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Two Ground Crew Men Save Flier's Life

PULL AIRMAN FROM FLAMING WRECKAGE

L/AC's Carter and Corbiell Show Disregard for Personal Danger to Perform Act of Heroism

FLAMES LICKED AT AMMUNITION CASES

RISKING death from fire and exploding cannon shells, two ground crew lads serving on W/C Paul Davoud's nightfighter squadron, dragged an unconscious air crew member to safety. Both rescuers escaped with slight injuries. They are L/AC Howard Roy Carter, of Kelfield, Sask., and L/AC Joseph Clement Corbiell, of Cluny, Alta.

Carter, wiry and slightly built, by a feat of amazing agility and courage managed to enter the blazing aircraft through a small hole torn in the hatch by the crash—a hole which he enlarged with his bare hands at the cost of severe lacerations.

Corbiell, burly and muscular, straddled the flaming fuselage in horse-back fashion, and after further enlarging the aperture, dragged the inert weight of the insensible victim to safety. Both were on night duty when the aircraft crashed into a brick building nearby and burst into flames. Carter, with his bicycle, reached the scene first and peering through the hole in the hatch saw the unconscious form of the occupant.

Wriggled Through

"Things sort of went blank for a few minutes," Carter related later. "The next thing I knew I had somehow managed to wriggle through the hole, because there I was struggling to release the poor chap from his harness. His inter-com line had got tangled around his face, too, and it had to be torn loose. Then I sort of doubled him up, and pushed him toward the hatch, where I could see Corbiell's arms sticking through the hole.

"If it hadn't been for Corbiell, he wouldn't have been got out at all. Corbiell's as strong as a horse, and he just hoisted him through like a sack of oats. Then I struggled out the hole, and five minutes later I noticed my hands bleeding, so went and got some adhesive tape on them. I guess I must have used them to rip away the peraxep, but I don't remember.

Corbiell told of dashing up to the wreck and of looking inside and seeing little Corbiell struggling to release the victim.

"How Carter ever got through that little gash in the hatch-cover nobody will ever know," said Corbiell. "He must have squirmed through like a rabbit. I managed to make the hole a bit bigger with my hands, and by this time Carter had shoved the injured chap within my reach and I lugged him through.

"The worst moment was when I looked down underneath where I was straddling and saw the flames licking at a couple of ammunition cases containing quite a few hundred rounds of explosive cannon shells. Near

LOGICAL ENGLISH?

A French Canadian R.C.A.F. padre, recently arrived in Britain, relates with enjoyment a couple of mishaps he has had with the English language as she is spoken by the English.

As the train pulled into his station the padre leaped out, took one look, and leaped back into the carriage. The puzzled porter vainly tried to persuade the padre that he had arrived. "But no," argued the padre. "This is not my station. Look at that sign. This is Hovis!"

Safely in town, the padre spied a sign over a public-house reading, "Bass from the Wood." Tantalising visions of a nicely browned piece of black bass from some woodland stream appeared.

At the counter he asked for "a double order of Bass." A moment later he was staring in bewilderment at two foaming tankards.

After hectic explanations the bar-tender tossed off one glassful and the padre reluctantly downed the other. He was still hungry and more convinced than ever that English was not a language, but an affliction to be borne with Christian fortitude.

them were the oxygen bottles, which are also highly explosive. After one look, I kept my eyes away from that spot and used all my energy hurrying with the job.

"Carter took an awful risk in going inside, because if an explosion had occurred I would have been blown clear, but he would have been trapped."

At the hospital the injured air crew member was found to be very seriously injured, but was conceded a good chance of recovery.

HALIFAX GUNNERS LET FLY AT SEARCHLIGHTS

Wing-Commander L. Fraser Led His Squadron to Flensburg

Machine gunners in the turrets of an R.C.A.F. Halifax squadron got a work out last week when their bombers carried out a low-level attack on the Danish submarine building town of Flensburg. The squadron was led by the C.O., W/C Len Fraser, of Vancouver.

While the bomb aimers were pinpointing the pilots weaved their big aircraft through inter-lacing flak, and the gunners in front, rear and mid-upper turrets opened fire on searchlights. Several had the satisfaction of seeing the menacing beams wink out.

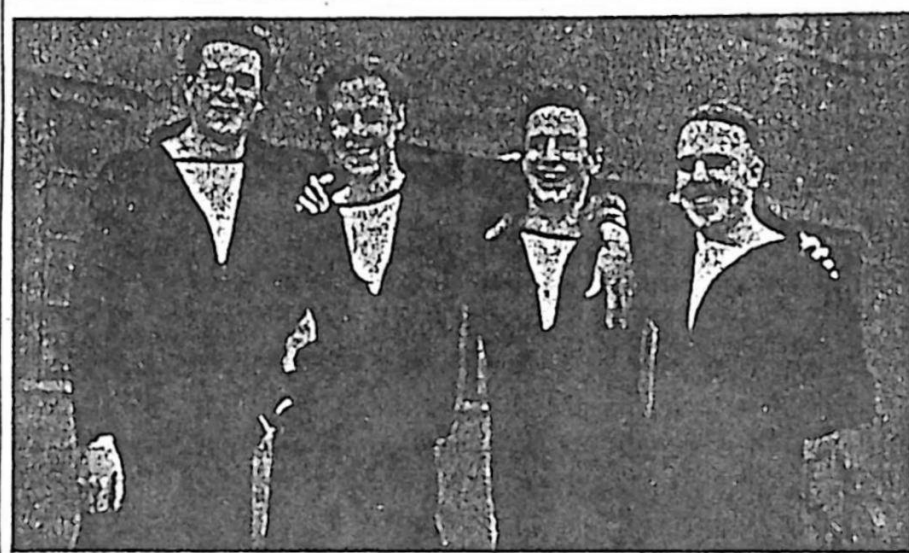
One captain, P/O C. W. Higgins, of Charlotte-Town, P.E.I., said that his altimeter read 100 feet below

sea-level as he sped over the roof tops on one part of the route home.

P/O Larry Murphy, of Kingston, and P/O Floyd "Lucky" Luxford, of East Angus, Que., each got a crack at searchlights as W/C Fraser brought his Halifax down on deck, leaving the target. The beams went out. P/O Phil LePage, of Quebec City, in the mid-upper turret, and the Welsh rear gunner of a Halifax piloted by Sgt. Jack Campbell, of The Pas, Man., also hit searchlights which caught them over the target.

A big explosion followed by a glaring red light was seen by P/O Murphy as W/C Fraser weaved over the target.

The Halifaxes were all jolted by their own bomb bursts in this low-level attack, and P/O Higgins said the nose of his aircraft "went down sharply" as the disturbances following their bomb blasts shook the Halifax.



They're airmen in sailors' clothing. The Wellington bomber in which they were returning from an op. came down in the sea and they were rescued by a launch of the naval air sea rescue service. The sailors and Wrens could not do too much for them. Left to right: Sgt. Don McTavish, Calgary, F/S Bruce Hutchinson, Amherstburg, Ont.; F/S Alno Cameron, Raymore, Sask.; F/S Russel Harling, Winnipeg. (Official R.C.A.F. Photograph.)

TWO SAFE AS CHUTES OPEN OVER-DESERT

French Canadian Pilots Have Shooting Match With Jerries

For a few days two French Canadian flight sergeants in the R.C.A.F. were reported missing in the Middle East. Both F/S W. Belec, of Timmins, Ont., and F/S M. Belleau, of Montreal, were forced to bale out over the desert and consequently were absent from their squadron for a short time.

Belec reported that he was on patrol over the battle area when he and another pilot were attacked from astern by three Me. 109s. They turned to meet their head on and Belec singled out his opponent. He and the German, flying straight on, started firing. Belec scored some hits, and down went the nose of the Me.

"I thought I certainly had him," said Belec, "but suddenly he pulled his nose up again, and it was obvious that we were going to collide. I had no time to get out of the way, so I gave my aircraft hard rudder, pulled my wing over and shut my eyes. Then we hit. The only damage to my aircraft was a wing-tip knocked off."

Among Own Troops

Belec decided that he would have to crash land his kite, but the strain of the manoeuvre had wrenched the harness that held him into the cockpit, and it suddenly parted. He shot out of the aircraft, the parachute opened and he came down among our own troops, and was taken back to his squadron with a few bruises and some scratches on his face.

Belleau, who was also in combat with an Me. 109, received a burst of cannon fire in his cockpit.

"It smashed the instrument panel," he said, "and broke the tank and sent a shower of fuel over my face. My aircraft went into a steep dive. I pulled on the stick to get out of it, and the stick just came away in my hand. It had been shot right through. It was an embarrassing moment, sitting there with the stick held up rather foolishly in one hand. Then I realised what had happened and baled out."

He, too, touched ground amongst friends and had only suffered a few scratches.

CLASS WAKES UP

It may be a bit too drastic for a schoolroom, but it's effective. P/O Bob Miller, of Marshall, Sask., is gunnery instructor in his squadron's conversion flight, and whenever his class gets a little sleepy he slaps a blank cartridge into a pistol and fires it. Result: Class wakes up, ultra fast.

S/L Bob Turnbull, of Govan, Sask., C.O. of the conversion flight, quietly remarks when he hears an explosion from "the room next door: "That's Bob getting his class down to business again."

S.O.S. SAVES "CAT" CREW

Flying Boat Forced Down Canucks Finish Trip in Fishing Smack

"Pliers" Wheeler is a "Demon" now, but he had visions of himself as an angel before getting to England.

Known officially as Sgt. J. P. Wheeler, he is a 24-year-old WOP/AG with the R.C.A.F. Demon Squadron of the Coastal Command. But for a while during his trans-Atlantic crossing he thought he would be handling the strings of a harp rather than a wireless key or machine-gun trigger, in a Hudson.

For "Pliers" flew the Atlantic—all but 70 miles of it, which he travelled in a fishing boat. When his Catalina was part way over, it ran into an electrical storm and the pilot climbed to avoid it. Heavy icing set in. When they finally cleared the storm area, they found they were running short of gas. "Pliers" tapped out messages telling of their predicament as the pilot at last put the giant kite down on the great swells of the Atlantic 70 miles off the coast of Northern Ireland.

As water poured into the plane the crew climbed out on the fuselage and huddled around one of the blisters. There they remained for eight long wet hours until a ship hove into sight. The British Navy had picked up the "Cat's" signals and sent out a call to all ships in the area to proceed to the rescue. In due course the fishing boat landed the flyers in Northern Ireland—leaving the Navy to salvage the flying boat.

The airmen enjoyed a royal reception and a short rest before another "Cat" picked them up and bore them to England.

ALL AIR CREW ELIGIBLE FOR COMMISSIONS

Air Training Conference Institutes New Plan for R.C.A.F.

New plans have been laid down for commissioning of air crew by the Inter-Allied Air Training Conference in Ottawa this summer. So that the position may be made clear to all air crews, we give here the new policy as laid down at that time:

All pilots, observers, navigators and air bombers who are considered suitable according to the standards of the Government of Canada and who are recommended for commissions will be commissioned.

The percentages of commissions given at the date of this Agreement to wireless operator-air-gunnery, namely 20 per cent. of total graduates, divided 10 per cent. on graduation and 10 per cent. after service, and air-gunnery, namely 20 per cent. of total graduates divided 5 per cent. on graduation and 15 per cent. after service, will be maintained. Some flexibility will, however, be permitted to (Continued on page 4, col. 5.)

SQUADRON LEADER FORD AWARDED BAR TO D.F.C.

Eight Other Gongs Gained by Air Crew Members of the R.C.A.F.

A Bar to the D.F.C. held by S/L L. B. Ford, of Liverpool, N.S., tops this week's list of awards to Canadian air crew. It is in recognition of his inspiring leadership of his squadron in support of the combined operations against Dieppe. Several enemy aircraft were shot down by his unit, two of which he accounted for personally.

S/L Ford, who is not yet 23, won the D.F.C. on June 9, 1942, for his participation in dangerous and effective fighter attacks against enemy warships.

Two other D.F.C.s to come out of Dieppe were to P/O G. B. "Scotty" Murray, of Halifax, and P/O J. W. Reynolds, of Pembroke, Ont.

Two bomber pilots, F/L David J. Williams, of Vancouver, and W/O L. A. Johnson, of St. Paul,

BOMBER CREW WAS RESCUED FROM DINGHY

Air Sea Rescue Launch Picked Airmen Up in Short Order

PRAISE FOR WRENS

Four members of an all-Canadian Wellington bomber crew of an R.C.A.F. squadron returned to their aerodrome recently wearing bell-bottomed trousers and blue jerseys of sailors in the Royal Navy.

They were full of praise for the boys of the naval arm of Air Sea Rescue who picked them up after they had been afloat only 90 minutes in the North Sea.

The girls of the Navy were also praised. "Those Wrens couldn't do enough for us. They're nice looking, too. We're going back to see them sometime," one of the crew asserted. "The launch was on its way to our position three minutes after we had been plotted," said F/S Alno Cameron, the 31-year-old pilot.

Burst of Flak

A terrific burst of flak struck the port wing just as the pilot was starting to make his bombing run. The crew bombed the target; then Cameron thinned out his mixture and came out of the target at reduced speed.

"That was no fun either," said the front-gunner, F/S Russel "Old Soldier" Harling, a veteran of the 110th Squadron, whose home is Winnipeg.

With the port tank empty they stooped home, gradually losing altitude. They lost 10,000 feet, but navigator Bruce Hutchinson, 21-year-old flight sergeant of Amherstburg, Ont., put them on a direct, economical course, and when at 4,000 feet the first engine sputtered and died out, they were only five miles from the English coast.

The second engine went a few minutes later, and Cameron sat the Wimpy down in the water with "not enough jolt to rattle your false teeth."

A tragic side to the story was the loss of the second pilot, who was missing when the rest of the crew boarded the dinghy.

F/S Fred Hubbard, the rear-gunner of Three Rivers, Que., who is now in hospital with an injured back, was assisted from the aircraft by the wireless operator, 22-year-old Sgt. Don McTavish, of Calgary, and the navigator who together hoisted him up through the astro-dome and got him safely into the dinghy.

Mini. have also received the D.F.C.

F/L Williams was captain of an aircraft detailed to attack Kassel in August. Through his skilful handling of the plane, a Junkers 88, which intercepted them, was destroyed. He continued on to the target, bombed it, and on the way home an Me. 109 was driven off by a well-directed burst of fire.

On two occasions the skilful airmanship of W/O Johnson has been responsible for the destruction of enemy nightfighters. His two English gunners, Sgts. R. W. Agg and John McGowan, have won the D.F.M. for the resolute part they played in these victories.

Further awards, the citations for which are not yet at hand, have been made to the following:

D.F.C.: S/L K. L. B. Hodson, of London, Ont.; P/O W. E. King, of Alton, Ont.; D.F.M.: F/S W. T. Brent, of Glen White, West Virginia; F/S H. F. Watlington, of Hamilton, Bermuda.

WINGS ABROAD

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EDITORIAL

ANY SUGGESTIONS

TO start with, we don't think there is anything wrong with WINGS ABROAD. We are, however, anxious to improve it if possible. It may not be the best paper in the world, but it's as good as we at R.C.A.F. Overseas Headquarters can make it. What we would like to hear is how you think it could be improved.

You must remember we are working under war-time difficulties, such as a shortage of paper, which prevent us from making it larger. We would like to use more pictures, but because the newspaper is entirely self-supporting, we have to leave some room for the advertisements. And we still have distribution problems, and others, but we won't bother you with them. There are probably ways, however, in which we can make improvements, and we would like to hear about them from you in the squadrons, from the ground crew, the air crew and the admin. chaps. Do you like to hear about the gongs your friends get? Do we carry too much about operations and not enough about what the boys do on their nights out? Do you find our editorials interesting? How do you feel about the squadron news? We would like to publish more squadron notes, but first we have to get them—the fault here lies with the squadron's WINGS ABROAD correspondents—and, secondly, there are security considerations which we must watch carefully.

How about some suggestions for stories you would like to see? Do you think we should publish every week an Air Force song—or rather the expurgated edition. How about a "Letters to the Editor" column?

Won't you either drop us a line on this subject or, better still, come in and see us for a few minutes next time you are in London. If it's around payday maybe the Editor will be able to finance a beer, and we can talk it over.

SVEINSON MARRIES WHILE IN CANADA

When the R.C.A.F. bomber crew flew to Canada last month after the raid on Saarbrücken they did not realize that with them they were carrying an extra passenger, viz., Dan Cupid. According to F/L E. B. "Tim" Reid, Public Relations Officer at R.C.A.F. Headquarters, one of the crew, F/S Karl Sveinson, of Eilfros, Sask., has culminated a romance by marrying the girl who was waiting for him.

All members of the crew were given a rousing reception as they toured the Dominion. They took it in stride, and everywhere they went they made it clear that they were only the lucky fellows who had been selected to tell the people of Canada what so many of their fellows are doing over here. Their official visits over, they are now enjoying a well-earned 30 days' leave at their respective homes. Of the trip F/L Reid said: "It was great to be home, but it's good to be back where things are happening."

NORTHERN LIGHTS

THE sheep up here are growing wool coats that get longer as the nights get longer and the days cooler. We're already getting used to walking at a slant, too. The squadron's vets. keep telling how the wind would blow at 90 miles an hour, eight days at a clip, last winter. Soldiers in the vicinity still come a-running to watch the boys play ball.

One of our veteran pilots, W/O Bolly, has now been promoted to commissioned rank. Our C.O. S/L McHardy, D.F.C. and Bar, is a New Zealander. L/AC Bob Leonard is just back from leave. He had a reunion with buddies of yore in a Canadian artillery battery that he forsook for the Air Force.

S/L BIRCHFIELD LEADS R.A.F. UNIT

New Westminster Pilot Rates Channel Battle as His Most Exciting Adventure Since 1936



S/L Frank E. W. Birchfield, A.F.C., and Mrs. Birchfield are both from New Westminster, B.C. He commands an R.A.F. fighter squadron and she is an assistant section officer on another station. This problem is taken care of by arranging their leaves at the same time. (Official R.C.A.F. Photograph.)

FROM cabin boy to squadron leader in six years is part of the Air Force record of S/L Frank E. W. Birchfield, A.F.C. In the fall of 1936 he shipped aboard a freighter at Vancouver, and six weeks later was in England. He was accepted in the R.A.F. in April, 1937.

It is air force blue on both sides of the Frank Birchfield household. His wife's official title is Assistant Section Officer Ann Birchfield. It is a totally Canadian combine, for Miss Ann Holt, daughter of Mr. and Mrs. Ernest Holt, of New Westminster, travelled to England in 1938. They were married shortly after her arrival.

S/L Birchfield is at present in command of a cosmopolitan R.A.F. Spitfire squadron which has had on its strength Poles, Czechs, Danes, Belgians, French, Aussies, New Zealanders, Canadians and Englishmen. P/O "Cammy" Cameron, of Calgary, and Sgt. Fell, of Winnipeg, are attached to this R.A.F. unit.

The squadron had a splendid record in the Battle of Britain. Its score at that time was 91 victims. In one day it shot down 15 German planes.

Unfortunately, from the Birchfield viewpoint, the Squadron Leader was at that time employed on instructional duties. He was haunted by the apprehension that he would not "get into the war," but finally

managed to get an operational posting a year ago. He admits that having been "pestered for years by people who held similar ideas, I knew a few tricks myself."

Of the aerial action he has figured in, the British Columbian rates the Gneisenau-Scharnhorst show in the English Channel last winter as the most exciting of all.

PROMOTIONS IN OVERSEAS FORCE

The following is a list of promotions to the rank of flying officer as announced from R.C.A.F. Overseas Headquarters:

Pilots.—P/Os J. B. Buckley, Peterborough, Eng.; L. O. Boucher, Calgary; M. E. Jowsey, Ottawa; R. L. Paterson, Saskatoon; H. M. Sutton, Courtney, B.C.; J. F. Paterson, Saskatoon; J. S. Bird, Banff, Alta.; I. C. Beckwith, Buenos Ayres, Argentina; D. W. McLarty, Buenos Ayres; W. I. Gordon, Saskatoon; C. A. Anderson, Toronto; P. S. Calvesbert, Brantford; G. F. Newton, Vancouver; D. E. Bruce, Fernie, B.C.; W. M. Hale, Montreal.

Air Observers.—J. E. Underhill, Vancouver; W. A. Hockney, Mimico, Ont.; N. H. Parent, Riverside, Ont.; R. L. Coulter, Sardinia, B.C.; J. D. Erzinger, Winnipeg; F. B. Gregory, Victoria, B.C.

W.A.G.s.—D. C. Legge, Granby, P.Q.; D. McMillan, Nanaimo, B.C.; P. A. Houlisworth, Montreal.

The following airmen have been appointed to commissions: Pilots.—D. E. West, Edmonton; W. M. Jackson, Toronto; F. M. Falls, Westmount, Que.; G. H. Kelly, Sioux City, Iowa; M. W. Vineyard, Whitewright, Texas; J. E. McNamara, Montreal; C. E. Mercer, Sydney, N.S.; B. W. Andrews, Illinois; W. G. Dodd, Whittemouth, Man.; J. R. Macpherson, Cayuga, Ont.; G. R. Woolrich, Analin, Texas; R. P. McLaren, Burford, Ont.; R. C. O'Brien, Beaver Harbour, N.B.; W. M. Griffin, Marquis, Sask.; N. S. Hul, Victoria; T. H. Wiltshire, Regina; J. W. Flander, Montreal; J. E. Francis, Windsor; J. P. Berry, Parkerburg, W. Vir.; J. D. Lewis, Goldsboro, N. Carolina; G. A. Argument, Toronto; L. Mount (address not available); B. Butler, Niagara Falls; G. W. Percival (address not available); J. S. Bernier (address not available); D. H. Bootsma, Hawford, California; W. H. Dixon, Ottawa; A. M. Morrison (address not available); G. W. Troke, Wolfville, N.S.; D. R. Wiseman, Moose Jaw; R. T. Wise, Calgary; K. N. Wheatley (address not available); A. McDonald (address not available); W. S. Grieve, Chicago, Illinois; W. H. Stephenson, Belleville, Ont.; J. J. Slicox, Toronto; A. B. Summers (address not available); R. F. Murray, Beaconsfield, Que.; F. M. Halston, Pottstown, Penn.; M. A. Cybulski, Renfrew, Ont.; H. E. Fenwick, Sioux Lookout, Ont.; C. F. Sorenson, Bromo, Que.

Air Observers.—L. L. Garner, Stratford, Ont.; F. G. Spanner, Toronto; G. T. Vicary, Toronto; M. R. McCullagh, Rocky Rapids, Alta.; N. Grant, Toronto; E. J. Hudson, Winnipeg; A. Gustien, New Waterford, N.S.; J. M. Roper, Dunstaffnage, P.E.I.; K. D. Hutchinson, Peterboro, Ont.; H. Spector, Toronto.

Observers Radio.—G. D. Sibbett, Vancouver; A. H. Rose, Powell River, B.C. Wireless Air Gunners.—B. C. MacNab, Milton, Ont.; N. D. Dewar, Vancouver; B. S. Blden, Sinaluta, Sask.; K. E. Crosby, Yarmouth, N.S.; W. D. Bldlake, Fredericton, N.B.; E. V. Fulton, Birtle, Man.; W. J. Jones, Saskatoon; J. D. Yull, Sudbury, Ont.; S. Brown, North Bay, Ont.; G. C. Gould, Orland, Ont.; G. R. Libby, St. Stephen, N.B.; B. L. Schausberg, Verwood, Sask.

CANADIAN PILOT SAVED THREE OF HALIFAX CREW

Kept Straight and Level to Enable Four to Bale Out

The Canadian captain of a Halifax bomber of an R.C.A.F. squadron died when his aircraft exploded in the air and crashed to the ground a mass of blazing wreckage, but for a few precious minutes he had managed to keep it straight and level enough for four members of his crew of seven to bale out. Three of them, all Canadians, are safe. The fourth, also a Canadian wireless operator, and the second one to leave the aircraft, is missing.

The story of the disaster and the courageous effort of the pilot to save his crew, was told by the three survivors, P/O Ed. Mason, of Rockigen, Sask., the navigator, Sgt. Jim Alexander, of Nanaimo, B.C., the bomb aimer, and Sgt. Joe Kaucherik, of Fort William, Ont., the flight engineer.

Mason fell into the North Sea two miles from the English coast. Kaucherik also "went into the drink" a short distance from the beach and swam half an hour in spite of a stiff arm and shoulder. The bomb aimer fell into a field and lay there for two hours with a badly hurt knee.

The post outer engine caught fire. Two minutes later, after the pilot had tried in vain to feather the propeller and extinguish the fire, the port wing and engines were blown off by an explosion and the huge four-engine craft plunged to the ground in a mass of flames.

Sgt. Kaucherik, the flight engineer, who has 400 hours of flying as a civilian pilot, said: "It was all over in about two minutes. The pilot ordered us to bale out, while he struggled hard to keep us straight and level. When I last saw him he was working like a madman to keep her under control." "I waved to Alexander, who was next after me, and the next I knew I was drinking salt

water. I don't remember coming down, but I must have got a blow on the shoulder as the chute opened. I came out facing forward instead of aft as we're supposed to. There wasn't time to get around to the proper side of the opening, and instead of blowing up away from the chute must have ripped up over my head and smacked the cords against my shoulder," Kaucherik said of his jump. "Meanwhile the navigator, Ed. Mason, was kicking off his flying boots and struggling out of his parachute harness, two miles from the coast. "I could see the aircraft burning where it had fallen, and started to swim in that direction. Then, when it had burned out, I was near enough to make out the shoreline dimly through the darkness," he said. "It took me two hours to reach shore, but fortunately the water wasn't very cold." Kaucherik crawled to the top of a hill and stayed there until dawn. "I couldn't see anything. When it was light enough to see where I was going I found a road leading to a farm and was met by farm-folk before I got there. Searchers must have phoned them to be on the look out for us. They gave me breakfast, then threw me into bed."

Alexander heard searchers shouting and called back, but they evidently thought it was one of their own party calling to get to his feet, and eventually found a farmhouse where he was looked after until an ambulance arrived to take him to the nearest aerodrome. The three survivors met again in the station hospital, when the transports collected them from the three farmhouses they had managed to reach during the night.

Mason, the navigator, was little the worse for his two-hour swim in the waters of the North Sea, and after resting for a day returned to his own squadron. The two others were able to follow during the next few days.

"We were the last wing to find the German battleships. They were off Ostend and the clouds were very low," he said. "It was a panic. There was a big packet of Focke Wulfs around. There were planes everywhere, appearing and disappearing in the clouds. We kept the air clear of bombers, however. One only got a localised impression of the affair that day. Visibility was too short to see much of anything."

During the past summer played hide-and-seek with a Junkers 88 in the clouds. He gave the Hun a two-second burst with his cannon before losing him in the clouds. He found him again, used up all his cannon ammunition, and followed up with machine gun fire. The raider eventually disappeared into cloud cover. That afternoon in that vicinity a recon plane came across a patch of oil on the sea, which suggested that the Ju. 88 had made only a one-way trip.

Although S/L and Mrs. Birchfield are on widely separated stations in the United Kingdom, a little careful planning takes care of their leave problem.

"And," points out Frank Birchfield, "there's a big difference between distances in England and the amount of space between here and New Westminster. Just ask the boys who have wives back home."

HEADQUARTERS

WHAT Billy King says to the girl friend at home with all Canada listening, I'd only save for my most intimate uncensored letters to Scotland," said F/S Trev. Williams, our undercover agent B.V.D. It seems that the sight of a microphone affects Sgt. King in the same way the first day of spring does other young airmen.

Sgt. Allan, of the Security Guard, is to be congratulated on the splendid armament lecture he gave the Junior Commandos. It was concise, clear, interesting—and, most amazing of all, practical.

The post office has gone academic. For the past week L/AC Anderson has been devoting all his spare time to study. The subject is "Secrets of Ventriloquism." So far he has succeeded only in getting a sore throat.

Among the more prominent oglers at the revue at the Troc. on Sunday were Kane, Aris, Dionne, Andrews, Stretch, McPhee, Hoover and Pullen. To see so many of them up on a Sunday a.m. brings back those oft-quoted lines, "Never has so much eye-strain been had by so many H.Q. airmen for so little"—or suppin'.

In a loosely fielded game on Sunday, Headquarters continued their advance on the softball front, rolling back the Royal Canadian Engineers 14-11. Outstanding players for H.Q. were Stuart and Alexander.

"SECRET MISSION"

Espionage melodrama. An exciting story of adventures in occupied France of four Britishers out to discover secret of Nazi fortifications. The tense drama, gripping suspense and thrilling spectacle of British party's landing on French coast, joyous hoodwinking of Nazi High Command by posing as emissaries of champagne-selling Ribbentrop, eventful hue-and-cry by Nazis for now known spies, and terrific action spectacle of Commando raid, complete with massed parachute descent, hand-to-hand bayonet work and dynamiting of German munitions dump and fortifications. Attractive all-round portrayal, charming romantic interludes, plenty of robust comedy relief, realistic French backgrounds. Grand popular entertainment of up-to-the-minute topicality.

"HENRY ALDRICH—EDITOR"

Ingenuous story of domestic and personal colour following on schoolboy editor's report on local fire. Happy-go-lucky comedy and genially burlesqued domestic drama pleasantly in tradition of Aldrich series, complete with airily nonsensical court-room sequences, turmoil of affronted city officials and excellently staged final spectacle and thrill of large-scale fire at which young hero at last corners demented fire bug.

"INVISIBLE AGENT"

Imaginative story of how "invisible man" lands in Germany to discover details of secret Nazi plans. Plenty of comedy with physical discomferts visited on prominent Nazis, notably at dinner-party when big spy entertains beautiful woman spy. Espionage theme assures plenty of exciting action, merging into eventual climax of "invisible man's" escape to England in Nazi bomber, after surviving vigorous anti-aircraft attack.

"THE GLASS KEY"

Hectic story of henchman's exploits in proving innocence of big shot boss implicated on murder charge. There is no lack of vivid incident, notably in bestially brutal beatings-up, couple of callous killings and colourful surge of big-shot rivalries, though occasionally too realistic for universal appreciation. Strong melodramatic fare for non-queamish patrons. A Dashiell Hammett story which is an indictment of American political rivalry.

HAS HAD 30 "OPS."

A former Canadian newspaperman who exchanged his notebook for an Observer's log-book, and who has had 30 trips over enemy territory, F/S Ken Methers, of North Edmonton, has been commissioned a Pilot Officer. One of the most experienced members of an R.C.A.F. Bomber Squadron commanded by Wing Commander Don Ferris, of the same home-town, P/O Methers was formerly a reporter on the staff of the "Edmonton Bulletin."

HONOUR IS DUE!

For the first time in its 15 years' history, the huge Empire, Britain's greatest picture theatre, is compelled to hold a "guest film" (a film not produced by M.-G.-M.) for a 3rd WEEK.

The honour falls to the Twentieth Century-Fox magnum opus

Advertisement for the movie 'This Above All' featuring Tyrone Power and Joan Fontaine. The ad includes the text 'HONOUR IS DUE!', 'For the first time in its 15 years' history, the huge Empire, Britain's greatest picture theatre, is compelled to hold a "guest film" (a film not produced by M.-G.-M.) for a 3rd WEEK.', 'The honour falls to the Twentieth Century-Fox magnum opus', 'THIS ABOVE ALL', 'TYRONE POWER JOAN FONTAINE', 'DARRYL F. ZANUCK'S production', 'Based on ERIC KNIGHT'S famous novel.', 'Daily: 10 to 9.50 Sunday: 3.30 to 8.50', and 'EMPIRE'.

DEMONS ATTACKED CHERBOURG DOCKS

The famous Demon Squadron of the R.C.A.F. of Coastal Command, attacked shipping and the docks of Cherbourg recently, and saw the bombs drop in the dock area, but could not identify what was hit, due to poor visibility.

"There were lots of searchlights and I ain't kidding," said P/O Casey Walsh, of Victoria, B.C. "We saw our bombs go off all right in the dock area but could not see what we hit."

P/O Cam Taylor, pilot from Winnipeg and Fort William, found it cold "away up there." Not used to dressing heavily on the usual flights the Demons were wishing they had taken along their heavy red flannels.

D. A. MacLeod, Edmonton; J. A. Richard (address not available). Air Gunners.—W. R. Pullen, Winnipeg; J. G. Clothier, Vancouver; G. H. Rainville, Quebec City; A. Smith, Dumbarton, Ont.

CASUALTIES

Casualties for the week ending September 26th:

KILLED IN ACTION. W. R. Scott, P/O, Campion, Alta. KILLED ON ACTIVE SERVICE. D. G. Allen, Sgt., Toronto; S. Bocking, P/O, Winnipeg.

PREVIOUSLY REPORTED "MISSING" BELIEVED KILLED IN ACTION. "NOW PRESUMED KILLED IN ACTION." F. B. Crundie, P/O, Toronto; J. M. Thompson, Sgt., Edmonton.

PREVIOUSLY REPORTED "MISSING" "NOW PRESUMED KILLED IN ACTION." J. Carmack, Sgt., Winnipeg; A. J. Fraser, P/O, Edmonton; D. L. Henderson, Sgt., Winnipeg; W. S. Tyler, Sgt., Corpus Christi, Texas.

MISSING. P. B. Andrews, Sgt., Charlottetown, P.E.I.; K. J. Aronson, Sgt., Marysville, Sask.; A. P. Conway, Sgt., London, Ont.; G. V. Desautels, P/O, Sudbury, Ont.; M. Edwards, P/O, Denbigh, Wales; R. E. Fahey, Sgt., Elmira, N.Y.; L. Foster, P/O, Edmonton; D. C. C. Hinks, P/O, Kelowna, Man.; C. C. Hooper, Sgt., Winnipeg; D. C. Imeson, P/O, Laamington, Ont.; G. H. Lyons, Sgt., Herndon, Ala.; G. A. Macduffy, Sgt., Badjara, Ont.; M. H. D. MacDonald, P/O, West Hartford, Conn.; J. A. MacWilliams, Sgt., Syracuse, N.Y.; N. M. Meade, W/O, Augusta, Ga.; W. V. Pickering, P/O, St. Catharines; D. H. Sargent, P/O Montreal; G. R. Spratt, Sgt., Lancaster, Man.; R. E. Stageman, Sgt., Chicago; G. K. Sutherland, Sgt., Victoria; J. G. Wainwright, Sgt., Orillia.

PILOT SAVED BY "SPLIT-SECOND"

WITH THE R.A.F.

The little Hurri-bomber hurtled over the enemy supply ship through a hail of anti-aircraft fire.

If Reynolds had pressed the bomb release button an instant later the shell would have hit the bomb, and the fighter would have been blown into a shower of fragments.

Instead, Reynolds was able to return to the attack, machine-gunning the ship, and then return home.

A Canadian from Pembroke, Ont., P/O Reynolds flies with an R.A.F. Fighter Command squadron.

SGT. Pilot Bert Kaplansky, of Hamilton, is now instructing at a R.A.F. college, teaching Turkish lieutenants how to fly.

While P/O Hank Malkin, his pilot, has been recovering from an "unimportant injury," WO1 Carl "Stuffy" Sorsdahl, of Midale, Sask., has been sporting quietly around Britain on leave.

According to Sgt/WAG Pete MacIntyre, Sgt. James Cagney Hyndman is devoting most of his leave to his "steady girlfriend."

CIGS, WOOLLENS, FREE TO R.C.A.F.

Canadian airmen need not walk the proverbial mile for a Canadian weed. Auxiliary services, R.C.A.F. Headquarters, are offering free smokes to all Canadian airmen on leave in London.

In addition to cigarettes, you can also get knitted comforts, supplied by the Canadian Red Cross and the I.O.D.E. They offer a wide range of pyjamas, socks, scarves, gloves, balaclavas, sweaters and mitts.

This paradise for smokeless, tattered Canadian airmen is situated just off Kingway on the second floor in the Land Registry Building, 32, Lincoln's Inn Fields—R.C.A.F. Headquarters.

Don't forget your leave pass!



P/O Guy Rainville, of Quebec City, who has recently been awarded the D.F.M., has a chat with the Hon. Major G. G. Power, M.C., Minister of National Defence for Air, who was visiting the French Canadian Squadron to which Rainville belongs.

FRANK MOORE IS YOUNGEST "ADJ"

The honour of being the youngest R.C.A.F. squadron adjutant in Great Britain has changed hands. Until recently it was held by F/O Joseph "Chas" Chasanoff, of an R.C.A.F. Spitfire Squadron, formerly a practising barrister in Winnipeg, who tried to qualify for air crew before accepting the less exciting role of "adj."

Now the mantle falls on the shoulders of F/L Frank Moore, 24-year-old former student-pilot from Cobourg, Ontario. Moore arrived overseas recently to assume the job of adjutant in an R.C.A.F. bomber squadron led by W/C Don Ferris, of Edmonton.

Enlisting in January of 1939, Moore underwent training at Trenton and Camp Borden, until his aeronautical career was ended by a serious crash in which he suffered severe head injuries and concussion of the brain.

Transferring to the administrative branch of the Service, Moore became adjutant of what then corresponded to Central Flying School, and then in succession filled similar posts at No. 1 I.T.S. (Eglington, Toronto) and No. 7 (Saskatoon). He remained at the latter school until posted overseas a few weeks ago.

ALL AIR CREW

(Continued from page 1.)

ensure that airmen in these categories who have the necessary qualifications are not excluded from commissions on account of the quota.

Procedure

Normally, the initiative in recommending an airman for a commission will rest with his commanding officer, but an airman may apply to be recommended, and, if his application is endorsed and forwarded by his commanding officer, it will receive the same consideration as if it had been initiated by the latter.

To guard against the danger that frequent changes of posting may prejudice the recommendation of an airman for a commission, or when it is felt that the particular qualifications or circumstances of any airman warrant consideration and may have been overlooked, it will be open to the R.C.A.F. Liaison Officers in the R.A.F. Commands or at R.C.A.F. Overseas Headquarters to make representations to the Commanding Officer of the unit and to the Air Officer Commanding the group concerned, about that airman.

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 blades will last longer if you lather for twice as long as you usually do.



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

Individuals who are to be commissioned at the sole instance of the R.C.A.F. authorities will be transferred to an R.C.A.F. squadron or be repatriated before such commissioning is put into effect.

A commission will take effect from the date of the original recommendation by the commanding officer of the unit or, if the recommendation has not been made by the commanding officer, from the date of the recommendation by R.C.A.F. Overseas Headquarters, even if the candidate has become a casualty by the time the recommendation is approved.

The R.A.F. authorities, in conjunction with R.C.A.F. Overseas Headquarters, will at once review the case of every airman in all aircrew categories who has been in an operational unit for more than two months.

WEDDINGS

AHALT—CABIRAL—In a quiet ceremony in the Registry Office in London, England, recently, F/O Roy Ahalt, of Downers Grove, Illinois, was married to Miss Françoise Cabiral, an assistant section officer of the W.A.A.F.

One Air Force artist is P/O Ken Kenyon, a Londoner who's been with the Canadians so long nobody ever thinks of him as anything other than a Canuck. His mates are particularly proud of his pastels of P/O John Higham, of Assiniboia, Sask., now back in Canada, and F/L Don Patterson, of Toronto.

There's also a business side to his work. As gunnery officer he draws the diagrams showing pilots how to take evasive action.

F/O Lloyd Parnall, a navigator from Peterborough, Ont., rates as one of the luckiest fellows in this Air Force. He made three trips to Bremen and then crashed. His crew mates were killed, but he escaped and is back on the job now.

A flight sergeant wireless air gunner, Dick Richards, of Liverpool, N.S., has been acting as temporary instructor in O.T.U. Previous flying duties have taken him through the Mediterranean and African theatres of operations.

'Dropping into Auxiliary Services at R.C.A.F. Overseas headquarters while on a 72-hours pass, Sgts. Edward Brant, of St. Catharines, Ont., and Osie Bilas, of Glasgow, N.S., picked up their cigarette issues. They then continued on to WINGS ABROAD, where they each took out a subscription (Note: circulation plug). Brent has completed two operations as an observer and Bilas five as an air-gunner. Along with about 35 other Canadians they are on an R.A.F. Halifax squadron.

THREE GAY SISTERS . . . THREE DESPERATE WIVES

Their drama rings through heartbreak and happiness—a triumph for Three Great Stars.

Advertisement for 'The Gay Sisters' featuring Barbara Stanwyck, Geel Brent, and Geraldine Fitzgerald. Includes Warner Theatre logo and showtimes.

Advertisement for 'Yankee Doodle Dandy' featuring Gene Kelly. Includes Warner Theatre logo and showtimes.

Large advertisement for 'The Glass Key' featuring Alan Ladd and Veronica Lake. Includes Warner Theatre logo and showtimes.

Large advertisement for 'The Great Mr. Handel' featuring Wilfrid Lawson and Elizabeth Allan. Includes Odeon Theatre logo and showtimes.

Large advertisement for 'My Gal Sal' featuring Rita Hayworth and Victor Mature. Includes Odeon Theatre logo and showtimes.

ENTERTAINMENT GUIDE table listing various theatres and their current shows, including Hippodrome, Palace, Palladium, Strand, and others.