suits of battledress seen around camp. Whose your tailor, Doc? And "Adj" we've heard several of our W.A.A.F.s remarking about your handsome pair of shoulders.

More congratulations! Our MT. section (W.A.A.F.) all recently received a well-earned step up in rank. We understand they are throwing a party with their back pay for a certain "Flight." Ah, well, he has a way with women; at least so he claims. P/Os Matland and McRae are taking their favourite girl friends out pretty regularly these days. Watch your step, girls, these guys only love 'em and leave 'em.

Incidentally, our pay accounts clerk, L/AC Shankell, seems to be having a pretty good time these days. While he is away from the squadron over yonder, he seems to find the evenings very entertaining. Incidentally, he is doing a mighty fine job for us all and we want him to know he will receive his reward some day. One of the orderly room clerks will be AWL for a week, only this time it is official. Doesn't pay to miss trains, does it, "Fitz"?

Sgt. Weller, our demon orderly room clerk, says he is really enjoying "Blackberry Land." So, also does F/Sa Fieger, Yuill, and Sparks Coombs. They seem to be riding all over the country on their bikes. Where do you go on these things and what about finding your way back in the dark? It seems to us, you lads are all pretty good navigators even if you do sport other badges on your tunics.

We have been promised a steady run of "Flicks" by our "Y" man and that in addition to Army shows should make evenings to come pretty pleasant. The C/O and our Discip. "Flight" seem to be going all out to keep us well supplied with entertainment. On behalf of the squadron we want them to know that we appreciate their efforts.

Farewell to L/AC Caldecott, we hope the next time we see you that you are wearing that coveted wing. Also farewell to Cpl. Ferguson, hope you like your new post, Fergie.

Our new padre, F/L Taylor, is a much-welcomed addition to our squadron. He is certainly getting around, making himself acquainted with the boys. We are glad to have you with us, Sir, and we hope that we can find plenty to keep you busy. Yours is a position that can do us all a lot of good and also one that we are sure will meet with fine response. We also welcome

Capt. Shillington, Dental Corps, and his staff. You are going to find yourself very busy and we assure you that you are most welcome. Another new addition to our strength is F/L "Norm" Goff, who is learning the ropes under the excellent tutelage of our Adjutant. We hope that you get that clarinet of yours out real often. He is really hot, fellows. Also, can he trip the light fantastic! W.A.A.F.s take notice.

Our regular correspondent is away on leave so next issue will probably be much longer and better. In the meantime, so long from "Blackberry Land."

## TRADE TESTS SOON

P/Os John F. "Sleepy" Richardson and Jack "Joe Blow" Moul have given the little gals their "hooks and crown" for a souvenir and have left for London to be measured for their new uniforms. Congratulations! Be sure to see F/L "Phil" Archer for a little talk on "What Every New P/O Should Know"—it's from experience, including "Night Operations." Friends in Windsor, Ont., and Port Alberni, B.C., please note.

Enlisting the services of "Commando" R. Perrott, former commercial artist, we have the finest squadron crest in any Air Force. Taking as our theme "We can lick our weight in wildcats," our crest is built around a Canadian lynx surmounting a maple leaf. It's hot stuff, and very outstanding.

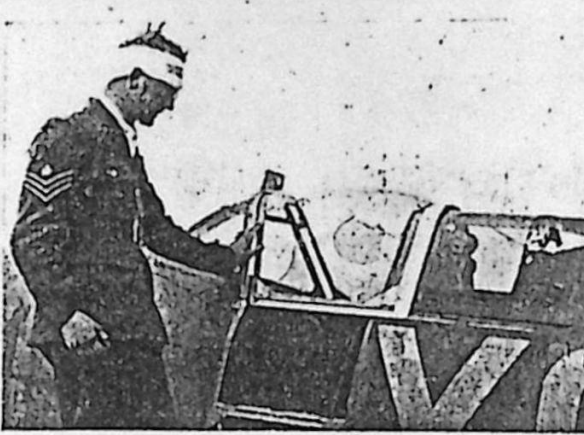
## "A" Flight

Baseball is coming along great in these parts owing to the efforts of our one and only Sgt. Flowers. Of course, while "A" Flight hasn't much competition, we usually have some pretty good games. A. C. Grundie has us all believing we are the world's worst ball players, but somehow we don't believe him.

Who was the airman who walked, or rolled, into the billet the other night and kissed all the boys goodbye and then departed for Canada? He must have got tired walking because he's still here. Does "Warbling" Walker ever get tired of it? How about a match between Lardy and the Duke? Some day, eh? Poor old Jenky looks like he forgot to duck. Say, we sure get a good view of the country through "B" Flight hangar these days.

We welcome back the appearance of the F/Ls "Bomb" (Jeep). We think "Dr." Mitchell should be in charge of the country's salvage. ACI Harrold, of Edmonton, fixes a/c wheels with the same technical skill he used on the farm machinery back home. He still thinks the three-blade thing in front is a corn thresher.

"B" Flight At present a number of boys are studying hard for the coming trade test. Cpl. "Cowboy" Simons' "dog-house" is a regular hive of knowledge these days. From one worthy mechanic comes the question, "What makes an aeroplane fly?" The "gen-men" immedi-



F/S Mehev Zobell, Raymond, Alta., brought his Spitfire safely home after the Dieppe show, although his forehead had been injured—not seriously—by an exploding cannon shell from an enemy fighter. The holes which the shell made in the cowling of his cockpit are clearly visible. His rudder was also severely damaged, but he made a perfect landing. His only complaint was that the medical officer would not allow him to fly during the rest of the day.

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

ately go into a huddle, there is a rustle of books, and as a result the eager tradesman is immediately detailed to do a D.I. on the aircraft which is farthest away from the so-called hall of knowledge. As the rest of the scholars disperse and the "dog-house" is cleared, only two worthy corporals are left. Before long the two can be overheard in earnest conversation: "Gee, but your nice, brown eyes."

"Oh gosh, do you really think so, blue eyes?"

Anyway, best of luck, boys. We should see some nice new "props" up soon.

Our local live ace, "Loftus" P. Q. Brown, recently treated the boys to his rendition of "Blues in the Night." Considering that "Loftus" got his rhythm by beating on an empty paint tin, he really did well and had the boys "swinging on down." But did he look cute in his shorts!

Well, that's all the chatter for now, folks.

## NEW C/O TAKES OVER

With the transfer of W/C Kerby to Overseas H.Q. after his visit to Canada for the Air Conference, S/L Waddell has taken over the squadron. The handing over was very informal and the farewell party even more so. There was further celebration when a brighter and broader grin appeared on the new C.O.'s sleeve and the financial security of the proprietors of the Venture Inn was reinforced by a visit of all squadron officers.

W/C Waddell is now the last remaining officer who came overseas with "Old 110." The "Originals" remaining with the squadron now number only 53, but it would be hard to find a Canadian squadron in England or elsewhere overseas without at least one of their fellows. G/C Van Vliet, who brought the squadron overseas, visited one day last week and met all of those who had served under him.

A final (we hope) presentation of the "Dunafold Cross" went to P/O Al Carlson, who has won this coveted decoration twice in two months. P/O "Hank" Hanton in the course of his co-operation with certain gunners has found them full of information, some of which is not always relevant to the job in hand. Congratulations are in order to F/Os "Bitsy" Grant and Tony Stephens on their recent promotions. P/O George Rogers is beginning to wonder if it was worth while flying under that bridge last Fall after all. Never mind, George; it's on the way. F/Sa Stewart and Martin also "put them up" this week.

The squadron really got to work over, around and behind Dieppe, and all the boys welcome their new aircraft which got its first real operational workout.

The day was a full one for both air and ground crews and was not without its amusing sidelights. F/O Art Jones says he was sorry he couldn't stop and acknowledge the greetings from the dinghy regatta in mid-Channel. F/O "Stan" Knight was impressed by the imperturbability of the French

## VERSATILE ATHLETE

Who is "Oley"? Why, Corporal Otto Nordhagen Olsen, of the R.C.A.F., of course.

Last week, eight months' presence here of this truly unforgettable character came to an end with his departure for a physical training instructors' camp in Scotland. How did he get that name? By being born shortly after the turn of the century in a Norwegian town.

After winning the National Norwegian Junior Speed Skating Championship in a 50-metre sprint at the age of 14 two years later, in 1923, he set sail for England and then Canada, making his home there and becoming a British subject. His career since has been chequered. Choosing to be a machinist fitter and also a wrestler, skater, rower and paddler, he moved about Eastern Canada in pre-war years learning his trade, accumulating some 15 medals and spoons and 63 cups and trophies—and learning the English language.

He worked at Niagara Falls, Montreal, and Copper Cliff, Ont., at the last-mentioned town as a policeman for a year prior to enlistment. He has held Quebec and Ontario provincial wrestling championships and was eliminated in the finals of the Olympic trials one year. In padding he placed on several winning teams, including the British Empire Games at Hamilton, Ont., in 1930. He rowed for Brockville in 11 Eastern championships and in the Canadian Henley at Port Dalhousie, Ont.

## Lost Memory Eight Months

After a motor-cycle accident in Montreal a few years ago, he spent eight months in hospital suffering a complete loss of memory.

He is the eldest of five brothers and five sisters. His father was a bricklayer and building contractor, and his mother died in Oslo in May, 1910, while the German invasion was on. One brother escaped to the United States in the motor ship Oslofjord, joining the Norwegian Marines at their training school at Lunenburg, N.S.

"Oley" enlisted as an armament instructor, was promoted a G.D. and came overseas in November, 1941. Two months with another R.C.A.F. squadron, and he came to us as a telephone operator.

A few days before his posting to Scotland he became squadron "postmaster-general," in which post he is succeeded by L/AC J. Clarence Morrow, of Barrie, Ont.

## SO THEY MARRIED

After an absence of several weeks this squadron once more appears in this column. During the absence much has occurred in the squadron which we think well worth relating.

Firstly, P/O "Bob" Taylor, one of our very popular pilots, has returned to Canada to an O.T.U. as flying instructor.

New additions to our squadron are Sgts. Bray, Warcup, McCulley, Frazer and Olsen. Also, we are glad to welcome the Wallace twins of Vancouver. Last seen painting "A" for Adenoids, Sgt. Warcup has been unanimously voted the squadron's comedian, so expect to hear more of him in future. Another recent arrival is one F/L Tripe, who bids fair to become runner-up to Sgt. Warcup, as squadron jokester. Time will tell, so patience, please.

Recent promotions are W/O "Tex" Linton to P/O and our ever-popular M.O., F/L Calvert, to squadron leader. We understand we are to lose him shortly and his posting is deeply regretted by all.

Recent postings include the three "Billis," Hayes, Zapotozny and Winters, to flight engineer courses. Bill Hayes, from that great little town of Pt. Edward, Ont., is one of the squadron's originals. Zapotozny and Winters, both of Winnipeg, are more recent additions to this squadron, coming from one of the original Canadian squadrons over here. Cpl. Robertson, of Vancouver, has also left us for an F.E. course. Best of luck to you all, lads!

Our most recent arrival is "Sandy" Sanderson, of Clo-oose, B.C., who makes his presence known in "B" Flight. Two of our boys have gone off the deep end and two more are about to do so. Cpl. Langedahl, of "A" Flight, did unite himself in marriage to one Jean McDonald, of Lambeth. "Lang" hails from Saskatchewan. "Rod" Martin, of P.E.I., is now happily married to a lass (nee Mary MacDonald). "Gillie" Gullfoit, of Woodstock, N.B., is engaged to Miss Ethel Andrew, of Aberdeen.

Strangely enough, all these lasses are Scotch gals, also all are nurses by profession. Cpl. Fenrose, of "B" Flight, expects to tie the fatal knot some time in October to Miss Jean Alder, of Glasgow. Say, what have all these Scotch lasses got, anyhow? Well, so much for this week and we'll be back next week with more news of all the boys.

Also away to Scotland for a course in F/S Maurice Jacques, squadron disciplinarian from Montreal and early member of the old 1st Canadian Fighter. He is expected back in a few weeks.

Cpl. Fred "Chang" Brower, of Saint John, N.B., and the World at Large, pinchhits for the discip. in his absence. New to the scene is an equipment assistant, L/AC Dave Kerrigan, of Toronto. Greying, bushy-browed, Dave was a Royal York Hotel timekeeper before hitching, stationed at Dauphin, Man., and Moncton, N.B., before coming across six months ago.

Promotions contribute to general good humour of four lads in particular: Sgt.-Pilots R. D. Reesor, of P.O. Coupe, B.C., and A. L. Sinclair, of Paris, Ont., both get their crowns, and L/ACs J. A. Landry, fitter from New Brunswick, and T. N. Brown, rigger of New Glasgow, N.S., put up their hooks.

Strictly on the Line F/O F. E. Billingsley, of Toronto, squadron adjutant, has been experiencing trouble with his communications facilities, i.e., his telephone. It brings to mind a scene at dispersal the other day:

F/L Hugh Merritt, "B" Flight commander, sat beside a freshly-dug hole in which some telephone linesmen were at work. Harking back to peaceful days with "The Bell" in Ontario and Quebec, he recalled his old job as a cable splicer, and indulged in some excellent side-walk superintending.

Born at Smithville, Ont., he spent eight years with the Bell Telephone Company with a "division" which moved about to wherever new work was to be done. Hamilton became his most frequent home, but he got to know Montreal, Toronto, Sault Ste. Marie, and many another Quebec and Ontario town before enlisting in the R.C.A.F. in August, 1940. Receiving his wings at Uplands, Ottawa, in July, 1941, he came overseas as a pilot officer. Two months ago he was promoted to flight lieutenant to take command of "B" Flight.

## DEMONS WIN 14-11

The main news of the week was the Ball Game between the "Demons" and "Crash." The "Demons" won 14-11 in eight innings. According to the team's leading spirit, P/O "Mac" McLeod, of Barrie, Ontario, who played short stop, "Honours" go to P/O "Basher" Jenner, of Windsor, Ontario, who made the home run which gave the "Demons" the game, and also to P/O "Crash" Urquhart, of

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Sydney, N.S., for his loud and vociferous part as self-elected Cheer Leader. "The Demons" pitchers were AC Coble, of Saskatoon, Sask., and S/O Jones, of Winnipeg, Man. Catcher was AC Dixon, of Regina, Sask., first base was L/AC Gibson, of Saskatoon, Sask., third base Sgt. Clancy, of Windsor, Ontario. In the field were F/S Tatton, of Grand Manan, N.B., Sgt. Parker, of Sherbrooke, Que., and Harrison, of Vancouver, B.C. Spare was AC Gibbs, of Montreal, Que.

From first hand accounts it was a very good game with the "Demons" team leading by a head. Congratulations fellows, we are all behind you. It also seems that the "Demons" second team have ideas of taking the first team to town. So maybe we will have a local clash worth watching. The Basketball team seem to be getting in a lot of practice these days also. So perhaps we'll see a basketball game soon.

Whilst on my way to the 2nd Cinema one evening this week with a fair companion, we heard various squeaks, walls and dirges coming from the direction of what is usually a silent Squadron Hangar at that particular time of the evening. Investigation proved it to be Sgt. Macaulay, of the Instrument Section, playing the bagpipes to a very interested audience, and not doing too bad a job either. I do admire the courage of a man who tackles a set of bagpipes; it has been one of my most secret ambitions to be able to play them.

That popular Yorkshireman of the W/T Section, Cpl. "Solly" Solomon, who has almost been "Canadianized" by the rest of the Section—he's been with us since the formation of the squadron—has been going around saying "Stop me, I'm a Plumber!" The reason being, his efforts to unplug the "ACC" room drain, in company with one of the Canadian corporals. He was seen tugging away at a wire coming from the bottom of the outlet pipe. Then, bingo! It came out all of a sudden, and "Solly," just as suddenly did a "ground loop," and ended up on his "tail" plane.

Some of the aircrew members of "A" Flight would like to know what S/L on that flight doesn't know which switch is which switch on his "stick" (say that fast if you can). Well fellows, that's all for this week!

COMPLETE COURSE

The race to get leaves in before the end of the month has resulted in a headlong rush to London and beyond. Seen with their noses pointed in the

right direction were F/L Garwood, our able Adj., and Cpl. Ken Booth, also of the Orderly Room staff (and well in the van!).

Returning from courses were two happy three-stripers, Sgt. Robert Locke, Winnipeg, and Sgt. Terry Reeves, ofergus, Ont. Congrats. on the step-up, fellows!

Amongst the R.A.F. types in the squadron, AC2 Dickson has been presented with a baby daughter, Sandra, at Dunfries. And Sgt. Clegg has been married, promoted, and given fourteen days' leave all at one crack! Not bad! Miss Joan Enfield, of Newcastle, is the lucky girl. Nice going, boys! Sgt. Backhouse has just completed eight years of undetected crime, and is to be seen sporting a nice fresh Good Conduct badge.

P/O Grout has been posted away to other parts, and great is the gnashing of teeth thereof in the Engineering section. He had such a lot of golf-balls, too! We'll miss him.

Back among the Westerners again, they say P/O Art Mountford, of Regina, enjoys his Sunday afternoons, even when it rains. But why does he have to go so far from Camp?

New arrivals on the Station are Sgt. Ches. Steeves, of Elgin, N.B., and Sgt. Alex. Sahll, of Fort Erie, Ont. Also L/AC R. G. Petrant, of Bear Island, Temagami, Ont. Wait'll the locals get a look at the photos of them fish! F/L Chris Christie, D.S.O., is another welcome addition to our swelling strength. He comes to us from the Demof Squadron.

F/S Chief Holly, of Whitby, Ont., is feeling much better now, after his bout with the mumps. Probably feeling better than all those types at the dance in the Sergeant's Mess last Tuesday night. The M.O. says he was all out of "air-sick remedy" (get that AIR-sick!)—by 10.00 hours the next a.m.

EAST BEATS WEST

Hi, fellas—what ya playing? To which was replied softball, and believe you me that's just what it was, a real honest to goodness ball game on the sand lot at 409. It was the East v. West and no holds barred. For the East it was the Montreal Beaus and for the West the Western Gentlemen. The Beaus emerged victorious by the score of 27 to 24, and to mention stars of the game would be like calling the roll as everybody played a bang-up game. There were so many home runs that the score keeper lost track after the first twenty. The game was umpired by Mr. Hart Deveney, our



Here is the R.C.A.F. overseas headquarters team which captured the all-day softball tournament staged by the K. of C. Army Huts auxiliary services organization in Hyde Park recently. They are: front row, left to right, F/O "Jimmy" Caton, Hamilton; F/O Doughty, Toronto; G/C Earl Hunter, Ottawa; C. J. Phelan, Ottawa; second row, L/AC T. R. Bradbury, New Westminster, B.C.; ACI A. H. Stuart, Saskatoon; L/AC Gordon Duff,

Toronto; Cpl. Harry Spence, Toronto; F/S Trev. Williams, Ottawa; back row, Cpl. R. Rignall, Toronto; L/AC D. W. Strelch, Arnprior, Ont.; L/AC H. R. Sheppard, Galt; L/AC B. J. P. Joubarne, Ottawa; L/AC K. L. Groves, Stratford, Ont.; L/AC K. J. Carleton, Toronto; Sgt. G. Artlehuik, Ottawa. Sgt. W. Turner, Toronto, was absent when the picture was taken. (Official R.C.A.F. Photograph.)

popular Y.M.C.A. representative, and F/L Davidson, our equally popular padre. Both did a swell job.

Credit goes to L/AC Joe "Hap" Zapotoczny for the humorous signs strewn around the diamond. The crowd, which incidentally, was the biggest yet to witness a ball game here, got quite a kick out of them. Thanks, Hap.

Best bit of humour heard at the game was when L/AC Ching Hoffman nearly broke his (teens) chasing a foul ball. Someone asked him if he was working a ticket back home, to which he replied, "You got that right, fella."

Everyone was wondering what happened to W/O "Goodlooking" MacDonald when he failed to show up for the game. Tut, tut, Mac, Surrey is not by way of Scotland.

The teams: The Montreal Beaus: L/AC Bill Murray, L/AC Ching Hoffman, L/AC Jimmy Power, P/O Benny Brooks, Sgt. "Mac" MacKenzie, L/AC Barney Preston, Cpl. Bernier, L/AC Cy. Kennedy, L/AC Tom Maller.

The Western Gentlemen: L/AC Robertson, Cpl. Frankie Williams, L/AC Bill Newman, L/AC Don Pearson, L/AC Tony Lapchuk, L/AC Pepper Fair, L/AC Joe "Hap" Zapotoczny, L/AC Red Myres, L/AC MacWhinnny.

A bit of "Gen" to our neighbouring squadrons. We have started a basket-ball team, and if the team looks as good on the floor as it does on paper you chaps are in for a few trimmings.

Congrats to Cpl. Nels Cuthbert, of Cobourg, Ont., who has just raised his third. Keep punching, Nels, old boy, we are all for you.

To see the lads doing their physical jerks in the morning it wouldn't surprise this scribe to see them all develop into supermen. (P.S.—But I doubt it.)

Curley Deavy, of Ottawa, is still getting the "V for Victory" sign from a certain stores basher.

PLAY BASKETBALL

Basketball fans will now have an opportunity to practise their favourite sport. A couple of baskets have been set up outside the hangar all ready for them to use in their spare time. Also, I notice P/O McLeod, of Barrie, Ont., is whipping that ball team of ours into shape.

The members of "A" Flight think that "B" Flight should get some "Anti-Commando" hours in. It seems as though "B" Flight's favourite song is "Deep in the Heart of Morpheus," or should it be "Sleep in the Arms of Morpheus"?

Cpl. Grace, of Montreal, Que., and L. A. C. Tye, of Ingersoll, Ont., are quite sure they can handle any Commando now, after their exploit of last week.

I am sorry to say that A. C. Thomson, of Port Hope, Ont., is still waiting outside the tennis court for that "Date" to turn up.

A. C. Nason, of St. Johns, N.B., is still shooting the line about lobsters being so-o-o big off St. Johns that they pull fishermen in after them.

In "B" Flight the question of the hour is, "What is it that Cpl. Hall of Oshawa, Ont. ('Let me tell you—that General

Motors, etc.') is going back to that town on the South Coast, for, after finishing his course there?" Some "B" Flighters are feeling fairly cold in bed these nights; they suggest getting the rest of the blankets from A. C. Wilkes, of Abner, Sask., locker.

L. A. C. "Vern" Turner, of Moose Jaw, is feeling clean and wholesome these days after his short stay in "Maintenance." L. A. C. "Red" Hutton, of Timmins, Ont., actually got out of bed twice this week under his own steam.

The members of a Spiritualistic Temple in a local town were horrified this week when they were gate-crashed by "Crash" Carter, of Calgary, Alta. It seems as though all "Crash" saw was the word "Spiritualistic" and thought the place was just another "Pub." We can imagine his embarrassment when he found it was a church.

The main "moan" from the Armament Section this week is, "Why don't those other squadrons keep their guns clean?"

In the Wireless Section, in a smooth and sane (?) atmosphere, both L/AC Miller and Le Febvre, of Toronto, have settled down to "service" romances, whilst Cpl. Lewington, of Athens, Ont., is yelling, "Where the H— is everyone this morning?" and is answered by Sgt. Bull yelling "Shut up, Lewington, stop blinding!" Then the dulcet tones of "The Keed," L/AC Therien, of Edmunston, N.B., are heard saying, "I'm fed up," whilst in the background someone says, "How about changing Aces," and up pipes wee "Scotty" Crawford, of Hamilton, Ont., saying, "It's 'A' Flight's turn this time," but A/C Burns, of Peers, Alta, booms, "No, it isn't, it's 'B' Flight's," and so life goes on smooth, calm and serene. Well, fellows, that's the worst I can do this week. Cheerio.

ALIBI FOR DEFEAT

With all due respect to Headquarters softball team we feel that one of the contributing factors to our defeat was the Anniversary Party that we held a night or two before. Anyway, it was a good game, though it was disappointing to have it end on such a sour note; nevertheless, we congratulate Headquarters on playing a magnificent game—which is the only type of playing which could beat us.

This Anniversary Party we just mentioned was a fairly good "do." There was a 100 per cent. turn-out from the officers and about 98 per cent. from the airmen. We dislike to be concrete about these things, so we will merely say that the number of gallons of beer we had ran well into three figures. When day dawned again there was very little left in the kegs, a little on the floor and a lot inside us.

Our congratulations to "Hap" Church and Frank Chesters on being promoted to the rank of temporary flying officer. Well done, fellows, and we hope to see more braid on your sleeves before you are much older.

The eighth—or is it the ninth?—wonder of the world could be seen here last week. The day was Friday, pay night, the time 21.00 hours, the place the recrea-

tion room, and those concerned were the complete staff of squadron headquarters, who were seen sitting around reading and drinking tea or playing billiards. So many bright and smiling faces and clear eyes have never been seen on the day after pay-day as happened on that following Saturday morning.

F/L Amos wants it known that the "Order of Piasteri stock" is exclusively a "B" flight lica. Although he feels that such a distinction should only be awarded to members of his flight, we feel that such an honour should be made available to all, with no discrimination between officers or airmen.

L/AC Patrick once had hopes of becoming a boxer of note. In a recent battle in distant parts it appears he adopted an "After you, Claud," attitude and arrived back here with one black eye, for use of airmen.

L/AC Zlotnick must be some kind of magician; every time he goes up in an aircraft he takes up an empty paper bag, and when he comes down after floating around in the blue, and doing a few steep turns or rolls, he is seen carrying a full bag. We wonder what's in it?

Is it true that L/AC "Red" Collins is actually about to get an exchange of trousers?

In recent days we have lost, through posting, Sgt. Schwartz, Cpl. Graham, L/AC Dunlop, all from the Signals Section. Also Cpl. Douglas, L/ACs Borley and Horner from Maintenance. We wish them all the very best.

RECENT PROMOTIONS

After quite a long absence from WINGS ABROAD, due mainly to the posting of our correspondent F/S Oleskevits to "Somewhere in Wales," we again bob up with some "gen" about squadron doings.

S/L Sam McHardy, D.F.C., now holds the squadron guiding reins. Sam has recently had a bar added to his D.F.C. for his splendid work in Coastal Command.

The personnel of the squadron extend their congratulations to S/L "Teddy" Pierce on his recent promotion, also to P/O "Bud" Boill (of McLeod "Pick-a-back" fame) on his appointment to commissioned rank.

Congratulations also to our five new warrant officer pilots, namely, "Shaker" Blyth, George Long, Jack Ensom, Leo Moxington and Pat Patterson. Does this shake the S.H.Q. regulars on our station? We'll say, fellas.

Because there ain't nuthin' doing at nights in this location, the boys have got together and formed a softball league. Up amongst the "top-notchers" are the "Yobs," so far unbeaten, captained by Johnny McCutcheon, of Hudson, Que. Dave MacKenzie from Sarnia, Ont., our adjutant, steers the "Line-shooters" (usually to defeat). If only Dave would leave the milk bottle out of his training schedule at nights, what a splendid little player he'd make!!

While there is a distinct lack of feminine interests in these parts (who said "Baa-a-a"?), we have plenty of station entertainment. Two or three talkies and a couple of ENSA shows weekly and maybe a walk of three miles down the runway to the local G.P.O. "for a leer" all

the one and only blonde around here!!! Ain't dat sumpin, fellas!!!

Amongst the ground crew at present in H.Q. are: Cpl. Bob Maloney, St. Thomas, Ont.; Cpl. Joe Brown, Winnipeg; L/AC Joe Keating, Montreal; L/AC Art Jackson, Wardsville, Ont.; L/AC Mark Gelfond, Vancouver, B.C.; AC Bale, Saskatoon, Sask.; L/AC "Speed" Maddgaux, Toronto; L/AC Albert Lemoine, Winnipeg. "Speed" still has his mind on "Jeanny with the light brown hair" in Aberdeen, and we reckon he will take some leave pretty soon.

We wish "Pop" McKay—one of the old pioneers of the squadron—all God's speed and a safe voyage on his return to Canada. Jammy B—

Well, no more fellas, until next week, when we shall include a few more personalities of the squadron.

WITH RADIO MECHS

A singular hobby has L/AC Harold Blair, a radio mec. from Montreal.

Whenever in London he hies himself to Hyde Park to enjoy the tussle that regularly goes on between a certain evangelist and his hecklers. This old gentleman believes in singing hymns to the tunes of popular songs. His choice is sometimes unfortunate. Thus the other day, so Harold tells us, he had to stop because his audience was roaring out the chorus of "Rolling Home Dead Drunk"—to the same tune.

"It's amoozin' but confoozin'," says Harold.

Radio mechs. from Saskatchewan have come from their stations to London town on leave. L/AC Elwood "Woody" Vennard, of Radville, is on 13 days' leave. For a while he was billeted in a distillery. The casks were kept sealed, and consequently the boys found they "had to be resourceful."

L/AC Jim McDonald, of Invermay, was finishing up his nine day's holiday and was considering the feasibility of catching an early train in order to make pay parade.

L/AC Don "Deacon" Ramsay admitted the life of a radio mech, was not all beer and pretzels. His theme was, "If I knew then what I know now!"—but maybe that was because his leave was nearly up.

Related by blood, if not particularly by inclination, to the great revivalist, John Spurgeon, L/AC George Spurgeon, of Toronto, is stationed in the London area and consequently had not to spend much of his time travelling for his week's leave in the metropolis. Claiming to look after him was L/AC



Try Pears 'Jif' and you will find that you've never used a shaving stick that lathered so quickly, softened the beard so thoroughly and gave such a smooth and comfortable shave. The new holder-top suspends the stick when not in use and makes it last longer. Pears quality—but costs only 7½d.

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Advertisement for NUGGET SHOE POLISH, featuring a portrait of a man in a military uniform and a pair of shoes. Text includes 'It Shines in the Services', 'NUGGET SHOE POLISH', and 'for Extra Smartness'.

S. J. "Sandy" Parker, of Kenes-ton, Sask.  
L/AC Allison Knowlton, of St. John, N.B., admitted that his Christian name was a help when visiting in Scotland. He had nine days' leave in London on this occasion.

Among radio mechs. doing London town last week-end were Cpl. Dorian Nauas, Halifax, N.S., Cpl. "Nobby" Clark, Woodstock, N.B., and L/AC Roy Scheckler, Kitchener, Ont. It was a reunion for the two corporals, who came over together in December, 1940.

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

Seen wandering round London (other day was L/AC "Red" McGregor, of Kirkland Lake, Ont. Just posted out of an isolated R.A.F. unit, lanky Mac was still sporting a respirator, but neither his radio mechanic's badge nor his "props."

"I joined up to get out of the bush," grinned Mac, "and they find me a station so far back in it—and in England, of all places—that I never learn about these things."

Acting as an instructor of potential fighter pilots has been the lot of F/S Freddy Calais, Shediac, N.B., since arriving in England. He spent the best part of a "72" around the Beaver Club and nearby parts with Army pals.

Sgt. Pilot "Sy" Sylvester, of Paseweg, Sask., was also around. This is the first time he has really looked into London town.

Another flying instructor circulating about this heart of empire last week-end was Sgt. Pilot Hamlyn-Lewis, of Moose Jaw, Sask., whose hyphenated handle may be bolted down to "Batch" by his friends. He is in Scotland finishing a week's junkpot by this time.

Sgt. WAG W. Murphy, North Vancouver, found his leave in Edinburgh more fun, but more wearing, than operational flights, he admitted. Some idea of the zest of the Murphy pursuit of happiness may be gauged by the fact that he came to London to "rest up" by doing the West End—a place with a pace feverish enough for most mortals at their best.

Among the merry-makers who came Londonwards last week-end was F/S "Monk" Colmer, of Bowmanville, Ont. He has been flying in aircraft engaged in sea rescue duties for some time.

F/S Air Gunner Russell Ward is at present at a gunnery school in Scotland. He returned from Malta and the Middle East in July after completing about 40 operational trips in Wimpies. He reports that F/S Roy Mayward, another WOP/AG from Victoria, B.C., has also returned from the Middle East, as has Sgt. A. I. Barron, of Windsor.

With him on the squadron out there were P/O Ralph White, of Orillia, and P/O Observer Jack Blackburn, of Fort William. Both had nearly finished their tour of duty.

His course at a Blenheim O.T.U. finished, Sgt. Jack Woods, a wireless operator air gunner from Regina, is on leave awaiting posting to squadron. He is going to visit relatives in Belfast.

"Can't beat it" was the description Sgt. Pilot Hugh MacLean, of Inverness, N.S., gave of the Spitfires he is flying

at O.T.U. He has nearly completed the course. Sgt. Boyd Kettison, of Montreal, Sgt. Harry Taylor, of St. John, N.B., and Sgt. "Chip" McKay, of Saratoga, N.Y. are training with him at the same O.T.U.

**HEADQUARTERS**

We are keeping a wary eye on the goings-on of Pte. Pyke, one of our dental orderlies. We have learned of a hoax he played on another Service paper, in Canada. It seems he coyly admitted to a delighted reporter that he was "expecting." In the next issue after this had been published, Pte. Pyke publicly announced that he had had two kids over the week-end. With this in print, he showed many of the fascinated readers a photo of the twins, who belonged to a goat family back home on the farm. The readers greeted all subsequent news of births with derision.

From Flat 25B, home of the self-styled "Scroungers," comes word that Sgt. Russ "Some-day-I-may-be-aircrew" Middelup and F/S Trev. "The-eight-goals-was-an-accident-they-was" Williams that they are having trouble with their boy George, sometimes known as Sgt. Artichuk. It seems that romantic gleam in George's eye is getting dangerously bright.

Forwarding address for L/AC "Red" Groves and L/AC Abe Ellis after 7.30 p.m. is generally Covent Garden. This notice should really appear in D.R.O.'s.

Cpl. Al. Gavin, who claims to have forsaken bright lights and the juice of the grape, wishes to announce publicly that the shadows under his eyes are just an illusion.

We've got you all wrong, Corporal. Last week you were reported to have a black eye and that you were a sergeant. The truth is that Turner had the shiner and also the sergeant's hooks. Sorry, Corporal Torpey.

There was a sound of revelry by night and why not? There have been Corporals! Last week the Captains Cabin, the Rose and Crown, etc., saw a lot of Cpls. K. Wilson, F. T. Martens, J. G. Hill, C. W. Burden, C. A. Coultis, J. R. Bennett, D. G. Elgar, E. Cassivi, M. L. Jeffrey, D. Whyte, T. J. Searle and R. L. Herber. When last seen they were heading west, looking for a small A.C.—someone they could detail.

This war has provided many surprises for retired colonels, but we can imagine nothing more likely to give them a feeling of unreality than the following information, which comes hot from our most reliable sources. It seems that popular W/O Harry Brown is a good cook—so good that he thinks nothing of leaping out of bed in early morning, whipping up breakfast and serving it to his startled room-mate—in bed. What greater gift could a prayerful maiden ask than a domesticated sergeant-major?

ACI George Allen has been kept dodging. Workmen building a wall across Central Registry where he works are reported to be launching the plumb-bob at him with increasing accuracy. "The plumbing I can duck," he says, "but the bobbing is deceptive."

**FOUR D.F.C.'s, ONE D.F.M. ARE WON BY CANADIANS**

**P/O Curtin's Award Made for Splendid Show on First Op.**

Four members of the R.C.A.F. and one Canadian in the R.A.F. are included in the latest list of Air Ministry awards. Four of them receive the D.F.C. and one the D.F.M.

P/O Donald Joseph Curtin, of New York, won his D.F.C. on his first operational flight. He had to evade an enemy fighter to go in and bomb his objective, and then on the way out was again intercepted by enemy fighters. In the ensuing engagement the rear-gunner and wireless operator were badly wounded. P/O Curtin was almost blinded by cordite from a bursting shell and the aircraft lost height by several thousand feet. Later, when near the Dutch coast, the bomber was hit by fire from the ground defences; the navigator sustained wounds and the aircraft was damaged. On reaching base P/O Curtin assisted his wounded crew from the aircraft and then went for further help.

F/O John R. Sterne, of

Edmonton, has secured notable successes in night bombing attacks to gain his D.F.C. In one period of three nights, when operating alone against shipping, he destroyed a 4,000-ton ship which was heavily defended by some 12 escort vessels and damaged several armed ships with machine-gun fire. He has also assisted in the destruction of a 1,200 tons enemy coaster in daylight.

P/O John E. Higham, of Assinibola, Sask., won his D.F.C. in an attack on Dusseldorf. One engine caught fire on the way in, but nevertheless he carried on to bomb the target in spite of heavy defences. He had to jettison equipment to maintain height on the way home. F/L William Roy Greenslade, in the R.A.F. but born in Canada, added the D.F.C. to the A.F.C. he already possessed. One night at Hamburg he was caught in the searchlights and the flak put one engine out of action and shattered the astro hatch. On the return flight he went in low to machine gun searchlight and gun positions.

No citation is available for the award of the D.F.M. to Sgt. H. E. Demone, of Bridgewater, N.S.

**W/C JOHN TWIGG LEADS SQUADRON TO OSNABRUCK**

**Violent Evasive Action Necessary to Shake off Nightfighters**

An exhibition of plain and fancy weaving was put on by W/C John Twigg, of Ottawa, and members of his R.C.A.F. bomber squadron when they took part in the bombing of Osnabruck, important railway point, last week. Many night fighters were out in force, and one of these got close enough to the wing commander's aircraft to absorb a burst of machine-gun fire from tail-gunner P/O "Paddy" Reynolds, D.F.M., a veteran Irishman.

Fighters were spotted by others of the squadron, and evasive action became even more violent than usual. P/O Dave Williams, of Vancouver, threw around his machine so violently and so long that his entire crew, long experienced to "ops," became as airsick as rookies at a training school. They were F/S Nick Turnour, of Vancouver, Sgt. D. S. Leach and P/O Neil Dowie, of Fredericton. Sgt. Walter Parks' manoeuvres were pretty eccentric also as he went into evasive action, but only one member of the Verwood, Sask. pilot's crew showed ill effects from the experience. Members of several other crews also showed symptoms of greenness around the gills during the interrogation.

All agreed that the raid was a success and all crews of the

squadron returned safely and undamaged. "The town was really given a beating, and I don't think any sensible German would have wanted to be within miles of it," said F/L Gordon Fisher, of Regina. He is navigator for the commanding officer.

A veteran combination was F/S Ken Metheral and F/S D. A. McLeod, both of Edmonton, who were close to their 30th operational flight. Their former pilot, F/S George Halero, of Ottawa, is now an O.T.U. instructor. Sgt. Air Gunner Bill Goward, of Montreal, made his first operational trip in this raid. With him were Sgt. Pilot Thomas Kaye, of Winnipeg, and Sgt. Observer Ron Moyer, of Beauséjour, Ont.

Other Canadians taking part with this squadron included: P/O Wm. Sanderson, of Duff, Sask.; Sgt. Norval Dale Lewis, of Assinibola, Sask.; P/O Peter Powell, of Sorrento, B.C.; Sgt. L. M. Bailey, of Windsor; Sgt. Glen Scott, of Fredericton; F/S Daniel Allen, of Lennoxville; P/O Allan Hill, of Vancouver; and Sgt. Tom Reeves, of New Westminster.

**MANY ENEMY**

(Continued from page 1)

"Scabby" Murray, Halifax, who drilled two F-Ws for a "damaged" and a "probable"; F/L J. Witham, Edmonton, flight commander, who received a "probable" and a "damaged"; P/O Harold West-haver, Regina, a "damaged."

The young pilots were "rarin' to go, and after two operations were begging to be allowed to take part in more. An example was F/L Dave Ramsay, Calgary:

"I'm not tired yet, I'm just getting warmed up," declared the young officer who went to Russia last year with an R.A.F. wing. "All along the coast there are bags of smoke," he added. "On our second sweep we saw the whole town go up." His unit is commanded by S/L R. B. Newton, who damaged a F-W. 190 while F/L R. W. McNair, D.F.C., North Battleford, Sask., was getting a probable of the same type. The latter made a name for himself at Malta, having only returned to England recently. One member of the squadron brought back his Spitfire showing plenty of battle scars. There was a shell hole in the fuselage and bullet holes in the wings. He suffered shrapnel injuries to a foot, and was taken to hospital. Other pilots with this R.C.A.F. unit were: F/L Phil Trippe, Ottawa; F/S Sid Mills, Edmonton; P/O Donnelly, Benton, W.B.; P/O Chuck Semple, Toronto; P/O Gordon Lapp, Medicine Hat, Alta.; P/O J. Stott, Ottawa; F/S Doug,

Mathieson, Edmonton; and Sgt. Gordon Bray, Toronto.

The fighter squadron headed by 22-year-old S/L L. V. Chadburn, Oshawa, Ont., encountered plenty of action. On their first sorties they got three F-W. 190s destroyed and one damaged. Later they tore into a formation of Ju. 88s and reported six damaged as a result of this scrap. Still later in the day they ran across a small formation of Me. 109s and added a "damaged" to their score.

It was the first big operation for R.C.A.F. Army Co-op. squadrons, and they had a busy and highly successful day. To F/O Hollis Hills, Los Angeles, went the honour of being the first Canadian Army Co-op. to destroy an enemy aircraft, getting a F-W. 190. He was attacked four times, but his plane was heavily damaged. F/O R. C. MacQuoid, St. Andrew's, N.B., did not fare as well. His kite was badly damaged by the terrific flak, and he gave watchers some breathless moments as he came in to land, but he made it despite no landing gear or flaps. Only half of his landing gear was down and he landed on one wheel while it slowed down. Then it went over on its nose.

Rapid evasive action was taken by P/O C. H. Stover, Sarnia, Ont., when he was jumped by a Focke-Wulf pack. One of the enemy came straight for him, and he went down to 50 feet—so low in fact that a cement pole clipped off half a wing. He managed to land safely, however, without flaps.

S/L R. C. A. Waddell, a highly experienced Canadian pilot, made several trips with his squadron. S/L R. F. Berg, Vancouver, commanding officer of an Army Co-op. squadron, supervised the operations. Among other Canadian pilots participating with the squadron were: P/O D. A. Bernhardt, Preston, Ont.; F/L J. A. Amos, Prince Albert, Sask.; P/O J. C. Davidson, Plaster Rock, B.C.; and P/O G. W. Burroughs, Toronto.

S/L Norman Bretz, Toronto, who has just taken over command of a well-known R.C.A.F. fighter squadron from S/L R. E. Morrow, D.F.C., saw his boys inflict damage on three enemy aircraft during diversified activities, which included escort work with the U.S. Flying Fortresses. The squadron leader, after scoring damaging hits on the wing of a F-W. 190, pulled up his Spitfire just in time to avoid a collision. F/L Eric Bland, Saskatoon, Sask., was so close to his chosen Hun that he saw his bullets tear fragments from the fuselage. P/O G. N. Keith, Taber, Alta., went after two F-Ws at 100 yards, and had the satisfaction of seeing one "fade away" before he had to pull out sharply to avoid colliding with the other.

Flying with an R.A.F. squadron, Sgt. T. A. Decourcy, Toronto destroyed a F-W. 190,

**RADIO MECHS FROM CANADA**

**Among the Latest Batch of R.C.A.F. Personnel to Reach U.K.**

A lawyer and a miner, a civil servant and a telephone inspector, a bank clerk and a school teacher were included among the latest group of Royal Canadian Air Force personnel to arrive in this country.

The group, all radio technicians, reported a fine crossing of the Atlantic, without interference from Nazi submarines or aircraft.

The lawyer was L/AC L. Ziff, from Fort Erie. The civil servant was L/AC M. R. Mackenzie, who worked in the Bureau of Statistics at Ottawa, L/AC W. R. Penney, of 2246 Belgrave Avenue, Montreal, inspected telephones before he joined up, and L/AC Wilcox, also of Ottawa, was a bank clerk. The school teacher was L/AC R. J. Thompson, of Rosetown, Sask., and L/AC E. I. Woolman, of Sudbury, was the miner.

Landed on Birthday Another school teacher was L/AC J. D. Winfield, of Toronto, who had the satisfaction of landing in Britain on his 25th birthday. L/AC Graves, of Calgary, was a postman before he joined up, and is enthusiastic about his new job.


L/AC C. E. Tapp, of Ottawa, was "president" of the "Lead-swingers," according to the other members a very secret society formed among the airmen.


Other Canadians to arrive in the same group included Leading Aircraftsman W. A. Rabe, of Brandon; H. L. Putnam, of Montreal, who was over here in 1938 on a schoolboy tour; E. P. Smith, of Banff; W. B. Twells, of Kimberley, B.C.; J. P. Sankey, of Vancouver; J. H. Strain, of Lawson, Sask.; K. J. Spread, of Buffalo Lakes, Alta.; B. W. Young, S. M. Zweig and H. Tuero, all of Toronto; P. J. Nicholson, of Vancouver; R. P. Ward, of Montreal; W. B. Smith, of Windsor; W. H. Odell, of Wetaskiwin, Alta.; A. H. Ritchie, of Vancouver; S. W. Siwak, of Hamilton; T. A. Blanchard, of Shawinigan Falls.

damaged a Dornier 217, and shared in the destruction of another Dornier. F/S Watson, Toronto, shared with another Spitfire pilot in this kill.

Sgt. A. R. McDonald, Hamilton, found himself in the unsatisfactory position of having a F-W. on his tail. He felt the impact of the bullets, but the only damage was to the tail wheel of his kite and he landed without mishap.

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# F/SGT. FILCE HAPPY ABOUT TOBRUK RAID

### Completed His Operations as First Operator in Middle East

"It sure felt good to get a raid in on Tobruk," said F/Sgt. A. J. Filce, of Beamsville, Ont., who has arrived back in England after doing more than 30 operations in the Middle East. One time before he was ready to return, then Rommel started his drive, which took him into Egypt, and the crews were ordered back to operations. Before the war this 23-year-old airman was a ladies' hairdresser in Beamsville. In July of 1940 he forsook helping to make

Ontario ladies more beautiful to enlist in the R.C.A.F. as a wireless operator air gunner. He has made all his trips in a Wellington bomber as a first operator.

When the German drive reached crescendo pitch F/Sgt. Filce and his fellow airmen went on immediate operations the night they were ordered back to their advance base. They moved the next night and went on operations again the following night.

From the air it was impossible to follow shifting battle lines to obtain any tactical view of the operations. But the steady onward rush of the Axis army could be seen. According to F/Sgt. Filce they seemed to move in a solid square mass steadily forward. Their masses of men and materials presented an unmissable target. Damage was certainly done by bombing and further damage by ground strafing, which F/Sgt. Filce believes had an additional demoralising effect on the enemy troops.

The airmen were unable to tell the exact moment when

General Auchinleck stabilised the British resistance. They did know, however, that a change for the better occurred when they were directed against strategic rather than tactical targets; that is, when instead of attacking troop concentrations they were sent to Tobruk or Tripoli. He believes Rommel was ultimately stopped by the destruction of his tank repair units.

On a raid to Tripoli they made a 2,300 mile round journey, one of the longest of the war. Benghazi was a tough target with its stiff anti-aircraft defences and its master searchlights.

While attacking a convoy in the Mersa Matruh area the Wellington was set upon by a Junkers 88. Filce was in the aerodrome at the time watching flares fall. In the ensuing engagement the Ju. was set on fire and the bomber crew obtained credit for its destruction. They themselves, however, were shot up and had to crash land at base. None of the crew was hurt.

Before going to Libya F/Sgt. Filce was stationed in Malta for awhile. He, therefore, knows bombing from both angles, up and down. From Malta they staged their most successful raid, that on Palermo in North Sicily. Their bombs sank a lot of the Axis transport shipping there, and when they left a mass of flames marked their visit. The Australian skipper, Sgt. L. J. Fuller, got the D.F.M. for this exploit. The Canadian front gunner was F/Sgt. Ray, of London, Ont.

F/Sgt. Filce was trained at Regina, Calgary, and Fingal in Canada. He is at present enjoying his leave while awaiting further orders from the Air Ministry.

# INTRUDER CREW BAG HOMING JERRY KITE

Hovering over an enemy aerodrome in occupied France last week, the crew of a Boston of an R.C.A.F. intruder squadron destroyed a returning German aircraft. The Boston was piloted by S/Lt P. L. Caldwell, of Paisley, Scotland, and carried two young Canadians, P/Os Stephen Best, of Woodstock, Ont., and S. P. Marlatt, of Lillooet, B.C. The Boston crew saw the enemy plane approach to land and they got it in their gun-sights to make short work of it. "It burst into flame almost immediately after we hit it," reported Best. "The back part of the fuselage dropped off. Then the aircraft blew up."

# R.C.A.F. OFFICERS ENJOY HOSPITALITY

Since an item appeared in Wings Abroad three or four weeks ago regarding the country home which Rt. Hon. Vincent Massey, Canadian High Commissioner, and Mrs. Massey made available as a rest home for Canadian officers for the duration of the war, a number of R.C.A.F. officers have taken advantage of the facilities, and a delightful holiday in wonderful surroundings. Up until this time few R.C.A.F. officers had taken advantage of the generosity of the High Commissioner and Mrs. Massey, because it was not generally known. It is likely to attract more and more as the word goes around.

# CANUCKS FLY

(Continued from page 1)  
H. D. Sinclair, of Cranbrooke, B.C. is the signals officer. The M.O. is F/L Charlie Sheard, of Toronto, while the Intelligence officer is F/O Lou Gagnier, of Montreal. Other officers with the squadron are:—P/O John Harris, of Toronto; Albert Bishop, of Erskine, Alta.; John Donnet, of Winnipeg; Wm. Everett, of Transcona, Man.; Al. Howell, of Boisvein, Man.; Doug. Johnston, of Winnipeg; Hubert Legault, of Marlonville, Ont.;

Norm. Martin, of Winnipeg; Ron. Mitchell, of Calgary; Art Mountford, of Regina; John Ritchie, of Windsor; Alf. Russell, of Edmonton; Tom Stickland, of Toronto; Dave Woltman, of Letellier. Among the long list of N.C.O. aircrew are several who have had experience in flying boats, and some have made at least one trip across the Atlantic for Ferry Command. There is F/S R. S. Long, of Hamilton, who has flown in Catalinas and Sunderlands, and is now acting as captain when a crew is taken out on training. He has been flying Sunderlands for about nine months.

# GROUND CREW

(Continued from page 1)  
aircraft that were going out on successive sweeps. Between sweeps they sprawled about the ground, sleeping or having a cup of tea and a sandwich. But even between sweeps there was little time for rest for there were aircraft to be repaired.

Take it from Sgt. L. H. Clayton, Winnipeg, grey-haired veteran of the R.F.C., that the Battle of Britain was no tougher for the boys on the ground.

"In those days the boys were fighting overhead and they were continually coming in singly and by twos and threes to refuel and get more ammunition. This time they were coming back as a squadron, and it means a terrific amount of work to be done in a short time."

The ground crew men don't need anyone to tell them they're good. They know it themselves.

# TIP FOR SAFETY RAZOR USERS

No. 1 LATHERING. Most shaving soaps contain an ingredient which softens the stubble. Give it time to work. Your razor blade will last longer if you lather for twice as long as you usually do.



Made from Sheffield's finest and thinnest steel in a profit-sharing factory.

You can tell by the way they look when the squadron takes off. They're grinning—the grins of guys who are good, and know it. But in case they did need a recommendation, or a shot in the arm for their ego, they wouldn't have to go any farther than the pilot's hut. The men who fly the kites think the ground crew are wizards.

"As fine a film as any made during the war... inspiring, exciting, humour... catches your throat in its last great moment."—A. Jympson Harman, Evening News.

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# ENTERTAINMENT GUIDE

## THEATRES

- HIPPODROME**, Ger. 3272. Daily, 5.15 and 7.45. George Black's Surprise Musical, GET A LOAD OF THIS VIC OLIVER.
- PALACE**, Ger. 624. Nightly at 8.30. TOM ARNOLD and LEE EPHRAIM present JACK HULBERT, CICELY COURTNEIDGE in FULL SWING. Wed. and Sat., 2.15.
- PALLADIUM**, At 5.15 and 7.45. GEORGE BLACK'S GANGWAY. VERA LYNN, BEN LYON and TEDDY BROWN.
- PRINCE OF WALES TH.**, WHI. 6081. Twice nightly at 5.15 and 8. GEORGE BLACK presents NO ORCHIDS FOR MISS BLANDISH. ROBERT NEWTON, MARY CLARE, HARTLEY POWER, LINDEN TRAVERS.
- PRINCES**, Tem. 6294. Evenings, 8.15. Mat., Thurs. and Sat., 2.30. Fifth Shepherd presents WILD ROSE. Music by Jerome Kern. Blended by Robert Nesbitt. JESSIE MATTHEWS, RICHARD HEARNY, Frank Leighton, Andre Hanada.
- SAVILLE**, Tem. 4011. Even. 8.30. Mat., Wed. and Sat., 2.30. FIFTH SHEPHERD presents FINE AND GANDY. LESLIE HENSON, DOROTHY DICKSON, STANLEY HOLLOWAY, DOUGLAS BYRD, Pat Taylor, Graham Payne.
- SAVOY**, Tem. 588. Even. 8.15. Mat., Wed. and Sat., 2.30. FIFTH SHEPHERD presents THE MAN WHO CAME TO DINNER. ROBERT MORLEY, Coral Browne, Hugh McDermott, Mary Alice Collins, Jerry Verno, Edward Cooper.
- VICTORIA PALACE**, Vic. 1317. Even. 8.5. LUPINO LAH in TWENTY TO ONE. "A YEAR'S LACH IN A NIGHT." Mon., Wed., Thurs., Sat., 2.30. 2.5—10.8.
- WINDMILL**, Pic. Cir. 11th Yr. REVUEVILLE, 15th Edition (Third week) Cont. daily, 12.15-10 p.m. Last perf. 8.15. A VIVIAN VAN DAMM PRODUCTION.

## CINEMAS

- CARLTON**, Haymarket. WHI. 3711. Commencing Friday, August 28. Irvine Berlin's Joyous HOLIDAY INN (U) BING CROSBY, FRED ASTAIRE, MARJORIE REYNOLDS. Weekdays: continuous from 10.30 a.m. Sundays: doors open 3 p.m.
- DOMINION** (O.-B.), Tottenham Court Rd. FLYING FORTRESS (U) TWIN BEDS (U) Weekdays: continuous 11.30 to 10. Sundays: continuous 2.30 to 8.30.

## EMPIRE, Leicester Sq. Ger. 1234. Continuous daily from 10 a.m. TARZAN'S NEW YORK ADVENTURE (U) with JOHNNY WEISSMULLER, MAUREN O'SULLIVAN.

- GAUMONT**, Haymarket. WHI. 6055. BUD ABBOTT and LOU COSTELLO with VIRGINIA BRUCE in PARDON MY SARCUM (U).
- LEICESTER SQ. THEATRE**, WHI. 6252-4. LESLIE HOWARD, DAVID NIVEN in FIRST OF THE FEW (U) Perfs. at 12.5, 2.30, 4.50 and 7.20.
- LONDON PAVILION**, Ger. 2092. Starting Sunday next. SHIRLEY TEMPLE in MISS ANNIE ROONEY (U).
- MARBLE ARCH PAV.** (O.-B.), May. 3112. 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 to 8.45. Sundays: continuous 3.45 to 8.45.
- NEW VICTORIA** (O.-B.), Opp. Vic. Stn. TWIN BEDS (U) ALIBI (A) Weekdays: continuous 12 to 9.50. Sundays: continuous 3 to 8.30.
- ODEON**, Leicester Sq. WHI. 6111. On Friday Next: WILL HAY in THE GOOSE STEPS OUT (U) Showing at 11.45, 2.35, 5.25, 8.15.
- PARAMOUNT**, Tottenham Court Rd. HOLIDAY INN (U), B. Crosby, P. Astaire. LADY FROM LISBON (U) Commencing Sunday, August 29. SONG OF THE ISLANDS (U), Tech. Victor Mature, Betty Grable, Jack Oakie. SABOTAGE AT SEA (U)
- PLAZA**, Piccadilly Circus. WHI. 8944. Commencing Friday, August 28. THE PALM BEACH STORY (U) CLAUDETTE COLBERT, JOEL MCCREA, MARY ASTOR, RUDY VALLEE. Weekdays: continuous from 10 a.m. Sundays: doors open 3 p.m.
- TATLER TH.** (O.-B.), Charing Cross Rd. ANGLo-SOVIET FILM SEASON. GUERRILLA OF THE DON (U) BIRTH OF A SOVIET STAR (U) Musical Romance Introducing a New Star.
- WARNER**, Leicester Sq. Ger. 3421. HUMPHREY BOGART, CONRAD VEIDT, KAAREN VERNE in ALL THROUGH THE NIGHT (A) Printed by ST. CLEMENTS PRESS (1940), Ltd., and published by R.C.A.F. "Wings Abroad," 20, Lincoln's Inn Fields.

"Comedy is generously added to excitement. Two American soldiers sitting by me rolled in their seats with laughter. I enjoyed them and the picture." Seton Margrave, "Daily Mail"

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