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Members of Bomber Crews Gain Awards

AIR MINISTRY LIST SHOWS 15 CANUCKS

Non-Immediate Awards Made To Cover Gallantry Over Long Period Of Difficult Operations

FIVE D.F.C.'S CAME OVER AS SERGEANTS

Fifteen Canadians figure in the latest list of non-immediate awards released by Air Ministry. Ten of these are Distinguished Flying Crosses and five Distinguished Flying Medals. Five of the D.F.C.'s have been won by men who came overseas as sergeants and won their commissions in the field.

Six of these Canadian flyers are pilots, another six observers, two wireless operators, air-gunners and one a straight air-gunner.

Twenty-two-year-old F/L W. H. "Bill" Sweetman, of Kapuskasing, Ont., arrived in Britain as a sergeant, was commissioned about the first of this year, and then through his gallantry as captain of aircraft was "upped" to his present rank. His D.F.C. is in recognition of his excellent work.

Captains of Aircraft
As captains of aircraft, F/L R. J. Lane, of Victoria, B.C., F/O J. G. McDonald, of Ingleton, Ont., F/O J. Austin, of Toronto, and F/O Stanley J. Czubinski, of Jamin, Sask., have shown great determination and devotion to duty in attacking enemy targets on the Continent. They have been awarded the D.F.C.

F/O John D. Waterman, of Victoria, B.C., is an observer who has gained his D.F.C. as a result of numerous sorties, a large proportion of which have been against heavily defended targets such as Cologne, Essen, Wilhelmshaven, Brest, Bremen and Hamburg. On one occasion while over Bremen his aircraft was hit by anti-aircraft fire, and he was struck by fragments of shrapnel just above both eyes. Despite this, he continued his work, and navigated the aircraft safely back to base without even mentioning that he had been slightly wounded. In July, 1942, he took part in a daylight raid on Danzig.

F/L W. H. Baldwin, of Ottawa, F/L H. L. Lindo, of Kingston, Jamaica, and P/O P. E. M. Leith, of Toronto, have proven themselves observers of considerable merit, and have been awarded the D.F.C.

P/O L. S. Hammond, of Toronto, who also came overseas as a sergeant, received the D.F.C. He has taken part in

TWO AIRMEN GIVE LIVES TRYING TO SAVE CHUM

F/S R. F. Jenner Finally Pulled Gunner Out of Burning Plane

The Stirling bomber made a crash landing. The rear-gunner was badly injured and trapped in the burning plane. The front-gunner and flight engineer rushed back to save their buddy. The petrol tank burst, killing them both.

There was one Canadian in that crew, F/S R. F. Jenner, of Ottawa, and it was he who finally extricated the rear-gunner from the flaming wreckage. He had to force his way through a break in the fuselage, defying the fast-racing flames to pull his chum from the wreck. The crew's squadron commander, in reporting what had happened, described it as an "outstanding example of the highest courage and determination on the part of the captain and crew, and proof of the team spirit which their captain had instilled into the crew."

Continuously hit by flak in a bombing raid after unloading its

bombs, the Stirling's starboard petrol tank was holed, the port oil pipes severed, and then the port inner propeller flew off, crashing into the mid-upper turret.

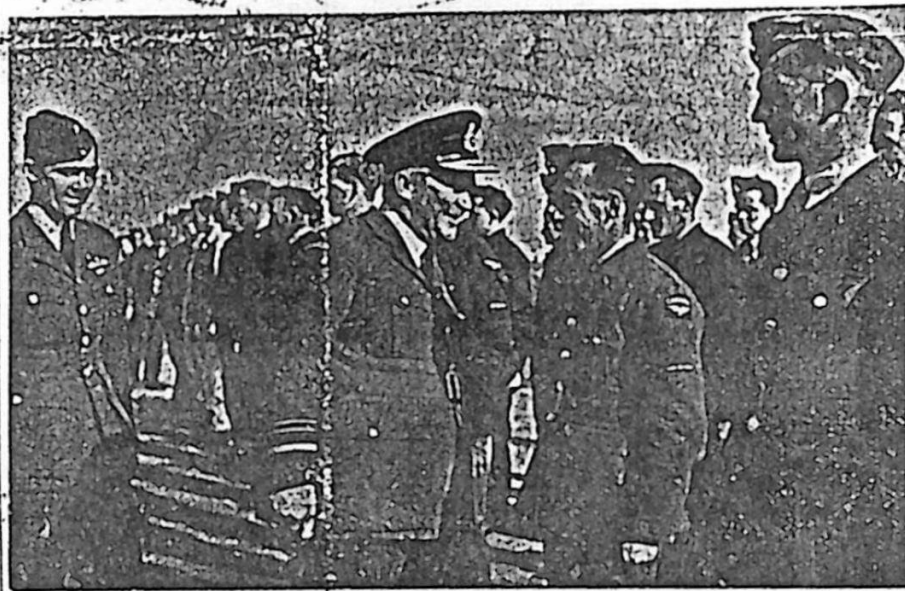
Three minutes later the port outer engine fell right off. Only the two starboard engines remained to keep the Stirling flying, and one was not working to full capacity.

The pilot required help to control the aircraft, which came from the wireless operator. It took their combined strength to handle the rudder bar and control column and keep the bomber on an even keel. The wireless operator had no time to send out a distress message. Behind them the flight engineer was working hard to keep the two engines running.

Near the Dutch coast the bomber had lost height and was down to 150 feet. The navigator worked out a course to avoid all heavily defended areas. They jettisoned every movable object, keeping a regard for the Stirling's balance.

The moment they crossed the

(Continued on page 2, col. 6.)



Air-Marshal Billy Bishop, V.C., inspects the ground crew of an R.C.A.F. fighter squadron accompanied by the C.O., S/L Norman Bretz, D.F.C., of Toronto. No man knows better the part the men on the ground play in achieving Allied mastery of the air than the Air-Marshal. He has the knack of making inspections as painless as possible.

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

STATEMENT TO PRESS ISSUED BY A.O.C.-IN-C.

Air-Marshal H. Edwards Champions Policy of Canadianization

The following is the "Friday Statement" issued by the Air-Officer-Commanding-in-Chief in answer to criticism appearing in certain sections of the Press of Canada.

I am told that what I said at a Press conference here the other day, has provoked quite violent criticism in Canada. I am told by cable only that, and cannot, at this distance, gauge the weight of the attacks which seem to be directed against me. Nor can I say whether they are just or unjust. I simply don't know. All I know is that I championed a policy called "Canadianization," which means bringing our R.C.A.F. boys together into Canadian formations.

I have fought for that cause because I believe it is the best possible policy for the men I represent. When I talk in favour of it, I am not speaking as Air-Marshal Gus Edwards. I am talking as the spokesman for Sgt./P John Morrison, who was over Germany last night—and got back safely, thank God, but lost his best friend in that other raid two nights ago.

So far as that boy goes, what's called "Canadianization" is a good policy. It means that all his personal troubles can be lifted from him, and that he will be left only with those which he has been sent over here to meet, which are success over his target, escape from flak, victory over night fighters, loyalty to his crew-mates and fidelity to that love of freedom and of Canada which led him to stake his life for the principles in which he believes.

Proper Adjustment
Perhaps, from a range longer than even a Halifax Bomber can tackle, our Canadian critics can't perceive this; the things that may distract that boy when he gets into combat and can't foresee the outcome, are things that can be readily adjusted, but only by Canadians. They involve dollars and cents instead of pounds and shillings—dollars and cents going home to his wife or mother, or saved for his marriage; they involve Canadian methods of promotion and discipline, on neither of which points we can see eye to eye with others; they involve spiritual solace, which he wishes to receive in the homely tongue of

(Continued on page 4, col. 3.)

BEAU vs. BOVINES

P/O Devlin and F/S Tennant were bringing their battered Beaufighter home one night after some trouble with Jerry. When they were still some distance from home both engines conked out. Despite visibility being at zero, they had to crash-land their aircraft, but escaped unharmed. Next day they were confronted with a sizeable bill from the farmer who owned the three cows they landed on!

MISSING MASCOT AWARDED MEDAL

AC Timoshenko, the only mascot in the R.C.A.F. with a "gong" is a casualty. A lean and hungry feline with an engaging personality and a devastating technique in dealing with rats, Timoshenko some months ago posted himself to an R.C.A.F. night fighter squadron led by W/C Paul Davoud, of Kingston, Ont.

Within a few days he was an ace. In the kitchen, the officers' quarters, and the mess itself he dealt out terrible destruction among "enemy patrols and intruders," as is recorded in the Squadron Diary, which made no less than half-a-dozen references to his spectacular sorties.

Finally, he was decorated, in the presence of the assembled officers, with a specially-fashioned ribbon, and the investiture was duly recorded in the Diary. Then came the exploit. One day, with a sense of shock and disillusionment, the officers read a Diary announcement that "AC Timoshenko has cancelled all social engagements for the next three weeks." The Medical Officer made the necessary preparations.

The next day, Timoshenko disappeared, never to reappear. Whether the humiliation of the Diary disclosure was too much for "him," or whether he fell prey to an enemy night-fighting rodent while in his delicate condition, nobody knows.

Anyhow, the squadron regrets to list as missing, "AC Timoshenko, D.F.M. ("Damn Fine Mouser")."

EARNs PROMOTION

P/O William "Sandy" Sanderson, of Duff, Sask., a young but veteran member of an R.C.A.F. Bomber Squadron in England, has been promoted to the rank of Flight Lieutenant. Quiet and unassuming of manner, Sanderson is ranked as one of the most daring pilots of the squadron.

R.C.A.F. CREWS PARTICIPATE IN BIG RAID

Ninth Attack This Month in Bombing Programme for Germany

Canadian airmen played a big part in the bombing attack on industrial targets in the Rhineland and Westphalia last week and reported many fires ablaze in that area when they returned to base. This was the ninth heavy attack on Germany this month.

"The fires were not so concentrated as in the 1,000 raid on Cologne, but covered a wider area. The red glow from them was reflected up by the layers of cloud, over the target," reported F/S Ed Murphy, of Dorchester, Mass., a veteran of many raids in Stirling, and who now flies with an R.C.A.F. Halifax squadron. Murphy went as second pilot to another Yank, Sgt. James Burton, of Billings, Montana.

Burton reported the Ruhr defences of searchlights and flak were hot. "They were pouring it up," he said. "Whenever a cone of searchlight formed, everything they had—the whole works—seemed to come up. Third Canadian member of his crew is Wireless Operator Sgt. Lyle Moyle, of Vancouver.

A French Canadian pilot of a

(Continued on page 2, col. 5.)

CANADIANS VICTORIOUS IN WAVE-TOP BATTLE

P/Os Needham and Powell Damage and Destroy Two Focke Wulfs

Two Canadian pilots of a Royal Canadian Air Force fighter squadron scored a "destroyed" and a "damaged" in air combats with two Focke Wulf 190's over the French coast last week.

The pilots were P/O L. Powell, of Edmonton, and P/O W. B. Needham, of Wynard, Sask., and it was the first score for both the boys.

Flying as a section with Needham as number 1 and Powell number 2, they sighted the enemy planes about half a

GROUND CREWS INSPECTED BY BILLY BISHOP

Talks to Fighter Pilots Back from Brush With Enemy

WOULD SWAP PLACES

Air-Marshal W. A. Bishop, V.C., paying his first visit to Canadian squadrons during his present tour of England, saw R.C.A.F. fighter squadrons in action.

When he arrived to pay a call on a squadron commanded by S/L Norman Bretz, D.F.C., of Toronto, the boys had returned from a sweep a little earlier. They told him how, flying over France during the morning at 27,000 feet, they had spotted a small formation of enemy aircraft immediately above them.

F/L D. G. "Bud" Malloy, of Halifax and Toronto, who was leading a section, promptly began to climb to engage the enemy. When they reached the same altitude as the Hun aircraft, they turned to attack.

The Germans immediately peeled off into a steep dive. F/O George Keith, of Taber, Alta., was flying as "No. 2" to Malloy, followed one of them down, his cannons firing. Black smoke began to pour from the F.W. 190; Keith claimed a "damaged."

Meanwhile, a Me. 109 fighter was getting into attacking position on Keith's tail, but Malloy spotted the danger and called to Keith, who promptly took evasive action, and managed to shake the foe off his tail.

Another Damaged

While this was going on, another member of the Canadian squadron had spotted a F.W. 190 "stooging around," as he put it. He flew in to attack, opened fire when he was travelling at right angles to the German's line of flight, turning until he was almost on the enemy's tail with his guns blazing all the while. "I could see the cannon shells going home," he said. This German, too, went down with smoke pouring from his engine, and the Canadian pilot, Sgt. E. J. Ross, of Montreal, was able to claim another damaged.

This story was told to Air Marshal Bishop as he sat in the cockpit of one of the squadron's Spitfires and chatted informally with the pilots. He was introduced to them all by Squadron Leader Bretz.

"I wouldn't mind changing places with you," he told the young flyers. "I'd rather be sitting here in the cockpit of a Spitfire than stuck behind a desk. However, I guess I'm stuck on the ground for good now."

After meeting the pilots, the Air Marshal asked if he might be allowed to meet the ground

(Continued on page 4, col. 6.)

miles away, flying south and about sea-level.

"The chase was on then," said Powell. "It was about 30 miles from the French coast when we caught them." They each took one. Powell, after firing a ten-second burst saw the Jerry pull up suddenly, stall, turn and crash into the sea.

Needham saw his bursts strike all over the F.W., and last saw the enemy crossing the coast with a volume of white smoke pouring out.

The engagement took place a few feet above the wave tops and at over 300 miles an hour. The pilots covered a round trip of one hundred and sixty miles just skimming the waves. Never once did the F.W.'s turn to fight it out, and neither Powell's nor Needham's Spitfire was even fired at.

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"THE DUCK" IS FAR EAST MASCOT

Ownership Amicably Disputed by Personnel of Royal Air Force and Canadian Squadrons

"THE DUCK" is a good traveller. He has been many places, has never been seasick, is housebroken, and is equally at home in an R.A.F. or R.C.A.F. mess. From all his travels he has acquired a worldly-wise expression. He is definitely photogenic, and at the sight of a photographer his flexible neck stiffens automatically and the eyes that stare from his sawdust head greet the camera as an old friend.



"The Duck," as pictured here was in Canadian hands. F/Lt. Ernie R. Emond, of Ottawa, adjutant of the Canadian flying boat squadron in the Far East, and F/Sgt. L. E. Pattison of Toronto, the disciplinarian, hold the much-stolen mascot between them at a railway station in Ceylon.

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

Indian equivalent, they can go into the jungle and do a little "cradle robbing." Young monkeys are easier to train anyway. A mongoose is a small animal something like a weasel. It kills snakes and the boys carry them around in their shirts.

The R.C.A.F. fighter squadron in the Middle East is proud of its mascot. It is a "Swoose" bird. According to F/L Johnson the father of the "Swoose" was a swan and the mother a goose. How F/L Johnson discovered these things is not known. However, he is an authority as he himself owns a Span-Dane, whose name is "Mugs". Mugs' mother was a spaniel and his father a Great Dane. As a pup "Mugs" seemed to take after his mother, but as he grew to dog-hood the part his father played in his life became unmistakable. When "Mugs" enters the room the piano looks small.

Squadrons stationed in Britain generally stick to dogs as their mascots. An R.C.A.F. fighter squadron has "Whiskey," an Alredale described by visitors as "nondescript"; the torpedo-bombers have the C.O.'s Great Dane. At one time an Army Co-operation squadron had a goat known as "Egbert." The goat apparently was mis-named and was eventually sold as a milk producer.

FILM LOG

"THIS ABOVE ALL"

(Empire). Tyrone Power and Joan Fontaine in a story of a man who is a deserter from the army, who, returning to England after Dunkirk, wonders what it is all about. He can see the country slipping back to pre-war conditions. His attitude is changed when he meets a society girl who is in the service (a W.A.A.F.) who shows him that although this is probably it would be a far better world than the Nazi dominated rule. He falls in love with her and finally goes back to take his medicine. A very good story and well acted.

"REMEMBER PEARL HARBOR" (London Pavilion). There are no important actors in this picture; it is a dynamic, all-action melodrama. There are songs and dances in Philippine surroundings, espionage, fifth columnists and love and romance, culminating in one final, all-out battle.

"ARE HUSBANDS NECESSARY?"

(Regal). This is a crazy, nonsensical comedy with no effort on the part of the producers to make it anything else. It is about an old flame (Betty Field) and a level-headed wife (Patricia Morrison) who is married to Ray Milland. Every effort the "flame" makes to get the husband away from his wife ends in disaster. A picture you'll enjoy if you like light comedy.

"I MARRIED AN ANGEL"

(Regal). Nelson Eddy and Jeanette MacDonald are again denied a decent opportunity to display their excellent talents. Their last good picture was, as you will recall, "Naughty Marietta." The picture story follows that of the play closely enough to resemble it: Nelson Eddy, a Hungarian count, falls asleep and dreams of an angel. The angel is Jeanette and they have quite a time of it before he awakens. When he finally does awaken he finds his angel waiting for him (without wings, of course) and they settle down to re-enacting the sequence of the dream. A good thing for Eddy and MacDonald fans, and a wee bit fantastic.

Built-up areas were seen ablaze by F/L Hal Shockley, of Vancouver, captain of a Halifax in which there were three other Canadians, F/Sgt. R. L. Turnbull, of Digby, N.S., P/O Wendell Palmer, of Woodstock, N.B., and Sgt. Orrin Henderson, of Macrorie, Sask. Shockley was making his second operational flight since his promotion to his present rank.

A Montreal pilot W/O Wally Ferrier went in between two large searchlight cones, bombed the target and slipped out again. Other members of Wally's crew were P/O Ed Mason, of Rockwell, Sask., Sgt. Karl Decher, of Kitchener, Ont., P/O Tom Fillingham, of Wellington, Ont., and Sgt. Jack Slippie, of Plymouth, Pa.

English coast the starboard rear engine began to splutter and then it cut out. The pilot had to crash land. He and the wireless operator were knocked unconscious, but although it was obvious the Stirling might catch fire at any moment, the navigator went to their help and eventually pulled them clear.

All the crew were away, except the rear-gunner. He was trapped in the turret. Then began the act of heroism which cost the lives of two brave men, determined to rescue the pal who had faced death on many previous raids with them.

R.C.A.F. CREWS

(Continued from page 1)

Wellington flying with an R.C.A.F. squadron, Sgt. Benoit "Ben" Levasseur, of Clair, N.B., carried a 4,000-pound bomb, which his Scottish bomb aimer let go over the target area.

"We did not see its flash. We were busy getting away from the flak and the searchlights," he related. Fires were seen by the rear-gunner, Sgt. Bill Gray, of Winnipeg, and Wireless Operator Sgt. Harold "Jake" Jacobson, of Vancouver.

"Trade Test Fever" has bitten many of the boys this past week, and we know of a Winco in accounts who has been practising typing behind closed doors. Could that be he up for his "Aye"?

We offer congratulations to the officers who were promoted last week, the most noteworthy of which is the Camp Commandant, S/L Attewell. Less than one year ago he held the rank of Warrant Officer 1st class.

Cpls. Max Webster and Frank Busted spent their recent leave in Eire, where Max has an aunt. The sweet old lady, who keeps a splendid stock of Irish whisky, lives on the family homestead, which has been the family's dwelling place for 500 years. Max and "Bus" produced a few nostalgic tears, and proceeded to the cellar. They went up to Cork and kissed the Barney stone. While there somebody told them they had to kiss an Irish Colleen or the wish would not be fulfilled. They took out Colleen Insurance while in Dublin.

Some of these boys just can't keep out of the news. Take L/AC "Red" Groves, the Stratford Terror, for instance. At the Transport Ball Saturday night he was a huge success. "Red" only sat one dance out all night. Then there is Sgt. Jefferies and Cpl. Spence. These two draft dodgers have received their calling-up papers from Canada. Well, what has the Army got to offer, boys?

L/AC Sorgat will soon be cursing or blessing Alexander Graham Bell, for a few days back Sorgat arranged a blind date with a voice in Air Ministry. What that voice materialised into is Sorgat's secret unless she took more of a chance than he did.

By this time the baseball team will be wearing their medals and pretty ribbons. G/C Hunter, G/C Wait, W/C Campbell and F/L Hogan officiated at the banquet. The Knights of Columbus cup was presented to F/O Doughty, coach of the team, and individual medals went to each player. The H.Q. Orchestra (exclusive) got its first work out at the banquet. We will hear more from both aggregations—the orchestra will be having more engagements, and we hear that our ball team is in line for another trophy, presented by A.V.M. Curtis.

It was a Canadian mascot when the airmen landed. Then one night the R.A.F. paid a visit to the Canadian mess, and when they had gone it was found that "The Duck" had disappeared. A few nights later the Canadians returned the social call and came back with the mascot. When F/L Bert Johnson left Ceylon "The Duck" was once again in the hands of its original owners.

In the Far East Canadian personnel acquire monkeys and mongooses as pets. For two-

bits they can buy a monkey between paydays and they from the natives, or if it's haven't the quarter, or the

CASUALTIES

Casualties for the week ending September 19, 1942:

KILLED IN ACTION.
C. T. Cochrane, F/S. New Jersey; G. D. Luston, Sgt. Toronto; J. E. Denton, Sgt. Wilcox, Sask.; L. F. Kelly, Sgt. Hamilton; J. M. McKerrill, Sgt. Brandon; J. M. MacLennan, F/S. Edmonton; R. M. Ennis, Sgt. Regina; J. H. Labelle, Sgt. Vancouver; H. Lally, F/S. Ottawa; G. F. Ashby, W/O. Medicine Hat; C. A. Manohar, Sgt. Winnipeg; F. H. Smith, F/S. Red Beach, Malini; E. F. Price, Sgt. Larkin, Ohio; J. A. St. Ours, P/O. Toronto.

KILLED ON ACTIVE SERVICE.
P. J. Highmer, Sgt. Empress, Altai; D. B. Malcolm, Sgt. St. Catharines; G. W. O'Neil, Ottawa; W. S. Sherry, P/O. New Westminster, N.C. McE. Byer, Sgt. Temagami, N.S.; J. F. Hale, P/O. West St. John, N.B.; G. E. Henderson, Sgt. Edmonton; G. R. Lewis, Sgt. Winnipeg; T. D. McGee, Sgt. Ottawa; J. A. Heddell, Sgt. Chatham, Ont.; W. R. MacDunn, Sgt. Quebec; W. L. McGinnis, Sgt. Dundas, Ont.; H. J. Miller, Sgt. Grimshaw, Alta; H. Strutt, P/O. London; H. F. L. Harrison, Sgt. Montreal; J. M. Kennedy, Sgt. Red Lake, Ont.; A. F. Pearson, Sgt. Ottawa; L. B. Price, S/L. Montreal.

DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION.
C. A. Eastwood, F/S. Grand Valley, Ont.; L. H. Maher, Sgt. Ottawa.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.
J. A. Brown, P/O. Kitchener.

CHANCE OF CATEGORY.
Previously reported Missing, now Presumed Killed in Action—W. H. Pich, Sgt. Provost, Alta; M. M. Waite, F/S. Kensington, P.E.I.

MISSING, BELIEVED KILLED IN ACTION.
R. J. Dillon, F/S. Chicago; R. L. Gordon, Sgt. Hagerhill, Ont.; S. O. Hill, Sgt. Toronto; E. C. Jones, Sgt. Vancouver; D. H. McAlpine, F/S. Dunsmuir, N.Y.; D. R. McKinnon, F/S. Edmonton; J. A. Himm, F/S. Halifax; L. E. Westridge, Sgt. Bradford, Ont.; J. R. Waddell, Sgt. Beaujeu, Man.; H. A. Payne, Sgt. Laval Rapids, Que.; A. A. Carbery, F/S. Laramie, Man.; F. G. Davison, F/S. Cleonville, Man.; J. H. Paradise, P/O. Charney, Que.; J. S. Peterson, Sgt. Milner, Minn.; F. Stokes, P/O. Toronto; C. A. Westwood, F/S. Summersland, B.C.; A. R. White, F/S. Amherst, N.S.; J. D. Ritchie, Sgt. Montreal.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE.
R. B. Henry, P/O. Kincardine, Ont.

WOUNDED OR INJURED IN ACTION.
R. V. Hawkes, Sgt. Calgary; S. J. Walker, P/O. Portland, Ont.; J. P. Lamont, F/S. Winnipeg; J. F. Miller, Sgt. Assiniboia, Que.; G. R. Fiddler, Sgt. Cleburne, Lanark; J. M. Sanders, F/S. Nashville, Tenn.; J. H. Villeneuve, Sgt. Rockland, Ont.; G. Baucher, P/O. Calgary; R. H. Dixon, Sgt. Penetanguishene, Ont.; C. H. Lancaster, Sgt. Fernis, B.C.; N. E. Tait, Sgt. Windsor; L. W. Somers, P/O. Toronto.

WOUNDED OR INJURED ON ACTIVE SERVICE.
Y. E. Burt, Sgt. Trenton; L. M. Cameron, P/O. Raleigh, Man.

MISSING.
J. S. Arundel, F/S. Cleveland; J. E. Beckett, Sgt. Niagara Falls; J. V. Chicaire, F/S. Montreal; G. G. Retailack, P/O. R. C. Tye, F/L. Montreal; R. W. Woolner, F/S. Ayr, Ont.; R. E. Wylie, Sgt. Bradford, Ont.; W. G. Hooper, Sgt. Calgary; A. L. Spadoff, Sgt. Winnipeg; R. W. Whittack, Sgt. Montreal; H. B. Barber, P/O. Carberry, Man.; P. W. Beer, Sgt. Ottawa; J. E. Emond, P/O. Ottawa; P. D. Evans, P/O. Hamilton; A. J. Gerein, Sgt. Vibank, Sask.; H. E. Gilbee, P/O. Windsor; M. T. Hamonell, Sgt. Brandon; Ont.; T. J. Hamonell, Sgt. Toronto; H. F. Haselwood, Sgt. Toronto; W. E. Holmes, Sgt. Victoria; A. C. Jones, Sgt. Toronto; W. M. Kozlowski, Sgt. Montreal; W. K. Kravac, Sgt. Port Couillard, B.C.; J. D. La Salle, Sgt. Holyoke, Ont.; H. E. Lathrop, Sgt. Athol, Ont.; A. G. Lymn, Sgt. Millerville, Sask.; J. McLaughlin, P/O. Montreal; W. J. A. McLachlan, Sgt. Lethbridge; R. G. A. McLachlan, Sgt. Hanover, Ont.; L. R. Maguire, P/O. Orange, N.J.; C. T. Morris, Sgt. Balfour, Sask.; J. D. Menher, P/O. Halifax, N.S.; H. McArthur, Sgt. Saskatoon; E. G. Price, Sgt. Canterbury, N.S.; D. R. Hill, P/O. Kamusack, Sask.; G. S. Robb, P/O. Newcliffe-on-Tyne, T. C. Robinson, Sgt. Edmonton; W. J. Smart, Sgt. Calgary; J. A. Thompson, Sgt. Toronto; C. G. Vanouso, W/O. St. Louis, N.B.; R. West, P/O. Carleton Place, Ont.; G. A. Bissonnette, Sgt. E. Hamilton, Ont.; G. V. Smith, Sgt. Newwood, Man.; G. V. Smith, Sgt. Chicago; D. G. Fell, P/O. Barrie, Ont.; E. Farlin, F/S. Charlottetown, Que.; J. W. Canes, Sgt. Towell, Wisconsin; W. McNeil, Sgt. Lethbridge, F/S. Ottawa; H. D. Peters, Sgt. Herby, Sask.; H. H. Rattray, Sgt. St. Hamilton, Ont.; D. P. Roberts, F/S. Ottawa; H. C. Arthur, P/O. Edmonton; F. Bredley, F/S. Winnipeg; B. G. Bryden, Sgt. Toronto; H. R. Carleton, Gro. Capt. Ottawa; G. Carlet, P/O. Montreal; H. J. Dell, P/O. Niagara Falls, Ont.

RECEIVED IN ACTION.
C. A. Eastwood, F/S. Grand Valley, Ont.; L. H. Maher, Sgt. Ottawa.

HIGHLAND CAPERS

THE ancestral Scottish blood which flows through the veins of Cpl. Bob McKelvie, of St. John's, and Sackville, N.B., and L/AC Don McKenzie, of London, Ont., and Dartmouth, N.S., was apparently aroused the other night when the skirts of the bagpipes caused the boys to break forth with a "wee bit of Heeland Jig" on the local streets. Needless to say the boys cut a mean figure—and should try wearing the kilts for the next performance.

Rumour has it that while on "exercises" in the Emerald Isle, F/S Larry Sullivan, Montreal, Sgt. Doug Welch, Belleville, Ont.—and Sgt. Mike Shandro, Calgary—changed their names respectively to O'Sullivan, O'Leary and Murphy so that they could get along better with the Celts. Perhaps some of us should put a "Mac" in front of our names. What say, Boys?

From all reports, the little red-headed WAAF (pardon me—Titlan WAAF) who works in the Ops. room at that Irish Station, must have something on the ball, for she certainly has W/O Casey Parliament, Cannington, Ont., and F/S Clyde "Cookie" Cook, Syracuse, N.Y., walking around with that dreamy look in their eyes. Incidentally, Cookie seems to have quite a yearning for red-heads!

Sgt. "Goose" Benn, of Windsor, Ont., has been appointed honorary fire chief of "A" for Apple for his efficient work with the fire-extinguisher. For further information as to damage done, etc., apply to Messrs. Cook and Parliament.

Sgt. "Red" Macfie, Dunchurch, Ont., has returned to the Squadron with hair on his upper lip in the form of a moustache (à la Bob Taylor), the Jackson Twins, of New York, have been separated for the first time since their career began in the R.C.A.F. One of them is in hospital in Ireland, and as to which one it is—well, we'll let you try and figure that out!

This week we bid farewell to L/AC Art Cherkinsky, Windsor, Ont., and L/AC Andy Scanes, Pembroke, Ont., who have gone on their Flight Engineer's course. Tons of success, fellows. Among the new arrivals are ACI Woodley, of Belleville, Ont., and AC Addison, of Vancouver, who is attached ASRS.

F/O Musgrave, of "E" for Edward has been having trouble with "ATS" in his aircraft. One took a box of pigeons up to be dropped by parachute the other day. She dropped them all right!—only the parachute didn't open. Unshaken and undaunted, our heroine produced another box of pigeons and proceeded to toss them out! Even the engines held their breath, but this time the parachute did open! Nope, no pigeon pie!

HEADQUARTERS

THE H.Q. Dental Corps has finally come out of its shell. Last week Private Kelly came forth with the boast that he could blow smoke from his ears—Kelly's bluff was called, now Kelly is borrowing bus fare from Sgt. Jimmy Mitchell. If Kelly can remember in what pub the wager took place, Kelly is going to stage a comeback.

"Mac" MacIndoe received a letter last week wishing him a happy Easter. The letter was dated April 6, and was re-routed to the Middle East. Accompanying the letter was a note from the G.P.O. saying that there were more letters and parcels on the way. Maybe you would get more mail if you moved out East.

We offer congratulations to the officers who were promoted last week, the most noteworthy of which is the Camp Commandant, S/L Attewell. Less than one year ago he held the rank of Warrant Officer 1st class.

Cpls. Max Webster and Frank Busted spent their recent leave in Eire, where Max has an aunt. The sweet old lady, who keeps a splendid stock of Irish whisky, lives on the family homestead, which has been the family's dwelling place for 500 years. Max and "Bus" produced a few nostalgic tears, and proceeded to the cellar. They went up to Cork and kissed the Barney stone. While there somebody told them they had to kiss an Irish Colleen or the wish would not be fulfilled. They took out Colleen Insurance while in Dublin.

Some of these boys just can't keep out of the news. Take L/AC "Red" Groves, the Stratford Terror, for instance. At the Transport Ball Saturday night he was a huge success. "Red" only sat one dance out all night. Then there is Sgt. Jefferies and Cpl. Spence. These two draft dodgers have received their calling-up papers from Canada. Well, what has the Army got to offer, boys?

L/AC Sorgat will soon be cursing or blessing Alexander Graham Bell, for a few days back Sorgat arranged a blind date with a voice in Air Ministry. What that voice materialised into is Sorgat's secret unless she took more of a chance than he did.

By this time the baseball team will be wearing their medals and pretty ribbons. G/C Hunter, G/C Wait, W/C Campbell and F/L Hogan officiated at the banquet. The Knights of Columbus cup was presented to F/O Doughty, coach of the team, and individual medals went to each player. The H.Q. Orchestra (exclusive) got its first work out at the banquet. We will hear more from both aggregations—the orchestra will be having more engagements, and we hear that our ball team is in line for another trophy, presented by A.V.M. Curtis.

WITH THE R.A.F.

A FORMER amateur light-weight, Sgt. Pilot Buddy Cook, of Sarnia, is now using a Hurricane instead of his fists. He has just finished O.T.U.

Another sergeant-pilot just through O.T.U. is Jack Ryan, of Windsor. A Sterling pilot, he is on sick leave now as a result of sustaining slight injuries in a crack-up.

Cpls. Al Fyfe, of Ottawa, Don Day, of Toronto, and John Harvey, also of The Good City, are all going on the popular cypher course. But first Don and Al are visiting in Aberdeen on a week's leave. John hopes the course will get him to India, while the other two favour South Africa.

F/S Ben Cook, of Arden, Man., has been on 23 ops. so far. He is an observer in a Lanc. A D.F.M.-holder, F/S Jack Ratchliffe, of Niagara Falls, has been in his crew on the last five trips. Ben flew with F/O "Junior" Culquhoun, of Edmonton, for a while. "Junior" is now stationed in Canada, flying for Ferry Command. Among Cook's other crew-members are F/Ss Bill Townley and Jack Oals, who are even more experienced than he is, each having 30 ops. behind him.

ACI Roy Kennedy, of Silverton, B.C., has been over here almost four years now. He worked as a chemist for two and a-half years before joining the R.A.F. as an armorer. Yes, he's going home after the war.

Three crew-chums on leave together in London last week were F/Ss Gene Schouliere, of Waterford, N.Y., Bill Van der Voort, of Vancouver, and Sgt. Jimmy Allan, of Mimico, Ont. Gene is an air-gunner, Bill an observer, and Jimmy a WAG.

TWO AIRMEN

(Continued from page 1)

English coast the starboard rear engine began to splutter and then it cut out. The pilot had to crash land. He and the wireless operator were knocked unconscious, but although it was obvious the Stirling might catch fire at any moment, the navigator went to their help and eventually pulled them clear.

All the crew were away, except the rear-gunner. He was trapped in the turret. Then began the act of heroism which cost the lives of two brave men, determined to rescue the pal who had faced death on many previous raids with them.

THIS ABOVE ALL

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"THIS IS REAL LIFE. Supremely entertaining. A great theme, discussed, lived and acted with heartrending sincerity—it has the melodrama of real life. THE FILM IS BETTER THAN THE BOOK. (****)" —Sunday Express.

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EMPIRE

SHORT FLASHES FROM THE SQUADRONS

NEW CATERPILLAR

THE latest R.C.A.F. addition to the "Caterpillar Club" is Sgt. John Wilson, of Georgetown, Ont., a WAG attached to an R.A.F. Lancaster Squadron. With the other members of the crew, Wilson "stepped out" at 2500 feet on the return trip from a raid on Düsseldorf. Landing safely in a rural district of Norfolk, he made his way to a farmhouse, where he received a hospitable reception from the occupants and was quickly restored to his unit.

UNEXPLODED BOMB?

ON September 8 the Squadron was honoured by the visit of Major-General Sansom and Lieutenant-Colonel Smith. F/O "Hap" Church has left the squadron to take a course in Navigation, and it is understood he will eventually go to Canada to instruct the youth in the proper way to "navigate." The squadron also bids farewell to our popular Medical Officer, F/L Doyle, who is being repatriated. The two wireless "bushers," Cpls. Johnson and Marchant, have departed from the squadron and are looking forward to introducing their wives to the Land of the Maple.

Several of our personnel have been remustered as Flight Engineers. Including Cpl. Schmok, L/AC Taylor and Murray Bishop.

One evening the Orderly Officer and the Bomb Disposal Squad were hurriedly called to one of our billets, and had considerable difficulty in explaining to Cpl. Kasperski the difference between an unexploded bomb and a wireless condenser.

In spite of courses and leaves, our baseball team has put a couple more games under its belt and broke even on them. We played a short-handed fighter Squadron team and won by the count of 7 to 1. Last Sunday we took a trip up to Hyde Park to play the American Army Headquarters team. We played their rules and the boys found it very strange playing on the long bases with ten men. However, when the game ended in favour of the Americans 6-4, we had three men on base. A lot of credit goes to our stellar pitcher, Jack Diamond, for a very good effort on the

ground. The rest of the team played heads-up ball and show promise in future games. Pitcher, Diamond; 1st, Zetterstrand; 2nd, Burroughs; 3rd, Pamplin; S.S., Ferguson; L.F., Haines; C.F., Scriven; R.F., Davis; Rover, Buckle; Sub, Warnick.

FIRST BIRTHDAY

SINCE our last effort, the Squadron has moved again. Just a bunch of little gypsies, that's us. F/S Kelly, our "Discip.," says, one more move and he'll go nuts. Our Adjutant, F/L Pat. Patterson, who was unsuccessful in stopping the leaks in his tent at the last station, has wound up in hospital, and we all offer our best wishes for a speedy recovery. F/L "Tiny" Bostock was smart this time, and left camp hurriedly the day before the move for an important conference.

Our first birthday was celebrated with much gusto last week by all the boys, and no small number of gals. To F/L Jimmy Stronach and P/O Doc Barclay go the thanks of all for their fine efforts in making the party a grand success. Nursing Sisters, W.R.E.N.s and W.A.A.F.s were brought in from nearby stations to help with the festivities. P/O Heffernan for some reason is anxious to wind up in Invergordon Hospital as a result. Music, dancing, supper, and amber fluid were on the programme, and in the "wee sma' hours" F/L George "Shanghai" Lawrence held classes in a science known as African golf. His pupils, namely, Cpl. Brown and Sgt. "Pop" Cooper, were quite apt, as George was seen sending a hurried SOS to Pam later in the day.

The boys got in bags of rabbit shooting lately. F/S Vokey and Sgt. Clegg being very handy in keeping the biggest of our two mascots, "Duke," supplied with "Hasenpfeffer." Sgt. Bill Metcalfe found the hills and valleys a good place for learning to ride his new motor-bike. Congrats. also, Bill, on that new Canadian who will be waiting to greet you at home.

P/O Gordie Frederick and F/O Johnnie Godfrey have already found Dundee and its citizens to their liking, and F/S Jim Bil-



When they got back with very little petrol in their tanks, the C.O. wanted to know what kept them so long. They explained they had been helping with the rescue of a man in a dinghy. On the left is P/O J. Moul, of Port Alberni, B.C.; on the right, P/O D. B. Rogers, of Amherstburg, Ont. (Official R.C.A.F. Photograph). 416 Spd.

lard doesn't have to go very far to be home these evenings. We welcome to the Squadron the following personnel:— F/L Harris, P/O Harris, Sgt. Coates, W/O H. W. Peel, Sgt. K. C. Wathen, Sgt. B. Boynton, F/S J. Batten, Sgt. A. T. Tippett, Sgt. S. Brooks.

Congrats to F/L Lawrence and F/O Bill Adams on the recent acquisition of the challenge cup for marksmanship. Their team put up a good show, although George did drop the silver cup when presented with it. Was his face red?

P/Os Paul Ramage, Norman Altstedter and Tom Chessell are off shortly on courses, and we hope they'll all come back loaded with bags of gen.

That's all for now—see you next week.

Doug, to you, having completed his first tour of ops, has left us, and although we all wish him the best, his place will be hard to fill. Doc Storey, our M.O., has been trying in vain to pick a winning team at touch rugby, but with S/L Jacobs running loose and wide, off-side or on-side, he just can't do it.

Our fair station looks like the bicycle city of England since we had our issue; however, true to form, at least a dozen bicycles with crew, have been "pranked." F/S Huestis tells me, confidentially and proudly, that the most damage has been to the rider and that the bikes are O.K. Isn't life cheap?

S/L NEWTON, D.F.C.

THE entire squadron joins in heartily congratulating our Commanding Officer, S/L R. B. Newton, on the award of his Distinguished Flying Cross which all agree that he well earned.

We are pleased to report that F/S "Sid" Mills is convalescing nicely and is expected back to the squadron very shortly. We regret the posting of Captain Murray and Sgt. Mitchell (Canadian Dental Corps) to R.C.A.F. Headquarters.

"Ole" Olsen is bemoaning his transfer to "B" Flight. Sgt. Warcup is recuperating from a leave in London, spending a week in the hospital. "Fearless" Tex Frazer took in London on a "48" and was observed sipping mint juleps at the Regent Palace.

Cpl. Roberts, from London, Ontario, is away on an engine course and Cpl. Penrose, Vancouver, has left us for a flight engineer course. "Pete" MacGregor and "Mac" McLaren (Almonte, Ont.) are away on an extended holiday. L/ACs Scott and Pymen have returned from leave in North Wales with a trace of "Indeed, yes, no" but minus the do-re-mi Stan Matthews, Vancouver, returned from leave in Scotland with pleasant memories, but that's all! Fred McKellar, Mount Forest, Ontario, is away on an air crew course.

"Exhaust" Manigold and "Timber" Yates are vying for honours to see who can out-do the other as regards polishing the perspex on F/L Tripe's kite. Will the man with the biggest polishing cloth win? Results to be published later. "Penny-snatcher," Scully, better known as the "Man with the board," has been seen wandering around with that certain glint in his eye. "Bill" Thompson (the Goderich Gable) regrets to say he has been behaving too well to have his name mentioned.

Your correspondent, L/AC Walpole, has been dared to report the following (which was a grievous error): "Is there any truth in the rumour that a certain piano-playing rigger of 'A' Flight commonly known as the 'King of corn' has been seen in close harmony with the 'Queen of the cookhouse'?" Don't ask me, fellows, I wouldn't know a thing about it.

Trade Test Demons THIS week the Canadian Trade Test Board visited this squadron again, to see how many more "Demons" could get away with their "A" grouping. The majority were successful, which speaks well for their skill. This same skill keeps the "kites" serviceable, so that our air crew "mates" can keep up their record of the most successful Canadian squadron in "Coastal." Our motto might be on a par with the illustrious Royal Canadian Mounted Police, of whom our "Flying Adj." (Bluenose), F/L Whalley was once a member—"We always get our man"—pardon me! I meant "We always get our ship," at least, nearly always. At least, I believe that is the motto!

Judging from the number of "Wheels," I mean bicycles,

around the squadron, we are on the way to becoming "mechanized." They are sturdy cycles, at least, according to Sgt. Observer Banting, of Richlea, Sask. He survived a "bang-on" crack-up this week, and escaped with little more than a "flat." Of course, it wasn't his fault, oh no! The whole squadron is glad to see that popular "Demon," P/O Bert Paige, D.F.C., of Bridgeport, Ontario, is back with us once again.

In "A" Flight, it is agreed the gunners in the crew of P/O Pritchard, of Chatham, Ont., are experts. Sgt. Johnson, of Birds Hill, Man., and Sgt. Main, of Victoria, B.C.—whenever they see an aerial, they shoot it down. Anyway, they are getting to be adept at repairing them.

L/AC "Tucson" Stewart, a "Cornuassler" from Sask., is having fun with his own money now, by way of a change. His credit has boosted and he's started buying his own Brylcreem, so say his playmates.

L/AC "Holy" Holcroft is at it again. This time it's a WAAF with short blond hair, from the airman's mess. It's O.K. with us as long as he doesn't insist it's the real thing again!

Four airmen of the squadron made the grade this week for Flight Engineer. They were L/AC "Tadpole" Tatham, of Keller, Sask., Cpl. "Angus" Haynes, London, Ont., both of "A" Flight; L/AC Turner, of Moose Jaw and Cpl. "General Motors" Hall, of Oshawa, Ontario—the last two of "B" Flight. "B" Flight put on a party for their two prospective flight engineers.

Arranged by L/AC "Moaning Willie" Williams, of Wellington, Ontario, and assisted by the cheerleader L/AC "Flagpole" Weaver, of Sydney, N.S., it was held in the Station NAAFI, an atmosphere of beer, chips and "wada." Everyone, including the guest of honour, F/S "Chlefie" Eddington, had a very good time. Toward the end of the evening there were many farewells. Even the NAAFI girls coming in for their share of kisses and good-byes.

Congratulations are due Cpl. Millar, of Toronto, Ont., on his recent promotion. An addition to the strength of the section is L/AC Cawthorne, of Winnipeg, Manitoba, a wireless mechanic, who came to us from a "Cat" squadron. He is now on the way to becoming a "Demon."

WOMEN'S DIVISION

WELL, the W.D.'s are here, and naturally, being gals, they have to "have their say" in Wings Abroad, so let's be off with the first instalment. Did I hear some groans?

Think we'll roll up our hats and take off our sleeves, and be informal, but then aren't we always? Should have tucked our alarm clocks in a corner of our kit bags along with the few odds and ends we brought across the pond because it must be a sort of tough to work all morning on an almost empty stomach. A piece of dry toast and imaginary coffee consumed on the tube, much to the amazement of the other passengers, was breakfast for Cpl. Boreham and L/AC Leavens, who are never late for parade. The tube trains in London don't always go the same way, another little W.D. discovered, much to her consternation, but we're learning fast. And did you hear about Cpl. Cotterill, who quite nonchalantly was going to pay five shillings for a twopence ride until one of her pals, Kenny, who has some good old Scotch in her ancestry, rescued the precious coins.

And speaking about Scotland, just ask L/AC Pickering, AWI Botterill, or AWI Otter, who

spent a few days in Edinburgh and vicinity, how they got along with the native tongue. Under-stand L/AC Jamieson enjoyed herself at Glasgow, visiting relatives at her birthplace.

As our good deed for the day, may we suggest to a certain airman in search of a "jiver" that he contact AWI Inglis, and he'll get all the swing his little heart desires. The black-out hasn't proven quite as terrifying as we all expected, but nevertheless every once in a while we find ourselves in embarrassing positions such as mistaking a Salvation Army officer for a Tube conductor, or misjudging the depth of the step down from the sidewalk to the street, resulting in damaged pavement, of course—oh, well, the lights of London will shine again one day, and we'll have to take to wearing sun glasses at night. Happened to run across two gals (no names in this case, positively) stretched full length on the stairs of the Land Registry Building, but their noses are still intact, and they promised faithfully they wouldn't do it again as if they can do anything about a good-looking (?) airman wandering along the next floor down!

Our sympathy to L/AC Wigg, whose "true love" returned to Canada exactly one week after her arrival—better luck next time, Jill, but believe us there is no scarcity of men in this land. Somewhere in M.A.F.I. it is stated that corsages must not be worn with uniforms—no, not even orchids, Cpl. Ward—so sorry. Wonder what was the fate of a sparkler seen, during the voyage, on the third finger, left hand, of a corporal who is conspicuous on the parade square—put away for the duration, maybe. Will be back in a flash with a crash, I mean a smash—well, does it make any difference?



It Shines in the Services NUGGET MILITARY TAN SHOE POLISH



In the Land of the Maple they SWEAR by KOLYNOS! of course

Aptly described as an Empire Arsenal and an Empire Larder, Canada has also played the role of fairy godmother to many children evacuated from their homes in Gt. Britain. We may be quite sure that in acquiring new habits they will be encouraged to develop those instilled by their parents: washing behind their ears, for example, and cleaning their teeth night and morning—with KOLYNOS.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

THE OLIVE OIL SHAVE NOW CARRIES ON IN JARS —owing to metal shortage

Though it has given up tubes to help provide more metal for war purposes, Palmolive remains Palmolive—the luxurious olive oil shaving cream.

Multiplies itself 250 times in lather. Softens the beard in one minute. Maintains its creamy fulness for at least 10 minutes. Its strong bubbles hold bristles erect for shaving. Its olive oil content braces and tones the skin.

PRICES: 1/6d. and 2/6 INCLUDING TAX.

PETE MARSH'S GEN

OUR new station has evidently met with the approval of the unknown powers. The weather has been much better, the boys are much brighter and the meals are much better, so life, with us, is quite a pleasant affair.

L/AC Caldecott and Sgt. Jack Kidd have left us for an AGS course and F/S Jones, our electrician and mess caterer, is on another one of his courses. Other than that we are staying intact. We've some newly appointed P/Os now, P/Os Jones, Yull, Brown, and Grant, and by the looks of them, they could easily pass for the Beau Brummels of our Squadron.

Last Sunday the Sergeants held a games night for the corporals, in the Sergeants' Mess, and, believe me, a good time was had by all. There were swell eats and considerable liquid refreshment, so now the corporals are working like mad to get their third. The neighbouring town has been entertaining us royally, or should I say we've been entertaining them. However, if you want to know all about the town, get in touch with P/Os Maitland, Adilman and McDougall.

Cpl. Joe Christian, of the Signals Section, is about to be married; November is the month, isn't it Joe? P/O Yull,

TRADE TEST DEMONS

THIS week the Canadian Trade Test Board visited this squadron again, to see how many more "Demons" could get away with their "A" grouping. The majority were successful, which speaks well for their skill. This same skill keeps the "kites" serviceable, so that our air crew "mates" can keep up their record of the most successful Canadian squadron in "Coastal." Our motto might be on a par with the illustrious Royal Canadian Mounted Police, of whom our "Flying Adj." (Bluenose), F/L Whalley was once a member—"We always get our man"—pardon me! I meant "We always get our ship," at least, nearly always. At least, I believe that is the motto!

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WILHELMSHAVEN MYSTERY EXPLOSION EXPLAINED

Terrific Blast Credited to Anglo-Canadian Bomber Crew

The mystery surrounding a mammoth explosion which took place during the recent R.A.F. raid on Wilhelmshaven—an explosion bigger even than would be caused by a 4,000-pound bomb—is believed to have been solved to the credit of an Anglo-Canadian bomber crew which took part in the raid.

The terrific blast is now attributed to the successful bombing of a large petrol or gas depot by a seven-man Lancaster crew, including four Canadians—S/Pilot Frederick Kruger, of Bede, Man.; F/S Observer Daniel Robertson, of Cornwall, Ont.; Sgt./Air-Gunner Charles Trudell, of Windsor; and Sgt./Wireless Air-Gunner Lorne Thompson, of Toronto.

Several days after the great raid on Wilhelmshaven, air crew members were still talking about a colossal, blinding explosion which lit up the entire city and district at the height of the attack, so that aircraft stood out momentarily in the sky as they would in the noon sunlight.

Now it is learned that Kruger, Robertson, Trudell and Thompson and their English fellow crew-members are believed to have scored a direct hit on an important petrol warehouse or depot.

"I've never seen anything like that explosion," said Thompson. "We let our stuff go, and sat there waiting to see the flash of the usual localised flash of a bomb going off, we were shaken to the core by a sudden tremendous blast that lit up everything for miles around. Even at our height it lit up the interior of our aircraft like a photographer's flood-light."

"From the colour of the flash, and the fire that followed, it must have been petrol or gas," contributed Trudell.

Kruger, a seasoned veteran pilot of 22 trips over enemy territory, said he had never seen anything to approach the blast for violence and brilliance.

Trudell, the rear-gunner of the crew, has had 14 trips, and Thompson, who formerly paddled with the Balmy Beach Club in Toronto, has made eleven trips as mid-upper gunner.

They are members of a crack R.A.F. Lancaster squadron in the Midlands.

PRESS STATEMENT

(Continued from page 1.) his fathers; they involve, even the difficulty of finding baseball equipment in a country devoted to cricket.

All these problems we can solve for Sgt./P Morrison; all these worries, large and small, we can lift from his mind as he goes into that combat from which we hope he will emerge unscathed. We can solve them if we know where he is, if he is among enough of his own countrymen to make his presence, as a Canadian, known to Canadian Headquarters.

I think the all-Canadian squadron is best for these material and spiritual purposes. I think an all-Canadian wing or group is even better—and we should understand their problems after the interviews we have with these boys, day after day, here in London and out on their stations. We see something else that may not be fully appreciated by either the papers or the public at home. We know that these lads are very young by all our standards. If they were older they couldn't be air crew. This is the first absence away from home for many of them—I'd go so far as to say most of them. They're not professional warriors. Any homesickness they've ever encountered in their young lives—that visit, maybe, to relatives not so far away, or to the school or the job from which they could still "phone home"—is multiplied a thousandfold here. Such vast distances lie between them and their homes and their return can be dictated only by the exigencies of war.

Closer Together Understand me again, I'm not talking so much now as the commander of these boys but as one who has tried to understand their problems as individual Canadians—and has tried to see, too, how their people at home must feel. I believe that they will be happier if they can talk to other boys from Yarmouth, or Mont Joli, or Aurora, or Portage, or Chilliwack. Not only happier, but more efficient in the performance of their high task and that can happen only if we bring our overseas Canadians more and more together in ever-expanding battle formations; if we bring them "Home" from the 700-odd R.A.F. units among which they are scattered to-day. That's what I was saying on behalf of Sgt./P John Morrison. I take time off to answer a Press attack only because such an attack might undermine the Canadian people's faith in the direction of their lads' battle overseas, and faith is vital to us all. Those lads can't, thank God, fight the enemy from the soil of Canada; but, fighting where they are, let's do our utmost to bring a bit of Canada to them.

G/C CAMPBELL IS RETURNING TO CANADA

G/C McNab Succeeds Him as Station Commander in Midlands

The officers and an important R.C.A.F. fighter station in the Midlands this week bade farewell to their popular station commander of the past twelve months, Group Captain Patrick Campbell, of Hamilton, on his departure from a post where he has climaxed a long and distinguished career in the R.C.A.F. at home and abroad. He has been the only R.C.A.F. commander of an operational station in Great Britain.



He is succeeded by another distinguished Canadian, Group Captain Ernest McNab, D.F.C., of Saskatoon, one of the operational pioneers of the R.C.A.F. in the present war, and formerly with a Fighter Squadron, which later was grouped as a Canadian Squadron. Son of the Lieutenant-Governor of Saskatchewan, Group Captain McNab has had a brilliant career as a fighter pilot since the first days of the conflict.

Presentations were made to Group Captain Campbell by S/L William Sutherland, of Montreal, on behalf of the staff officers and station personnel; S/L Robert Newton, D.F.C., on behalf of the Canadian fighter squadron of which he is Commanding Officer; S/L Thornton Brown on behalf of an Army Co-operation Squadron; and Major Sutton Nelthorpe on behalf of Army officers on the station.

In reply, Group Captain Campbell expressed his appreciation for the co-operation extended to him by all ranks and units during a happy and harmonious year. He proceeds to Canada shortly to accept an important Staff appointment, revisiting his native country for the first time since before the beginning of the war.

WITH RADIO MECHS

W/C Lightbourn, senior chaplain, visited an M.U. last week, and had a chat with the boys as he passed out cigarettes from the Overseas Tobacco League. Visits like these are very welcome, as we don't very often have the chance of talking with our Canadian officers.

We wonder if L/ACs Joe Freeman, "Parky" Parkin, and Geo. Wilson enjoyed their brief stay in hospital. It sounds as if Joe decided he needed a "rest cure," and got it. "Parky" was preparing for leave, no doubt.

Winter must be drawing nigh. A shipment of comforts has arrived for us, so we should have enough sweaters, etc., to stand this "rigorous climate."

L/ACs Jimmy Ubukata, of Moosejaw, and Sid Wells, of Hamilton, have just spent a week wandering around such well-Canadianized spots as Edinburgh, Glasgow and London. Other Hamilton men who touched the heart of Empire last week were L/ACs G. Russell, Stew Glover and Ken Jamieson. L/ACs G. Sarritt, of Truro, Jack Sales, of Woodstock, Ont., and J. Van Norman, also of Woodstock, gave the big-city slickers the once-or-twice-over, too.

By way of agony collyroom stuff, we record a plea by L/AC Harold Hornstein, of Winnipeg, to his friend, Morton Parker, to write him care of the Base Post Office. L/AC Carl Riddolls, of Brantford, Ont., would like P/O Cochrane and L/AC Bill Risk to write him via the same agency.

TIP FOR SAFETY RAZOR SHAVES

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.



GROUND CREWS

(Continued from page 1.) crews. After he had been introduced to some of them, he said: "You boys must never forget for a moment that your job is just as important as the jobs of those who do the actual flying. We just couldn't run an air force without you. Don't ever forget that, and don't get discouraged because you can't fly. You are doing an extremely essential job."

Earlier, the Air Marshal had visited another squadron commanded by S/L Keith Hodson, of London, Ont., and arrived on the station just as the squadron's aircraft were circling overhead after returning from a sweep.

Later in the day, he visited an R.C.A.F. army co-operation squadron commanded by W/C R. F. Begg.

Handel's Messiah

Handel's Largo

The Great Mr Handel

A TRIBUTE IN TECHNICOLOR TO THE COMPOSER

Starring Wilfrid Lawson-Elizabeth Allan

Directed by NORMAN WALKER
A G. W. H. Production

WORLD PREMIERE
Friday Sept. 25th at 3.0 & 6.15

The proceeds will be given to
The ROYAL SOCIETY OF MUSICIANS OF GT. BRITAIN

Leicester Sq. THEATRE

ENTERTAINMENT GUIDE

THEATRES

HIPPODROME, Ger. 3772
Daily, 2.45 and 5.30.
George Black's Surprise Musical.
GET A LOAD OF THIS
VIC OLIVER

PALACE, Ger. 8234. Nightly at 8.30
TOM ARNOLD and LEE SPIRIT present
JACK HULBERT, CICELY COURTNEIDGE

PULL SWING
Mats., Wed. and Sat., 2.15.

PALLADIUM, Ger. 1772
Twice daily at 3 and 8.15.
GEORGE BLACK'S
GANGWAY
VERA LYNN, BEN LYON and
TEDDY BROWN

PRINCE OF WALES TH. Whl. 8581
Twice Daily at 2.30 and 5.15.
GEORGE BLACK presents
NO ORCHIDS FOR MISS BLANDISH
ROBERT NEWTON, MARY CLARE
HARTLEY POWER, LINDEN TRAYERS

PRINCES, Tem. 8115. Evgs. (ex. Fri.), 8.30.
Mats., Wed. Thurs. and Sat., 1.45.
Fifth Shephard presents
Music by Jerome Kern.
Staged by Robert Hobbitt.
JESSIE MATTHEWS, NICKIE HEARNE
Frank Leighton. Andrs Handall.

SAVILLE, Tem. 4011. Evgs. (ex. Mon.), 8.30.
Mats., Wed. Thurs. and Sat., 1.45.
FIRTH SHEPHERD presents
FINE AND DANDY

LESLIE HENSON, DOROTHY DICKSON
STANLEY HOLLOWAY, DOUGLAS BYNO
Pat Taylor. Graham Payne

SAVOY, Tem. 8284. Evgs. (ex. Mon.), 8.45.
Mats., Wed. Thurs. and Sat., 2.15.
FIRTH SHEPHERD presents
THE MAN WHO CAME TO DINNER
ROBERT MORLEY, Coral Browne, Hugh
McCormack, Mary Alice Collins, Jettie
Verno, Edward Cooper.

STRAND, Tem. 2650. Evgs. (ex. Fri.), 8.15.
Mats., Wed. Thurs. and Sat., 2.15.
FIRTH SHEPHERD presents
NIGHT OF THE GARTER
SYDNEY HOWARD.

Jack Melford, Rene Ray, Marjorie George,
Marjorie Brooks, Neal Arden, Max Kirby.

VICTORIA PALACE, Vic. 1317. Evgs. 8.0
LUPA LORO in
TWENTY TO ONE
"A YEAR'S LAUGH IN A NIGHT."
Mon., Wed., Thurs., Sat., 2.30. 7/8-10/8

WINDMILL, Picc. Cir. 11th Tr
REVUEVILLE, 15th Edition
(Second week)

Coml. daily, 12.15-10 p.m. Last perf. 8.15.
A VIVIAN VAN DAMME PRODUCTION

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Tenth Record West End Week!
Irving Berlin's Joyous
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Weekdays: continuous from 10 a.m.
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ROBERT STACK, DIANA BARRYMORE
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Sundays: continuous 2.30 to 8.30.

EMPIRE, Leicester Sq. Ger. 1234.
TYRONE POWER, JOAN FONTAINE
in
THIS ABOVE ALL (A)

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HUMPHREY BOGART in
THE BIG SHOT (A)

Strictly in The Groves (U), etc.
Weekdays: continuous 11 to 9.50.
Sundays: continuous 1.30 to 8.50.

LEICESTER SQ. THEATRE. Whl. 8252-4.
SECRET MISSION (U)

HUGH WILLIAMS, CARLA LEHMANN,
JAN MASON.
Performances continuous from 12 o'clock.

LONDON PAVILION. Ger. 2982.
Sunday next:
GEORGE MONTAGNERY, MAUREN
O'HARA in
TEN GENTLEMEN FROM WEST POINT
(U)

MARBLE ARCH PAVILION. May. 5112.
ILONA MASSEY and JON HALL in
INVISIBLE AGENT (A)

A Dangerous Game (A), News, etc.
Weekdays: continuous 11 to 9.50.
Sundays: continuous 3 to 8.30.

NEW GALLERY (O.B.) Regent St.
WALT DISNEY'S
SAMBI (U)

In Technicolor.
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Sundays: continuous 2.30 to 8.40.

NEW VICTORIA (O.B.) Opp. Vic. Stn.
ROBERT STACK, DIANA BARRYMORE
EAGLE SQUADRON (A)

Broadway Big Shot (U), News, etc.
Weekdays: continuous 12 to 9.45.
Sundays: continuous 3 to 8.30.

ODEON, Leicester Sq. Whl. 6111.

RITA HAYWORTH, VICTOR MATURE
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MY GAL SAL (U)

Showing at 10.30, 12.50, 2.15, 4.35, 8.

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Mason, Hugh Williams, TIMBER (U),
Leo Carillo, Andy Devine.

PLAZA, Piccadilly Circus. Whl. 8944.
Second week. Sparkling Comedy. Ray
Milland, Betty Field, Patricia Morrison
ARE HUSBANDS NECESSARY? (U) and
HENRY ALDRICH—EDITOR (U) and
Weekdays: continuous from 10 a.m.
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WARNER, Leicester Sq. Ger. 3423.
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Bette Davis and George Brent
and
Olivia de Havilland.

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"Easily the best of the week's films."
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MY GAL SAL

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"LEADING THE INDUSTRY"