



## Demons Score Hits on German Convoy

### COASTAL COMMAND SQUADRON HITS PAIR

Thick Smoke Pours From Two Enemy Ships After Definite Hits Scored by Canadian Flyers

#### PLENTY OF FLAK AND MACHINE GUN FIRE

Hudsons of the R.C.A.F. Demon squadron of Coastal Command were on the prowl again last week and secured hits on two ships. W/C A. Coatsworth Brown, D.F.C., of Winnipeg, led his lads on the strike, and after dropping his load, his crew saw thick smoke pouring from one of the vessels.

He himself tells of seeing heavy black smoke pouring from another medium-sized ship, which backed up the claim of P/O Gord. "Casey" Walsh, of Victoria, of a definite hit.

"Casey's" navigator, P/O K. S. "Benny" Goodman, of Edmonton, said that the convoy of about nine enemy ships, including escort vessels, was sighted in the bright moonlight. They attacked and saw one of their bombs drop on the after end of a medium-sized ship.

The rear gunner, Sgt. W. "Mike" Wright, of Kenton, Man., reported that there was plenty of flak and machine gun fire coming their way. He could see the stuff spiralling plainly towards them. On landing he found a six-inch tear in the front of his turret, "which was certainly not there when we took off."

#### Fighter Attack

Walsh was attacked by an enemy night fighter as he crossed the convoy to see what damage he had caused, and it took violent evasive action to shake him off.

In Wing Commander Brown's crew were: F/L Ed Kendall, of Vancouver; F/L Dick Whalley, the "flying adj.," from Sydney, N.S.; P/O R. O. Worthington, of Toronto; and P/O W. H. Brown, of Amherst, N.S.

The Hudson crew captained by P/O Cam. Taylor, of Vancouver, were too concerned by an attack of three enemy night fighters to clearly observe the damage caused when they attacked the convoy. They were chased for 20 minutes before Taylor was able to shake his pursuers. His crew consisted of Sgt. Jim Banting and two Australian sergeants, E. H. Cowled and J. Sharpe.

A Ju.88 made Sgt. H. Jim Collins dive from 4,000 to 200 feet to get rid of the attacker. In this all-Vancouver crew were: Sgt. Grant Fowle, Sgt. G. E. "Chub" Greenwood, and Sgt. Joe Harrison.

### R.C.A.F. CREWS TAKE PART IN SAARBRUCKEN BOMBING

#### Streets and Buildings Stand Out in Bold Relief in Moonlight

Under well-nigh perfect bombing conditions, in visibility so clear that every detail of the streets and buildings stood out in relief, members of an R.C.A.F. bomber squadron on Friday night heavily bombed the German town of Saarbrücken.

Sgt. Pilot Ronald Bell, of Victoria, B.C., reported that he followed a big bomber over the target and its incendiaries helped to light things for them. To make sure they made three runs over the target. With Bell were his namesake, Sgt. Observer John Bell, of New Glasgow, N.S., and Sgt. Air-Gunner Arthur Dorey, of Teptillon, N.S.

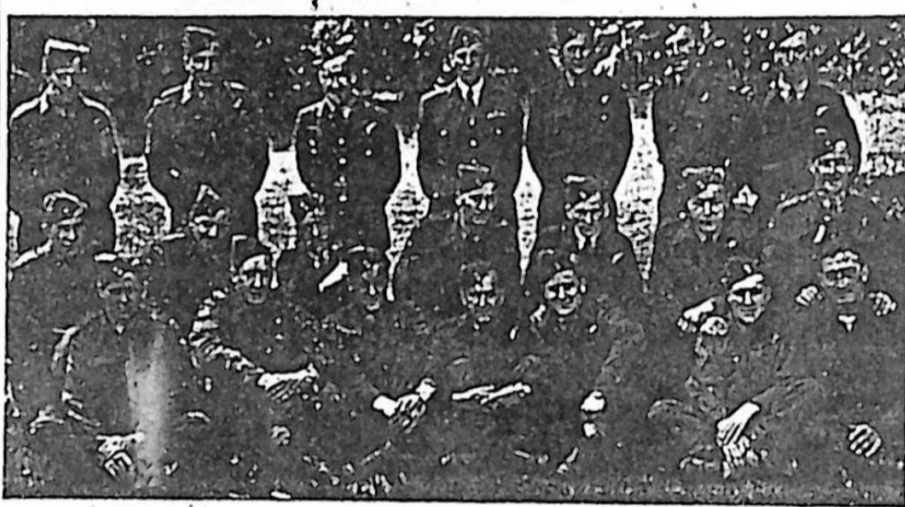
### TURNBULL IS PROMOTED S/L

Bob Turnbull, D.F.M., who hails from Govan, Sask., last week became a Squadron Leader. This 23-year-old flyer went through a tour of ops as a sergeant, was the first R.C.A.F. pilot to fly a Halifax bomber, and recently became commanding officer of a squadron's conversion flight.

He came overseas in February, 1941. He did five ops as "second joe" in Whitleys and then was made captain. His first trip as captain was to Cologne, but he does not remember that as vividly as the more recent 1,000 bomber raid to the same target.

He was attacked just after he had dropped his bomb-load by a Ju. 88. Cannon shells tore into the port outer engine and ripped a hole in the tail fin. Fortunately the Jerry didn't follow up the attack, and Turnbull was able to fly home on three engines.

When he converted to Halifaxes Bob was still a sergeant. He did nine trips and was sent to Central Flying School to learn instructing. Since graduating from this school more than 30 pupils have passed through his hands in actual flying instruction alone. He now has the responsibility for the conversion training of all categories of air crew.



Here's a group of R.C.A.F. radio operators and wireless air gunners, recent arrivals in England, who are taking further schooling in wireless. They are, left to right, front row, Sgts. R. C. Gaudet, Vancouver; A. S. J. Whyley, Woodstock, Ont.; K. F. Roy, Flin Flon, Man.; E. J. Hamey, Fredericton, N.B.; R. H. O'Brien, Saskatoon, Sask.; and W. Foerster, Stoney Plain, Alta.; centre row, Sgts. I. E. Smithson, Guelph, Ont.; G. B. Jackson, Windsor, Ont.; J. D. Scott, Windsor, Ont.; R. J. Kerr, Chatham, N.B.; J. L. P. O'Neill, Valleyfield, Que.; R. U. J. Bergeron, Montreal; J. A. E. St. Laurent, Quebec City; back row, Sgts. R. A. Newton, Calgary; J. H. Johnston, Geraldton, Ont.; J. G. Fraser, Milton, Ont.; W/O G. A. Mills, commanding officer of the school (R.A.F.); Sgt. G. M. Fuller, Toronto; J. E. Leonard, Carlton, Que.; and B. F. Russell, Donk-town, N.B.

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

### S/L NORMAN BRETZ AND F/L BLAND BAG TWO HUNS

Knock Down Nazi Kites While Protecting Flying Fortresses

While protecting Flying Fortresses of the U.S. Army Air Force in a raid on the ship-building yards at Le Trait, near Rouen, one R.C.A.F. fighter squadron accounted for two Focke-Wulf 190's destroyed.

S/L Norman Bretz, of Toronto, who recently took over command of the squadron from S/L R. E. Morrow, D.F.C., of Ottawa, and F/L E. Bland, of Calgary, were credited with the two destroyed.

F/L Bland received a head injury during the fight but flew his Spitfire back to base and said, as he climbed out of the cockpit unaided, "I'm O.K."

All the bombers came back despite the terrific dog fights which developed over the target as some 40 F.W. 190's tried vainly to get at the bombers. The Spitfire pilots tell of seeing sticks of bombs dropping in the target area from a high level.

### MUCH ACTION SEEN BY BOMBER PILOT

After taking part in 17 raids over Germany and Occupied Europe in a period extending over a year and nine months, F/S "Mac" McKnight, Sarnia, Ont., is going back to Canada.

As a member of an R.A.F. squadron he has taken part in several daylight raids. The Brest attack was the worst from Mac's viewpoint. It was at low level, and the bombers were roughly handled by flak and enemy fighters.

Returning from a business call on Nuremberg, Mac had to fly his aircraft home on just one engine—for an eternity that the clock measured as five and a half hours.

On another occasion, engine failure caused him to make a crash landing with a bomb load. Mac escaped with burns.

The young pilot doesn't know what his duties will be back home, but hopes to see his folks in Sarnia and then get into Ferry Command flying.

He is a cousin of F/L Alfred McKnight, famous fighter pilot and holder of the D.F.C. and Bar, who is now missing.

A veteran bomber pilot, F/S McKnight is twenty.

Ont.; J. D. Scott, Windsor, Ont.; R. J. Kerr, Chatham, N.B.; J. L. P. O'Neill, Valleyfield, Que.; R. U. J. Bergeron, Montreal; J. A. E. St. Laurent, Quebec City; back row, Sgts. R. A. Newton, Calgary; J. H. Johnston, Geraldton, Ont.; J. G. Fraser, Milton, Ont.; W/O G. A. Mills, commanding officer of the school (R.A.F.); Sgt. G. M. Fuller, Toronto; J. E. Leonard, Carlton, Que.; and B. F. Russell, Donk-town, N.B.

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

### ON MANY RAIDS IN NEAR EAST

Now in England after nine months in the Near East, F/S "Giff" Giffin still looks more like a big good-natured boy who in peace time would be playing basketball back in Toronto instead of flying against the Axis.

Operating from bases "somewhere near Suez" and later Malta, Giff acted as front air-gunner in 28 night raids against Benghazi and other enemy strongholds. He celebrated his 23rd birthday by bombing Palermo, Sicily. After returning to the Old Country, he took part in the great raids on Emden and in a raid on Ostend.

"It's funny; we've had an awful lot of flak thrown up at us," said Giff in an interview in London not long ago, "but no enemy plane has attacked a ship I've been in yet."

However, he's been in two crashes—one due to engine trouble and one to faulty operation of the landing gear. The time the wheels refused to come down, Giff's bomber was flying over Libyan "No Man's Land." The pilot crash-landed in a minefield. By a miracle, not a mine exploded, but the big plane broke in two.

On the journey back to England, his long streak of luck petered out, and made him put him to bed for three and a half weeks.

### CANADIAN SCORES HIT ON CONVOY

In an attack on a German convoy last Friday morning, Hurricane bombers scored two direct hits and left the ships in sinking condition. One of the pilots who scored a hit was Sgt. Arthur R. McGarva, of Baltimore, Man., who is with the R.A.F.

Three ships were attacked, and at the conclusion two were on fire and listing badly. The other hit was made by an Australian pilot.

### ESCORTING SPITS. BEAT OFF F.W.s

Staying behind to protect a "cripple," three fellow-members of an R.C.A.F. fighter squadron successfully repulsed an attack by a superior force of Focke-Wulf 190's at the conclusion of a bombing raid on a French target by U.S. Flying Fortresses.

On the way home P/O John A. Stock, of Ottawa, had engine trouble and began to lag behind. F/L R. W. "Buck" McNeir, D.F.C., of North Battleford, F/O Gordon Lapp, of Medicine Hat, and Sgt. Robert J. Messenger, of Erie, Penn., throttled back as escort.

The little group of stragglers attracted about half-a-dozen 190's, which closed in from behind. Stock himself twice turned his faltering Spit. and scared off the attackers for a moment, but McNeir completed the rout when he went for the Hun leader with his guns blazing.

Twenty miles from the English coast Stock's engine quit completely and he had to glide the rest of the way while his escort hovered anxiously about with their fingers crossed. However, Stock made the landing and climbed out on his wing to wave to his mates.

### P/O MORRISON PRAISES MEN IN LAUNCHES

Picked Up after Bale Out and Remained in Boat During Rescue Work

#### SEES MUCH ACTION

"I've been in a few tight spots myself, but I've never felt so helpless as when the motor launch was attacked by those Focke-Wulfs," admitted P/O Don Morrison, D.F.M., after spending most of the day of Dieppe in one of the busy Air-Sea Rescue boats.

Morrison, a member of an R.C.A.F. Spitfire squadron, had been part of the fighter escort provided the Flying Fortresses that were bombing Abbeville. While returning he spotted a Focke-Wulf, shot it down and then rejoined his section. Suddenly his engine began to cough and he realized he was going to have to bale out.

He climbed immediately and when his engine cut completely at 2,000 feet he jumped. Somehow his parachute caught and he did not get clear until he was about 250 feet over the water. He pressed his quick release, inflated his dinghy, hoisted a distress flag, and was soon picked up by a rescue launch.

To his dismay, he was told he could not possibly be landed. But it is doubtful if he would have had more "fun" if he had got back to his squadron.

The launches with the flyer aboard answered several other crash calls, often within sight of the French coast. Morrison saw an attack by bombers on the convoy beaten off. He saw gunfire from the shore and from the boats and aircraft laying smoke screens. He saw Focke-Wulfs set on fire two motor launches and he saw a Navy boat come rushing up to pour their shells up at the aircraft. Soon Spitfires came to take care of the Nazis.

The motor launch picked up survivors. On the way home they saw the convoy attacked, but none of the bombs fell within half-a-mile of any of the ships. An ambulance was waiting when they landed.

#### ATTEND CEREMONY

A number of personnel of the R.C.A.F. overseas, who are members of the Masonic Order in Canada, availed themselves of the invitation to attend the installation meeting of Canada Lodge, held in the Freemasons' Hall, Great Queen Street, on Tuesday last week. The installation ceremony was carried out by R.W. Bro. Brig-Gen W. H. V. Dorell, C.B., C.M.G., D.S.O., Assistant Grand Master of the Grand Lodge of England.

### R.C.A.F. SPIT. SQUADRON IN CLASH WITH F.W.s

Murray Scores Probable and Others Inflict Damage on Huns

In a battle which for a few moments almost equalled that over Dieppe, a Canadian fighter squadron, commanded by S/L Keith Hodson, of London, Ont., probably destroyed one enemy aircraft and damaged others. P/O Don Morrison, D.F.M., of Toronto, said: "It was really thick and fast while it lasted. Jerry had a lot of kites in the air."

P/O B. "Scotty" Murray, of Halifax, scored the "probable." He saw an F.W. 190 attacking another aircraft of his squadron and promptly went to the rescue. He went into a climb-

ing turn to get above the Jerry, and when he got above him he half-rolled and dived on his tail, opening up at 50 yards. He could see his cannon fire entering the fuselage and wing. The German rolled over twice and went into a spin with black smoke pouring from his engine.

A head-on attack on an F.W. 190 was made by F/S Lloyd Sinclair, of Paris, Ont. He was attacked by two F.W.s and turned to face them, firing as he flew head on. He saw strikes along the tail, pieces of the fabric tipping off.

P/O Morrison damaged a Focke Wulf which, after he had attacked it from 200 yards, went into a roll which developed into a dive.

P/O T. K. Ibbotson, of Saskatoon, and Sgt. John Chapin, of Brantford, Ont., also damaged an enemy aircraft.

WINGS ABROAD

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EDITORIAL

TRADE TEST BOARDS

BY F. L. H. MURDIE. Since the beginning of time ambition has been the driving power behind progress. The Air Force fully recognized this, and in laying down rules and regulations made provision for rewarding those who showed individual effort and initiative.

When the Royal Air Force system was established in pre-war days, speed in training was not an essential. There was plenty of time in which to turn out a really first-class technician. And thanks to the rigid system of schooling an examination this was done so thoroughly that high calibre technicians and mechanics were produced in every branch of the service.

When the Royal Canadian Air Force was formed it was only natural that it should be organized along similar lines, and the results fully justified the course. On a basis of size the R.C.A.F. produced an equal number of highly-trained technical personnel in the permanent force, and these provided the nucleus for ground and flying schools.

Shortly after the Commonwealth Air Training Plan came into being with its promise to provide aircraft in ever-increasing numbers, it was found that the greatest air training plant the world has ever seen.

Naturally it was not possible to train men in 12 months to the high degree of skill that in peace-time had been attained. It was found possible in the shorter period to make specialists of the men in the various operations necessary to complete a job.

As time went on there was a rapid growth in the numbers of Canadian aircrew overseas and distinctive Canadian squadrons were established—fighter, bomber, army co-op. This involved a demand for trained Canadian ground crew overseas, and they were sent over in ever greater numbers.

Recognizing the unfairness of this, R.C.A.F. overseas headquarters established an all-Canadian Trade Test Board. This board is now engaged in covering all Canadian squadrons and sections to determine progress for purposes of reclassification, promotion and pay, with a view to placing ground crew overseas on an equal basis, so far as is possible, with airmen in Canada.

With him on his station are: Cpl. Wally Hays, of Winnipeg; L/AC "Buck" Weaver, from somewhere north of Toronto; Hugh Campbell, of Winnipeg; and a couple of others who have just been posted to the squadron in the south-west of England.

Due to an error in compiling the weekly casualty list, it was reported in the Aug. 19 issue of Wings Abroad that Sgt. D. E. Beesley, Pembroke, Ont., and Sgt. J. E. Ryan, Riverdale, Ont., had been killed on active service. Neither of these men were casualties, and are with their squadrons and in the best of health.

W/C BROWN LEADS THE DEMONS

Preferred Flying To Engineering So He Crossed Ocean to Join the R.A.F. in 1934



W/C A. Coatsworth Brown, D.F.C. of Winnipeg, finds that leading the R.C.A.F. Demon Squadron is not always an exciting strike after another against enemy shipping. Here he is engaged in some administrative work that also helps to maintain the Demons' outstanding reputation in Coastal Command.

Early in 1941, the young lieutenant was given command of a Canadian flying school, then being formed. That squad was the Demons.

Under his dashing and determined leadership the exploits of the Demons are legion. Their low-level attacks have been carried out time and time again in the face of terrific flak barrages from their victims. Awards for valour have gone to a number of the Squadron personnel, including the D.S.O. to F/Lt. Talph Christie of North Bay.

W/C Brown attributes much of the success of his squadron to the untiring efforts of F/O Donald "Mac" MacLaurin, of Mississauga, Ont., whose duty is to keep the sturdy Hudson aircraft, "Mac" is a B.A.S.C. of the University of British Columbia, and an M.S. of the Ontario, Washington and Wisconsin. He is now one of the oldest members of the Squadron and one of the most popular.

Back in 1938, when a humble pilot officer, Brown married Miss Ena May Storey, F/Lt. Storey, they had planned a trip to Canada, but now this is an impossibility.

Today on this squadron and member, air crew or ground crew, will tell you with pride that he belongs to the Demons. The existing esprit de corps and the remarkable record of these men can be attributed to W/C Brown, who, in the 30's, put behind him the staid career of a civil engineer to take up the more exciting adventures of service flying.

FILM LOG

"LARGENY INC." (Warner) The cast: Edward G. Robinson, Jane Wyman, Broderick Crawford and Jack Carson. The story "Pressure" Maxwell and Joe Martin are released from Sing Sing after a successful base season. Pressure turns down an offer from a fellow inmate to rob a bank, saying that he is going into a legitimate racket. He tries to borrow money to finance a dog-racing track, but is refused credit by the bank. They decide to "borrow" money necessary funds in their own way. Pressure buys a leather goods shop next door to the bank and tunnelling activities commence at once.

They are hardly under way, however, when Denny Costello (Jane Wyman), Pressure's adopted daughter, gets wise to their plans. Determined to save him from prison and disaste she enlists the assistance of Jeff, a leather-goods salesman, who is in love with her, and together they organize sales drives and other attractions to look forward to after the digging and drilling in the basement. Pressure is forced into standing up for the rights of the other business men on the street and becomes very popular with them, and they too, encourage their activities.

A further prison acquaintance, Smitty, is caught trying to rob the cash register and discovers their plans. He visits the prison and tells Leo the news. Leo breaks out of prison and puts in an appearance at the store, where he takes charge. Pressure tries to hurry through a deal with the bank to buy his premises, but this falling through, he endeavours to keep the shop filled with people instead of his former desire for unimpeded solitude, hoping to hamper Leo and Smitty's plan to dynamite the vaults at the bank that night. After the dynamiting the shop catches fire.

Pressure, who was shot by Leo, becomes a hero when he drags the unconscious body of the former owner from the building. Leo and Smitty, along with Pressure's two partners, Capuchin Church of a northern town and was performed by the Capuchin Church of a northern town and was performed by the Dan Barnabe, of Sull. Que. W/C Joe St. Claire was best man and a number of other officers were in attendance.

Also awaiting posting are Sgt. WAG Bob Livingston, of Morden, Man., and Sgt. Obs. Jack Lemieux, of Montreal. Sgt. Lemieux has been doing most of his observing around the bright spots of late. Cpl. Fred Esde, Hawarden, Sask., and LAC "Mel" Metelsted, Winnipeg, Man., were in town on leave last week. The corporal's visit was marked by his losing his wallet with all his money and valuables in it. Tough luck. Sgt. Obs. George Dalton, of Edmonton, was among weekenders in London. Asked if he liked the girls over here, George replied dourly that he was married and missing his wife.

FIVE MONTHS MALTA SHOW

Hottest Spot He Has Ever Been says Pilot of Spit

"It's the hottest spot I've ever been in, and I don't mean the weather. How the people have been able to stand the constant air attacks for three months, I don't know. The man who gave this opinion, Pilot W. G. Kelly, of Whitehouse, Man., has just returned to England after flying Spitfires through five months of battle over Malta. In this period he shot down one enemy plane and engaged in many air duels.

In the Malta area the British do not hesitate to take on the enemy in the ratio of as much as five to one. Most of the Axis aircraft are flown by Germans, he said. However, the British in addition to numerical superiority frequently try our fighters gets the fall of an Axis plane, another immediately dives upon it from behind. Then all the planes race in great rings, each pilot trying to keep out of his opponent's sights. One is destroyed or twisted out of the "vicinity" and the other fighter qualities of our planes and the dash and fire of our pilots has served to help keep the British superior.

Shot up at last (though he was never shot down), Sgt. Dood returned to England not long ago, and was enjoying 21 days' "indefinite leave when the interview occurred. Among the few other Canadians he mentioned "Shorty" Reid and Sgt. Shepherds.

WITH RADIO MECHS

L/AC Dick Stubbs, of Kelowna, B.C., who claims his family grows most of the apples in the Okanagan, spent last week in London on leave. There are only about four other Canadians on his station, all westerners.

L/AC Lynn Allan, of Calgary, had nine days' leave in London. With him on his station are: Cpl. Wally Hays, of Winnipeg; L/AC "Buck" Weaver, from somewhere north of Toronto; Hugh Campbell, of Winnipeg; and a couple of others who have just been posted to the squadron in the south-west of England.

Last week-end London town was graced by the presence of L/AC Ted Helmsman, Aurora, Ont., Clem Johnston, Goderich, Ont., Russ Bry, Vancouver, and Audley Kirchen, Dundas, Ont., among a host of other radio mecs. Clem says you can keep cool by keeping in the pub, another final pastime was implied by Russ Bry. Asked if he had had any thrilling experiences since his arrival over here, he said he had but none we could put in the paper.

PROMOTIONS IN OVERSEAS FORCE

The following is a list of airmen appointed to commissions in the R.C.A.F. Overseas Headquarters:

- Pilots—H. B. Macdonald, of Sydney Mines, N.S.; W. Milligan, of Toronto; F. J. Taylor, of White Rock, B.C.; F. A. Harman, of St. Catharines, Ont.; J. D. E. Urquhart, of Toronto; W. P. Kelly, of Whitehouse, N.Y.; J. M. Sanders, of South Westport, B.C.; J. Hudson, of Victoria, B.C.; W. A. Du Perrier, of Calgary; J. D. Craton, of Vancouver; H. K. Jones, of Yellowknife, N.W.T.; A. R. Carter, of Toronto; G. C. Snell, of Westport, Ont.; J. D. Dickson, of Rollisay, R.I.; King, of N.B.; R. A. C. Miller, of Vancouver; D. S. Selzer, of Westaco, Texas; R. A. C. Miller, of Vancouver; E. H. Brown, of Charlottetown; C. W. Higgins, of Charlottetown; J. Y. Elliott, of Keweenaw, Ill.; Air Observers—P. C. McGillivuddy, of Toronto; W. J. Hudon, of Winnipeg; W. S. Crawford, of High River, Alta.; W. V. Charles, of Winnipeg; F. W. Dodds, G. Owens, of Toronto; C. P. Axhorn, of Victoria, B.C.; K. J. Metheral, of North Edmonton, Alta.

Wireless Air-Gunners—C. A. Blat, of Montreal; D. G. Forrest, of North Bay; R. S. Mulhauser, of Highland Park, Mich.; J. A. A. Aiken, of Toronto; W. D. Frost, of West Vancouver; J. W. James, of Trenton, Ont.; J. M. Parr, of Plantersville, Ont.; A. G. Talbot, of North Head, Grand Manan, N.B.; W. J. Bilbald, of Toronto; D. B. Surrette, of Winnipeg; Observers Radio: D. Creed, of Saskatoon; G. J. D. Greenland, of Kimberley, B.C.

Alr-Gunners: H. E. V. Bruce, of Bracebridge, Ont.; H. Rivest, of Mason City, Iowa; J. L. P. Lepage, of Quebec.

COMING R.C.A.F.

SPORT EVENTS

Arranging a Canadian pattern of sports has been one of the biggest undertakings of the R.C.A.F. in the fifteen months that it has been with the R.C.A.F. overseas. In the area served by the "Y" last winter, five ice rinks were engaged and a number of hockey leagues operated. Plans for hockey on an even larger scale are now under way. In a track meet on July 25, fourteen squadrons participated.

Next on the "Y" programme are inter-squadron area championships in softball, volleyball, croquet, basketball, and boxing. Play-offs are scheduled as follows: Volleyball—21st September; Basketball—22nd September; Boxing, basketball and hockey play-offs will be arranged later. Medals will be presented to all winners and runners-up.

A.F.C. AWARDED TO S/L R. M. COX

Award of the Air Force Cross was announced last week to S/L Richard Moore Cox, of Winnipeg. S/L Cox is a Canadian in the R.A.F. For the past two and three-quarter years he has been a flying instructor. In this time he has earned the reputation of a keen and capable flight commander, and for the past five months has been employed as assistant chief flying instructor. The citation accompanying the award concludes: "His energy and devotion to duty have been most outstanding."

BAPTISM OF FIRE

When we wrote last week about our anniversary party we forgot to mention that it took place just a few days after part of the squadron had returned from a scheme. Several days later we got our baptism of fire in successful operations with our pilots were very pleased with the Mustangs. F/O Hollis, an American in the R.C.A.F., scored for the squadron on a Mustang. So far as we know, this is the first victory of a Mustang since the 1930's.

F/L Freddie Clarke spent part of the day with the Mustang. He managed to stop a lot of flak, but managed to fly at zero feet. While doing this he became involved in an argument with F/O C. P. Axhorn, of Victoria, B.C.; K. J. Metheral, of North Edmonton, Alta. He left about three feet of one of his wings on a French telegraph pole, but flew his Mustang back and landed safely. In the days that have followed there have been many "bonjours" coming in to the squadron—especially from the Army—for its splendid co-operation.

Shortly before the Dieppe raid Air Marshal Edwards had several other officers. Congratulatory are in order again this week to our commanding officer, S/L Beggs has received promotion to the rank of wing commander.

LEAVES AND PASSES

In to see London together last week were S/Ps Al. Groul, of Edmonton, Alta., and P. Phillips, of Kenora, Ont. Sgt. Groul used to play hockey for the Edmonton Athletic Club. We are glad to see F/S Earl Anderson, of Edmonton, looking fit and ready for flying duties again after a brief illness. An observer, he is a veteran of several large-scale raids over Germany. Cpl. Donald H. Miller, a Wom. from Vancouver, was in London for seven days. He is the only Canadian on his R.A.F. station. Having a quiet but pleasant time in London because he is against women" is how Sgt. VAG Jack Keeler, of Windsor, Ontario, put in a five days' leave last week. He has been on special flying duties. Sgt-AG George Miller, of Prescott, Ontario, is ready for Jerry. Just finished his O.T.U., he has been skimming off some

WEDDINGS

ST. GERMAIN-VIDLER—A flight of Oxford flew by R.A.F. pilots in training circled in formation overhead. French-Canadian officer, F/Lt. Jean St. Germain, of St. Hyacinthe, Que., was married last week to LACW Phyllis Vidler, of Ashford, Kent. F/Lt. St. Germain is the adjutant of the newly-formed French Canadian Squadron, while his bride was a W.A.A.F. medical orderly. The wedding took place at the Capuchin Church of a northern town and was performed by the Dan Barnabe, of Sull. Que. W/C Joe St. Claire was best man and a number of other officers were in attendance.

Also awaiting posting are Sgt. WAG Bob Livingston, of Morden, Man., and Sgt. Obs. Jack Lemieux, of Montreal. Sgt. Lemieux has been doing most of his observing around the bright spots of late. Cpl. Fred Esde, Hawarden, Sask., and LAC "Mel" Metelsted, Winnipeg, Man., were in town on leave last week. The corporal's visit was marked by his losing his wallet with all his money and valuables in it. Tough luck. Sgt. Obs. George Dalton, of Edmonton, was among weekenders in London. Asked if he liked the girls over here, George replied dourly that he was married and missing his wife.

THIS TIME SHE RENTS HER ROMEO!

Norma Shearer, beloved "Juliet", and Robert Taylor, screen's top romantic star, prove their versatility by going completely goofy in a riotous, rather daring comedy. And they pack a thousand laugh-punches!



GEORGE SANDERS — STARTING FRIDAY — GEORGE SANDERS Frank McHugh—Elizabeth Patterson Directed by George Cukor (U) EMPIRE LITE 1224

# SHORT FLASHES FROM THE SQUADRONS

## LESS FOND OF WATER

F/O Al. Houldsworth, of Montreal, has become even less fond of water in all shapes and forms since his recent ducking in the North Sea. He can be seen in the middle of the night moving his cot around the tent, attempting to escape from the eternal drip from above the eaves.

G. K. Curry, of Grande Prairie, has joined the commissioned ranks. Ken, spent a quiet, special four-day leave in Piccadilly Circus recently.

L/AC Roy Fulton, of Bellingham, Washington, and Cpl. Ken. Emmens, of Toronto, have both left the squadron temporarily to attend a flight engineers' course.

Cpl. "Peggy" Pegden has been striding about with shoulders well back and a special gleam in his eye during the past week. The show of pride is caused by his three-months-old daughter, who dazzled the judges into a first prize award at a Toronto baby show recently.

A blister hangar was the scene of the first all-Canadian church service held by this squadron. F/La Gordon Porter and R. D. Blinning, R.C.A.F. padres, formerly attached at Mountain View, Ont., conducted the service.

F/O Jim Stronach, of Sarnia, F/O Jack Godfrey, of Windsor, and F/O Gordon Frederick, of Lindsay, made a two-day bicycle tour of the North of Scotland last week. The trio have changed their favourite sport from knock rummy to snooker.

W/C R. R. Ronnie Dennis, of Ottawa, and S/L W. W. Will. Bean, of Kitchener, have been proclaimed snooker doubles champions of the squadron. The final match was an East v. West affair, the latter represented by Ted Briggs, of Calgary, and Ken. Crumby, of Grande Prairie.

## HEALTH MOVEMENT

Since S/L J. D. E. Hughes, D.F.C., caught that cold last week, the boys have been going through the birth-pangs of a Health Movement that threatens to seriously overcrowd local sick-quarters.

F/L Don Lindsay knows whereof he speaks! After all, didn't he lead the crews in a nice, fast, smartly-paced seven-mile sprint on Saturday? And not one pub. in sight in the whole seven miles. (Quick Jason, the basin!) Sounds almost like home. And speaking of home, P/O John Ritchie, the one-man chamber-of-commerce, is at it again. What's Windsor got that Toronto hasn't got—except Ritchie?—and we've had him! Though they say he knows a different story about the Sphinx. Or is that just the Windsor version?

Another new mouth to feed on the Station is that of F/L D. C. Horne, of Trenton. Just blew in, and with a nice low number, too. His tales of how the Tiesoc used to send their floor-show up to the wireless school in Montreal—Ah! Such joy—such glee. Anyhow ENSA's coming this weekend, so let's show him, boys. Though perhaps that mass-murder in the Mess the other night gave him some idea! Nothing like a good football game to liven things up—good old P.M.C.

The bicycle situation remains unchanged, no one having yet been able to ride to the top of the hill at Headquarters without stopping. Our esteemed C.O., W/C Fred. Rump, was seen descending without stopping—last week—but he had his flaps down, or his drogues out

## or something. Perhaps it was just his raincoat open to the wind, for he didn't take off. Well, not more than a couple of inches, anyway!

Recent promotions in the Outfit number Sgt. (now F/S) Jimmy Bolton, of Malartic, Que., among the crowned sleeves. Also, L/ACs Marshall and Trawbridge have joined the ranks of the Senior N.C.O.s. Congratulations, fellows.

## NIGHT AQUATICS

Sgt. C. E. Stuart, the pride of Wallaceburg, Ont., made a somewhat dubious claim to fame here recently by walking into the pool of static water in the Communal Site. This regrettable incident occurred after black-out time, but luckily it seems he had already qualified for a Boy Scout proficiency badge for swimming in the past and was thus saved from a watery grave. His excuse—"I thought I was on the side of an air-raid shelter." His remarks—(Censored).

Our recent exposé of romantic inclinations among "A" Flight personnel appears to have had repercussions. M.T. driver Kett reports that on arrival at the Flight on the night the issue appeared he sold his bundle of 20 copies before he could get out of his cab. Your reporter is happy to state, however, that he has not yet been physically assaulted, which has been a fear in some circles and a hope in others.

Local sports this week featured a visit by an Army baseball team of a Canadian Heavy Anti-Aircraft Regiment. Our boys piled up a nice lead of 6-0 at one point, but the Army rallied strongly late in the game and despite snappy fielding the Air Force lads were lucky to come out on the correct end of the 8-7 tally.

New faces around the camp during the past week include the smiling countenances of two new clerks, ACI "Gill" Kelso and ACI Al McGill, both of whom have had experience on operational Squadrons on the west coast of Canada recently. Both boys are Vancouver products and proud of it. Montreal's contribution this week was L/AC "Ron" Dunne, armourer. Also recently arrived are two L/AC photographers, H. L. Krout and Jack Ryan. Krout hails from Hopeville, Virginia, and Ryan used to be a cameraman for Audio Pictures in Toronto before enlisting. All five lads are fresh off the boat and are keen to get going—on leave.

We extend a hearty welcome unto our midst to P/O Rowand, Hamilton, Ont. Sgt. "Jim" Hart and Sgt. Browne, both of Lashburn, Sask. Sgt. Taylor, of Wainwright, Alta., and F/O Chris Wilson, of Montreal.

We might say that the squadron is eagerly looking forward to meeting our new C.O., W/C G. G. Truscott, who has left Canada for these beautiful little islands. Here's hoping he is loaded down with maple sugar and a few crates of Labatt's.

Glad to hear that F/O Neil Briggs is now safe and a prisoner of war. Neil has written to P/O Bobbie Schoales, and from the contents of his card he seems quite cheerful, and says the Red Cross looks after him pretty swell.

It's hard to recognise your friends nowadays with the purge of shoe polish and sliver that reigns on the squadron. Could it be due to the efforts of our new Canadian disciplinarian, F/S Stira?—could be. Another mode of camouflage is a growth of hair on the upper lip. This new craze has swept the squadron like wildfire.

Although the M.T. Section is the youngest group of our squadron they are by no means out of the limelight. You are considered quite lucky if you have not been cornered by L/AC Batty and told all about cranking the dashed bowser—front and back. Batty also had a hard time trying to mend the ways of the rest of the boys. L/AC MacPherson still dreams of good old Nova Scotian "Red Eye". It is also wondered where all the mail originates from that L/AC Hart, R., receives. It must be his size, or did the coca-cola men get around back home? L/AC Casselman is coming along nicely in the favourite pastime, you know. "Let's make this one deuces wild." N.C.O. 1/c M.T. is Cpl. Dykes, who hails from Saskatchewan. George has a hard time with the censors, it seems, but how can a guy be glomorous back home without stretching a few points, eh, George?

In closing, we would like to know who the airman was that interviewed the C.O. with the view of getting repatriated, his reason being that his wife had recently been made a sergeant-major in the C.W.A.A.F. and he wanted to fulfil his service ambition.

## AWAIT NEW C.O.

Believe it or not, for two weeks in succession our squadron comes to light. If we can only stop the "erks" moaning for a few minutes we may be able to get on with this masterpiece.

We all join in wishing happiness to F/S "Herb" Calver, N.C.O. 1/c "M" Flight, in his new surroundings, somewhere in Devon. "Herb" seems to be pretty happy about the whole thing. He must have lost his taste for speed.

Rumour has it that the sighs from the female population now being heard in a well-known Scottish town are pathetic. It has also been reported that such places as the "George," "Douglas," "Calais" and "Palais" are practically deserted. Could all this be due

## WURTELE TO CANADA

Recently, this squadron bid farewell to their C.O., Wing Commander E. Wurtele, who has been posted to Canada. "Charlie Orange" had been with the squadron since its inception and did a grand job of organising and had taken part in many "ops." "Wally" was wished the best of luck in his new job, and his successor welcomed in the traditional manner. S/L Ronnie Dennis, of Ottawa, popular Flight Commander, was promoted to Wing Commander and assumes command. Our new C.O. is assured of the hearty co-operation of all the boys. F/L Hobbs, of Calgary, assumed the duties of Flight Commander of the C.O.'s old flight, and hopes to maintain the efficiency in the flight as previously.

Following very closely on the change in command, the "Adj." had the strenuous job of moving the squadron. With the able assistance of our M.O., F/L Foster, our Adj., F/L "Pat" Patterson, of Lindsay, Ontario, accomplished this feat, and now is trying to find out how to make a tent stop leaking. To date no results can be announced, as the "Adj." is wet every morning.



Canadian members of a R.A.F. Hurricane squadron in Ceylon are shown pictured with the wreckage of several Japanese aircraft that were shot down by members of their squadron during a Jap raid on Colombo. Left to right: P/O Jimmy H. Whalen, Vancouver; Sgt. Grant Bishop, Mount Royal, Que.; Sgt. Creighton I. Nuttbrown, Cherboung, Que.; Sgt. G. G. Bale, Saskatoon, Sask.; Sgt. Jack Hurlie, Vankleek Hill (near Ottawa), and P/O Donald A. MacDonald, London, Ont. (Official R.C.A.F. Photograph.)

## THEY COME AND GO

Much has happened in the Squadron since last we burst into print.

Amid regret, we bade farewell to W/C M. Lipton, who is now in Canada, and yet regret turned to gladness with the announcement of our new C.O., W/C Frank Hillock, who had previously been with us as a flight commander.

The ubiquitous Adjutant, F/L Gordon Evans, has also departed for greener fields—as all know, Lincoln's Inn Fields are much greener. His place has been taken by J. Urquhart Curtis (known as "Urg") from a Spitfire squadron. The well-known S/L Bert Miller has joined us as a Flight Commander, and we welcome him to our gang. All are cheered with rumours of a move to a more dehydrated climate and a chance for the boys to show their stuff. Later issues will have us featured with terrific "lines," so cheerio for now.

## SOCCER AND BALL

Among other things, this week also saw a good soccer game played between "A" and "B" Flights.

"A" Flight seemed to have it all their own way this time, and when the dust cleared the scoreboard read 5 to 1. Les Smith and Jimmy Gazzard did all the scoring for "A" Flight, Les being hero of the day by scoring 4 of his team's 5. Better luck next time, "B" Flight.

With fond farewells and kind adieux "A" Flight has lost a popular pal in the person of AC McClennan, who has left to join another squadron. So long and good luck. I guess that's all for this week, fellows, so from "A" Flight we say off to you, off.

A bunch of the boys were whooping it up on the sand lot again this week; this time it was the Montreal Beaus taking the Officers into camp in a good old game of football (spotted with a dash of baseball). The score at the end of seven hectic innings was 27 to 20 in favour of the Beaus. Highlight of the game was when F/L M. M. "Tiny" Smith, of Winnipeg, showed the boys he hasn't lost any of that old spirit that makes good football players, when he smeared L/AC Jack Jones and yours truly in two of the neatest blocking plays one would ever wish to see. The victims are demanding seven days' sick leave to get over their aches and bruises. Will they get it—will they! A bit of advice from one who knows: don't ever challenge us to a football game if you want to stay healthy.

The Canadian "Y" show was over twice this week and we had the pleasure of seeing two small pictures. We have been seeing two shows a week since this squadron was formed, and if there is one thing we really look forward to it's the "Y" shows.

They call him Cpl. "Slave Driver" Armstrong and threaten to buy him a whip, but ask them to change gangs and they say "Nix, we'll stick to the old Army." I can't figure it out.

Latest pun—L/AC "Stinkey" Sherwood, of Godrich, Ont., is going to remuster to a piece of string because someone told him he was getting naughty. Corny what?

L/AC Jimmy Giles, of Halifax, and L/AC Tommy Conway, of Toronto, have just returned from seven days' leave in Scotland. Both admit having a swell time and are patiently waiting for their next binge. Can't blame 'em.

Who knows? You may be next!

might be there, inasmuch that they all now have their respective boy friends in the squadron.

Headed by A/S/O Edwards we are proud to be with and helping you and thank the squadron for the co-operation they have given us.

The Orderly Room boys are still sweating (?) away, but now we have a new attraction, captivating all our hearts, especially one L/AC, but he has been given a run for his money. The boys have been playing "ball" regularly. Greetings are bestowed upon a new L/AC member from Montreal, L/AC Leonard, newly arrived in this country; also we welcome Cpl. Gormican, from Vancouver, and "Daisy Mac-twig," necessarily a non-d-plume. So long, fellows.

## WITH THE R.A.F.

"In Lagos," said Cassidy, "it's scorching hot in the day and just about as hot at night. The hot winds blow streams of sweat down your body—and you're just sitting there doing nothing. It's the worst climate I've been in." And W/O I. R. "Hopalong" Cassidy, of Moose Jaw, should know because he's been in 14 countries since he left Canada with his pilot's wings up.

Cassidy will probably be remembered by members of the first I.T.S. at Regina as the chap who did the catapult act out of the second storey window the night the selections were made. He's been using motors since that time, mostly on Wimples in the Middle East. At one time he was all set to be repatriated, but the malaria he contracted out East recurred and put him in dock.

Now he is a test pilot. He has been taking a variety of conversion courses to learn what all the gadgets are about on different panels so he can pull them at the right time. Besides Wellingtons he has been on Liberators, Blenheims, Beaufighters, Hurricanes, and is going to Boston next, with the prospect of more to follow.

On the same squadron with Cassidy in the Middle East was W/O Don Fulton, of Truro, who now has been posted to Ferry Command.

Claiming that the callouses on his hands prove he flies Whitleys, F/S Pilot Gordon McFarland, of London, Ont., has about 60 operational hours on his log book.

Sgt. Pilot Fred Peddie, of Montreal, has nearly completed his course at O.T.U. and is looking forward to posting to squadron soon. He flies Blenheims.

F/S Air-Gunner Norm Copley, of Winnipeg, is on a Defiant squadron. He had a letter from his brother Bill lately, who is a flight sergeant rigger, telling

(Continued on page 4, col. 1)

**TECALEMIT**

Mr Guy Galtpot is given the "D.I." by the ground staff before taking off for the Crusades...

And so it is today—Lubrication by Tecalemit of course.

TECALEMIT LTD. GREAT WEST ROAD BRENTFORD MX

**Now on sale in the Canteen**

**Phillips' Dental Magnesia**

CONTAINS OVER 75% MILK OF MAGNESIA

**Your regular Toothpaste**

Phillips' Dental Magnesia is sold by all N.A.A.F.I. canteens. Same size, same quality as you got at home. Keeps teeth white, the breath sweet and the mouth fresh and clean. Get a tube to-day.

him that he found conditions to his liking in the Far East. On the same Defiant squadron with Norm Copley are: F/S Al. Hall, of Ottawa; F/S Tom Bentley, of Moose Jaw; and P/O "Butch" Marfell, of Rosetown, Sask.

Sgt. Pilot Paul D'Albena was shooting a pretty fair game of bagatelle at the Beaver Club in spite of having a leg in a cast. Says there is nothing romantic about his injury. Taxi won the argument.

His I.T.W. finished, L/AC Ian MacEachern, of Toronto, is ready to start flying. He transferred from the Army. Has been selected as a pilot.

Cpl. Bob Mitchell, a wireless operator ground, lost his tonsils recently, but feels well compensated with the sick leave he is enjoying. He and Cpl. Ted Robinson, of Winnipeg, a teleprinter, are the only two Canadians on their station. Mitchell was sitting with Cpl. Reed, of Vancouver, in the Beaver Club last week, with whom he trained in Canada and came over with. Reed claims his R.A.F. friends call him "Joe"—and they ain't kidding.

Sgt. Observer Bert Janes and L/AC Les McJannet, both of Halifax, have been enjoying leave in London, especially in a Hammersmith palata de danse. The boys went to school together.

Sgt. Observer Bob Pool, of Sidney, Man., has also been visiting the Hammersmith hep shoppe. He stopped one in his left arm over Dusseldorf one night, and has been resting up with fun and games on the slide. From Bournemouth to Edinburgh lay Sgt. Pilot Normal Hull's pursuit of happiness, who

is just over a week's leave. A Victoria, B.C., man, the sergeant hopes to be posted to an operational unit soon. He has been instructing for some months.

If Sgt. Air-Gunner "Gerry" Millog, of Montreal, had stayed in the Army he probably would have taken part in the great raid on Dieppe, for Gerry joined the Montreal Fusiliers in September, 1939. But Gerry goes to O.T.U. on Monday because he is now with the Royal Canadian Air Force—as of December, 1940. He has five days' leave, but he doesn't know yet where he is going to spend it.

Johnny Townsend, of Strathroy, Ont., is a rigger on Blenheim bombers, and is also with a R.A.F. unit at that. He left home on December 10, 1941, and prefers Scotland.

L/AC "Tubby" Irving, Edmonton, rigs the bombers that tow the gliders that belong to a heavy glider conversion unit, that is in the R.A.F. Irving has been here 11 months, has seven days' leave and also prefers Scotland.

Montreal was represented in the daylight raid on Emden docks last Sunday afternoon carried out by two Wimpeys. Ace De Bartock was the captain of one Wimpey and Bill Lewis was the wireless operator. The other was captained by W/O Ollier, who is one of the originals of the R.A.F. We all conclude that D.B. is really getting daring these days, as rumour has it that he is fixing to marry a wee Scotch lassie. So here's wishing you and the bride the very best, D.B., from all.

Congrats. to Jack Sibbald on his promotion to pilot officer,



Sgt. C. B. Myers, Windsor, Ont., at the right, explains to S/L F. C. Willis, Saskatoon, just how he and Sgt. J. O. Omand, Wellesley, Ont. (left), destroyed an enemy aircraft recently—the first they had ever seen. (Official R.C.A.F. Photograph.)

HEADQUARTERS

Sgt. Russ Middup, of Toronto, has resigned as a test pilot for a typewriter company. He was being posted to an air crew receiving centre, and hopes that the next message he taps out will be from the cannons and machine guns of a fighter aircraft.



Russ came overseas in April, 1941, as an A.C.I., and was promoted to a sergeant in the equipment section last winter. Eight or ten of his pals from home have been in air crew, and he has long wished to join them in the air. He has his chance now, and his many friends at H.Q. are wishing Russ "Happy Landings."

L/AC Gord. "Astoria" Duff, of Toronto, says "I can take 'em or leave 'em alone, but I never do." He refuses to amplify his statement. Cpl. Gord. "Nervous in the Service" Duff, who is one of the mainstays of Records and Statistics, says he likes the new machine. He finds this machine will do everything but print Bank of England notes, and in time it may even do that.

Cpl. Tonks, of the Orderly Room and the "Junior Commandant" is to be commended on his soldierly appearance. He is a credit to the training provided by P/O Hardy and F/S Dennison.

Mr. Billington Comes Round Concerning our mention last week of W/O Harry Brown's alleged practice of serving his room-mate breakfast in bed, a letter has been received from the above room-mate, one George Billington. As he firmly denies

ever eating breakfast, it seems that we must have been misinformed. However, Mr. Billington comes round a little bit in his last sentence, in which he does admit that nothing W/O Brown ever did would startle him.

Unimpressed with the current London production of a great Shakespearean tragedy is L/AC Arthur Ward. A student of the Bard, he sums up his views upon the play with the weighty declaration that "On paper it's okay, but on the stage it stinks."

The shade of Shakespeare is reported to have issued an apologetic statement saying that he only wrote it as a pot-boiler anyway.

The athletic feat of the age, as far as Sgt. Maxwell, of equipment, is concerned, is the spectacle he recently saw of an enormous soldier drinking a pint of suds without lowering the bottle once. He has been telling about it with respectful admiration ever since.

One of A/C Christopher's recent parties, we hear, was grand except for a "steaming atmosphere." Some blame the weatherman for this; but some say it's not the heat, it's the humanity.

RECORDS OFFICE

There is still a lot to the old slogan, "It pays to advertise." When we mentioned L/AC Bill Nattress as being one of our talented artists in the column a couple of weeks ago, we did not think that F/O Peach would act so quickly. Immediately F/O Peach noticed that Bill had a reputation as a singer, he got in touch with Records forthwith, and Bill was given an audition, and was then put on the air from the Beaver Club. Bill has a very pleasing voice, and we expect great things from him in the future.

AC Walter Reid having served the usual course of instruction, has been posted out to one of our units. Everyone has been trying to get part of their entitlement of

leave before the close of the leave year on September 3, and we have had a regular round of goings and comings. F/L Paul Cunningham went up to Scotland, F/L Rags Eggertson spent part of his leave in Liverpool, and then went on to the Isle of Man—the first one from this unit to brave the sea crossing. F/O Russ Davey, as usual, took in the sights of London. Russ has been over here for a considerable time, and states that he did his sight-seeing during his first year, and claims that he goes to London for a rest. W/O Bill Fader and F/S Cliff Neill, the shadow expert, departed for the Emerald Isle. L/ACs "Buck" Buck, "Wally" Swillington, and "Smitty" Swillington departed for parts unknown. Bob "Love" Finley has now returned from his trip to Liverpool with his fiancée, and reports that Ma-abd Pa-in-law greeted him with open arms, and we expect a closer alliance between the U.S.A. and England in the coming month.

L/AC Marsh James is back from six weeks' hospitalisation, four weeks of which were spent at a convalescent home in Gloucestershire. Marsh says he was coked after so well that he hated to leave the place. Apparently the convalescent home was a former country estate, and facilities for entertainment and sports were abundant.

We have had some further applications for remustering, and the latest is L/AC Harold McNamee, who has been accepted for training as a Cypher Officer. All our best wishes go to Harold in the new venture.

L/ACs Bert Peppy and Reg Gardner took a 48 to Bristol in

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.



an effort to locate relatives. However, they were disappointed as apparently said relatives removed themselves from Bristol some years ago, and owing to the blitz they were unable to get any information.

From the foregoing the average reader may think that Records is one round of leaves and 48's. However, this is far from the case, as we really do work hard here, and said leaves and 48's are essential as a break from the continual strain of keeping your records in A1 shape—we hope.

Visitors to Records this week included S/L Willan, who has just come over from Canada. He was accompanied by our old friends S/L Frayne and F/L Norris. A short service was conducted by the three padres in one of our offices. We now have had a number of these meetings which are appreciated by all personnel.

There's a Thrill for every Laugh... A Laugh for every Thrill... And they all come with Machine Gun Speed

Advertisement for Warner Theatre featuring the play 'LARCENY INC.' by Edw. G. Robinson. The ad includes a caricature of a man and a woman, and lists the cast: Jane Wyman, Broderick Crawford, and Jack Carson. The theatre is located at Leicester Square, GEC 3423.

Advertisement for Paramount Theatre featuring the play 'PALM BEACH STORY' by MARY ASTOR and RUDY VALLEE. The ad includes a photograph of the two stars and lists the cast: Claudette Colbert and Joel McCrea. The theatre is located at Piccadilly Circus, WHI. 8944.

Advertisement for the film 'THE FIRST OF THE FEW' at Leicester Square Theatre. The ad features portraits of Leslie Howard and David Niven, and lists the cast and production details. The film is presented by British Aviation Pictures Ltd.

Advertisement for the film 'The GOOSE STEPS OUT' at Odeon Leicester Square. The ad features a cartoon illustration of a goose and lists the cast: Michael Balcon and Basil Dearden & Will Hay. The film is produced by Michael Balcon and directed by Basil Dearden & Will Hay.

Entertainment Guide listing various theatres and their current shows. Theatres include Hippodrome, Palace, Palladium, Prince of Wales, Saville, Savoy, Victoria Palace, Windmill, and Carlton. Shows listed include 'The Man Who Came to Dinner', 'The Palm Beach Story', and 'The Goose Steps Out'.